APPENDIX 1.1

Approved Traffic Study Scoping Agreement

Project Contact History - JN:5238

Submitter: Bill Lawson
Date: 04/15/2008 09:40:57
Contact Type: E-Mail
UC Contact: CMS Administrator
Sent to:
Subject: JN:05238 Robinson Ranch Revised Traffic Study Scoping Agreement

Great! We will continue to proceed based on the revised traffic scoping agreement.

Bill Lawson
Principal
(949) 660-1994 x203
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From: John McMains [mailto:jmcmains@yucaipa.org]
Sent: Tuesday, April 15, 2008 8:53 AM
To: Bill Lawson
Cc: Michael Gonzales
Subject: Re: JN:05238 Robinson Ranch Revised Traffic Study Scoping Agreement

Bill:

I finally have Ray Casey's OK on the revised Scoping Agreement dated April 1, 2008 - it looks good.

John McMains, Director
Community Development Department
City of Yucaipa

41 Corporate Park, Suite 300 Irvine, CA 92606 949.660.1994 main 949.660.1911 fax www.urbanxroads.com

April 1, 2008 (Revised)
January 21, 2008

Mr. Ray Casey
CITY OF YUCAIPA
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Subject: **Traffic Study Scoping Assumptions (Trip Generation, Trip Distribution, Recommended Study Area Analysis Intersections) for the Proposed Robinson Ranch Preliminary Development Plans/General Plan Amendments**

Dear Mr. Casey:

The firm of Urban Crossroads, Inc. is pleased to provide this revised letter documenting the recommended traffic study scoping assumptions for the proposed Robinson Ranch Preliminary Development Plans/General Plan Amendments. This revised scoping letter was modified to reflect the changes discussed at our February 6, 2008 meeting at the City of Yucaipa. We have included an updated project trip generation (using the calculated commercial pass-by trip reductions), the project trip distribution patterns and the recommended intersection analysis locations. Our goal is for the City to endorse our traffic study assumptions outlined in the letter so we can begin the analysis phase of our traffic report.

We recognize that the City of Yucaipa has implemented a qualifying development mitigation program that achieves development funding contribution requirements established by the SANBAG Development Mitigation Nexus Study. The City of Yucaipa is therefore, not required to prepare traffic impact analysis (TIA) reports for San Bernardino County Congestion Management Agency (CMA) review. However, due to the sensitive nature of this proposal, our project scoping agreement has been developed to satisfy the CMP guidelines for preparing TIA reports. We have used this approach for other cities within the County of San Bernardino since the CMP guidelines provide an appropriate framework for comprehensive CEQA analysis.

Exhibit A illustrates the project location map. As indicated on Exhibit A, the project site is generally located adjacent to the I-10 Freeway and north of the San Bernardino/Riverside County line in the City of Yucaipa. A conceptual development plan has been prepared for the Robinson Ranch Preliminary Development Plans/General Plan Amendments consisting of 4 planning areas, and they are illustrated on Exhibit B. The land use plans for the 4 planning areas are shown in the following exhibits:

- Exhibit C: Planning Area 1 – Oak Ridge Village, land use plan
- Exhibit D: Planning Area 2 – Wildwood Center, land use plan
- Exhibit E: Planning Area 3 – Wildwood Ranch, land use plan
- Exhibit F: Planning Area 4 – West Oak Center, land use plan

As shown on Exhibits C through F, the Robinson Ranch conceptual development plan includes the following overall land uses:

- 601 single-family detached residential dwelling units
- 3,608 residential townhouse dwelling units
- 1,132,000 square feet of commercial retail use

Analysis Locations

The general preparation of the traffic impact study for the proposed Robinson Ranch Preliminary Development Plans/General Plan Amendments will be in conformance with the typical requirements of the San Bernardino County Congestion Management Program (CMP). The CMP requires no analysis further than 5 miles from the project site or where less than 50 peak hour project trips are added to a CMP intersection. Similarly, the CMP requires that 100 or less peak hour project trips (two-way) to all freeway links within 5 miles of the project site be analyzed. Exhibit A depicts the roadway network and the recommended study area intersection analysis locations, which include the following intersections:

ID	Count Date	Intersection Location	Location
1	2/26/08	Judson Street/Ford Street (NS) @ Citrus Avenue (EW)	Redlands
2	2/21/08	San Timoteo Canyon Road (NS) @ Live Oak Canyon Road (EW)	Riverside Co.
3	2/26/08	Wabash Avenue (NS) @ Lugonia Avenue/Mentone Boulevard (SR-38) (EW)	Redlands
4	2/26/08	Wabash Avenue (NS) @ Citrus Avenue (EW)	Redlands
5	2/26/08	Wabash Avenue (NS) @ 5th Avenue (EW)	Redlands
6	2/27/08	Crafton Avenue (NS) @ 5th Avenue/Sand Canyon Road (EW)	SB County

7	2/21/08	Alta Vista Drive (NS) @ Outer Highway (EW)	Yucaipa
8	2/27/08	16th Street (NS) @ Sand Canyon Road (EW)	Yucaipa
9	2/21/08	16th Street (NS) @ Yucaipa Boulevard (EW)	Yucaipa
10	7/13/06	16th Street (NS) @ Avenue E (EW)	Yucaipa
11	2/15/07	16th Street (NS) @ Dunlap Boulevard (EW)	Yucaipa
12	7/12/06	16th Street (NS) @ Outer Highway (EW)	Yucaipa
13	2/21/08	Sand Canyon Road/14th Street (NS) @ Yucaipa Boulevard (EW)	Yucaipa
14	7/13/06	14th Street (NS) @ Avenue E (EW)	Yucaipa
15	7/11/06	Oak Glen Road (NS) @ Yucaipa Boulevard (EW)	Yucaipa
16	7/11/06	Oak Glen Road (NS) @ Avenue E (EW)	Yucaipa
17	7/12/06	Oak Glen Road (NS) @ Colorado Street (EW)	Yucaipa
18	7/12/06	Oak Glen Road/ (NS) @ 14th Street/Calimesa Boulevard (EW)	Yucaipa
19	7/12/06	Live Oak Canyon Road/Oak Glen Road (NS) @ I-10 Westbound Ramps (EW)	Yucaipa
20	7/12/06	Live Oak Canyon Road/Oak Glen Road (NS) @ I-10 Eastbound Ramps (EW)	Yucaipa
21	7/12/06	Live Oak Canyon Road/Oak Glen Road (NS) @ Outer Highway (EW)	Yucaipa
22	*Future*	*West Oak Center Drive North (NS) @ Live Oak Canyon Road (EW)*	*Yucaipa*
23	*Future*	*West Oak Center Drive South (NS) @ Live Oak Canyon Road (EW)*	*Yucaipa*
24	*Future*	*12th Street (NS) @ Calimesa Boulevard (EW)*	*Yucaipa*
25	*Future*	*Cienaga Road (NS) @ Oak Ridge Road (EW)*	*Yucaipa*
26	*Future*	*Wildwood Center Drive (NS) @ Calimesa Boulevard (EW)*	*Yucaipa*
27	*Future*	*Wildwood Center Drive (NS) @ I-10 Westbound Ramps (EW)*	*Yucaipa*
28	*Future*	*Wildwood Center Drive (NS) @ I-10 Eastbound Ramps (EW)*	*Yucaipa*
29	*Future*	*Wildwood Center Drive (NS) @ Outer Highway South (EW)*	*Yucaipa*
30	7/12/06	Wildwood Canyon Road (NS) @ Calimesa Boulevard (EW)	Yucaipa
31	7/13/06	8th Street (NS) @ Colorado Street (EW)	Yucaipa
32	*Future*	*South Wildwood Canyon Road (NS) @ County Line Road (EW)*	*Yucaipa*
33	7/11/06	I-10 Eastbound Ramps (NS) @ County Line Road (EW)	Yucaipa
34	7/11/06	I-10 Westbound Ramps (NS) @ County Line Road (EW)	Yucaipa
35	7/11/06	Calimesa Boulevard (NS) @ County Line Road (EW)	Yucaipa
36	7/13/06	Colorado Street (NS) @ Wildwood Canyon Road (EW)	Yucaipa
37	2/19/08	Calimesa Boulevard (NS) @ Avenue L (EW)	Calimesa
38	2/26/08	5th Street (NS) @ Wildwood Canyon Road (EW)	Yucaipa
39	2/19/08	5th Street (NS) @ County Line Road (EW)	Yucaipa
40	2/19/08	5th Street (NS) @ Avenue L (EW)	Calimesa
41	2/19/08	California Street (NS) @ County Line Road (EW)	Yucaipa
42	2/20/08	Bryant Street (NS) @ Mill Creek Road (SR-38) (EW)	SB Co.
43	2/20/08	Bryant Street (NS) @ Oak Glen Road (EW)	Yucaipa
44	2/19/08	Bryant Street (NS) @ Yucaipa Boulevard (EW)	Yucaipa
45	2/19/08	Bryant Street (NS) @ Wildwood Canyon Road (EW)	Yucaipa
46	2/19/08	Bryant Street (NS) @ County Line Road (EW)	Yucaipa
47	7/12/06	Yucaipa Boulevard (NS) @ I-10 Westbound Ramps (EW)	Yucaipa
48	7/12/06	Yucaipa Boulevard (NS) @ I-10 Eastbound Ramps (EW)	Yucaipa
49	7/12/06	Yucaipa Boulevard (NS) @ Outer Highways (EW)	Yucaipa
50	*Future*	*West Oak Village Road North (NS) @ Outer Highway (EW)*	*Yucaipa*
51	*Future*	*West Oak Village Road South (NS) @ Outer Highway (EW)*	*Yucaipa*
52	*Future*	*Calimesa Boulevard (NS) @ Oak Ridge Road (EW)*	*Yucaipa*

The intersection count locations include all of the twenty-four (24) Freeway Corridor Specific Plan (FCSP) Traffic Analysis intersection locations, twelve (12) future intersection locations and sixteen (16) new locations identified to support the Robinson Ranch Traffic Study. Due to the construction at the Live Oak Canyon Road Interchange, many of the existing traffic counts taken in 2006 in support of the FCSP will be factored up at 2% per year to reflect 2008 conditions. Turning movement counts at the remaining locations were collected in late February, 2008.

The AM peak hour traffic volumes were determined by counting the two hour period between 7:00 to 9:00 AM in the morning. Similarly, the PM peak hour traffic volumes were identified by counting the two hour period from 4:00 to 6:00 PM in the evening. The traffic counts collected in February 2008 include the vehicle classifications as shown below, per SANBAG and San Bernardino CMP requirements:

- Passenger Cars
- Buses/Recreational Vehicles
- 3-Axle Trucks
- 4 or More Axle Trucks

The vehicles classification counts enable us to accurately quantify the number of trucks in the vehicle mix at each intersection location. A review of the traffic counts collected by Urban Crossroads in February, 2008 shows that trucks represent between 0% and 4.5% of the overall intersection vehicle mix. Table 1 indicates that trucks represent 1.3% of the overall weighted average vehicle. However, since the FCSP traffic counts did not include counts by vehicle classification, an average truck percent of 3% has been applied for all intersection locations.

To represent the impact large trucks, buses and recreation vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. The time it takes for them to accelerate and slow down is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 2.5 will be applied for the 3 % of trucks estimated at each turning movement.

Trip Generation

In order to develop the traffic characteristics of the Robinson Ranch conceptual development plan, trip generation rates published in the *Institute of Transportation Engineers (ITE) Trip Generation (7th Edition, 2003)* manual were used. The trip generation rates used in support of this work effort listed on Table 2 are consistent with the San Bernardino County CMP criteria. The CMP states that the pass-by and internal trip capture percentage and methodology must be consistent with the estimates and methodology contained in the latest ITE Trip Generation Handbook.

Not all of the vehicle trips expected to be generated by the commercial component of the conceptual development plan will be new trips on the roadway network. A significant portion of these trips will consist of pass-by trips, or vehicles already traveling along roadways adjacent to the project site for other purposes, that are expected to patronize the on-site commercial developments in conjunction with those trips, and then continue on to their original destination. Chapter 5 of the ITE Trip Generation Handbook 2nd Edition provides an approach for calculating the actual pass-by trip percentages for commercial land uses.

Table 3 presents the commercial peak hour pass-by trip reduction calculations for the Robinson Ranch commercial land uses based on the procedures described in the ITE Trip Generation Handbook, 2nd Edition. The calculated peak hour pass-by trip reduction percentages range from 23% at the West Oak Center regional commercial to 62% at the Oak Ridge Village community commercial center. Table 3 shows the correlation between the size of the commercial center and the pass-by trip rate. The on-site regional commercial centers would provide more destination shopping opportunities than the neighborhood community commercial center and consequently, indicate a lower pass-by capture rate.

In order to provide a conservative (high) assessment of project-related (commercial use only) impacts on the transportation infrastructure, a 20% pass-by reduction has been applied to the trip-generation for the commercial retail component of the Robinson Ranch conceptual development plan. In addition, this is consistent with the 20% pass-by reduction that was applied for a recent traffic study prepared by our firm for a similar regional commercial center in the City of Calimesa: the Oak Valley / Summerwind Ranch Town Center.

The FCSP traffic study recognized that the trip generation characteristics for projects are normally estimated based on rates published by the ITE. However, in order to estimate trip generation for a site based on acreage, the FCSP used trip generation rates published by the San Diego Association of Governments (SANDAG) The SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* published in April 2002. The SANDAG rates provide traffic estimates for commercial land uses that include both community and regional shopping centers. In addition to traffic generation estimates, the SANDAG rates provide estimates of primary, diverted and pass-by trip percentages.

According to the SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* the pass-by capture rates of 11% for regional shopping centers and 22% for community shopping centers are provided for daily trips and they do not reflect the peak hour pass-by conditions. Footnote "S" of the SANDAG trip rates indicates that the suggested PM peak hour pass-by rate of 20% should be applied for regional shopping centers and 30% for community shopping centers.

Table 4 estimates a total project trip generation based on ITE equation rates for the Robinson Ranch conceptual development plan of 61,916 daily trip-ends, with 2,785 AM peak hour trips and 5,764 PM peak hour trips.

Trip Distribution

The directional orientation of traffic was determined by evaluating existing and proposed land uses and highway network within the community. The trip generation patterns for the 4 planning areas are shown on the following exhibits:

- Exhibit G: Planning Area 1 – Oak Ridge Village, trip distribution
- Exhibit H: Planning Area 2 – Wildwood Center, trip distribution.
- Exhibit I: Planning Area 3 – Wildwood Ranch, trip distribution
- Exhibit J: Planning Area 4 – West Oak Center, trip distribution

Methodology

The analysis will assess traffic operations in terms of level of service for roadway segments and intersections within the study area that would be impacted by: (1) construction-related traffic (e.g., haul trucks, construction worker vehicles, etc.) associated with development of each Planning Area; (2) projected vehicular traffic generated by each Planning Area, combined with background traffic growth; and (3) projected vehicular traffic generated from implementation of the entire Robinson Ranch planned development area, and estimated traffic volumes from cumulative projects. For the purpose of this analysis, traffic impacts within the study area will be assessed for each of the following conditions, without and with project-related traffic volumes:

- 2015 conditions, without and with Robinson Ranch North
- 2015 conditions, without and with West Oak Center
- 2015 conditions, without and with Wildwood Ranch
- 2020 Program Buildout Conditions, without and with Entire Robinson Ranch Development (includes projects representing 40% of the total cumulative project trip generation, see explanation below)
- 2035 Long-Range General Plan Buildout Conditions

The Near-Term 2015 analysis determines the project traffic impact based on the Existing plus Ambient Growth plus Project conditions. To account for background traffic growth, an ambient growth rate of 2% per year (for a cumulative total growth increase over seven years of 15%) is included for near-term conditions. Other cumulative projects will not be included as part of the near-term 2015 conditions.

The 2020 Program Buildout conditions analysis identifies the traffic impacts associated with implementation of the entire Robinson Ranch conceptual development. To account for background traffic growth, a list of fifty-one (51) other known cumulative projects in the study area will be included. This comprehensive list was compiled from information provided by the City of Yucaipa, City of Redlands, City of Calimesa and the County of San Bernardino. Exhibit K identifies the location of the cumulative projects.

For the purpose of this analysis, projects representing less than 50 peak hour trips have been excluded. The 2020 Program Buildout analysis will not include a uniform ambient growth rate. Trip generation for the 2020 Program Buildout conditions is assumed to represent 40% of the total cumulative project trip generation, for the purposes of this analysis, since the region is unlikely to absorb full buildout of the cumulative list shown on Table 5 by year 2020. It is reasonable to assume that nearly half (40%) of the total cumulative project trips expected by the City's Buildout Year 2035 would be generated by the Year 2020, which is roughly the half-way point (13 years) between present and Year 2035 (27 years). Table 5 presents a summary of the cumulative project trip generation using the trip generation rates presented on Table 2.

Buildout conditions for the City of Yucaipa General Plan, the FCSP, and the Robinson Ranch conceptual development will be assessed as part of the Year 2035 analysis using the Comprehensive Transportation Plan (CTP) traffic model.

Urban Crossroads, Inc. is pleased to submit this revised scoping packet for your review. Please let me know if you have any questions or comments. We will continue to move forward towards completing the traffic study after receiving City approval finalizing the assumptions of this study.

Sincerely,
URBAN CROSSROADS, INC.

Bill Lawson, AICP, PTP
Principal

BL:TH:ML:cg
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TABLE 1

TRIP GENERATION RATES[1]

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Rates									
Single Family Detached Residential	210	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Residential Townhouse	230	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
Commercial (Equation Rates - 20.0 TSF)	820	TSF	1.82	1.16	2.98	5.19	5.63	10.82	119.28
Commercial (Equation Rates - 509.0 TSF)	820	TSF	0.50	0.32	0.82	1.73	1.87	3.60	38.42
Commercial (Equation Rates - 603.0 TSF)	820	TSF	0.47	0.30	0.76	1.63	1.77	3.40	36.21
Cumulative Project Trip Rates									
General Heavy Industrial	120	TSF	n/a	n/a	n/a	n/a	n/a	n/a	1.50
Warehousing	150	TSF	0.37	0.08	0.45	0.12	0.39	0.51	4.96
Mini Warehouse	151	TSF	0.09	0.06	0.15	0.13	0.13	0.26	2.50
Single Family Detached Residential	210	DU	0.19	0.56	0.75	0.65	0.36	1.01	9.57
Apartment	220	DU	0.08	0.43	0.51	0.42	0.20	0.62	6.63
Residential Townhouse	230	DU	0.07	0.37	0.44	0.36	0.18	0.54	5.86
Congregate Care	252	DU	0.04	0.02	0.06	0.10	0.07	0.17	2.15
Golf Course	430	HOLES	1.75	0.47	2.22	1.21	1.53	2.74	35.74
Recreational Community Center	495	TSF	0.87	0.45	1.32	0.60	1.15	1.75	22.88
Church	560	TSF	0.39	0.33	0.72	0.36	0.30	0.66	9.11
Government Office	730	TSF	4.94	0.94	5.88	n/a	n/a	n/a	68.93
Tire Store	848	TSF	1.82	1.03	2.85	1.73	2.39	4.12	24.87
Fast Food w/o Drive Thru	933	TSF	26.32	17.55	43.87	13.34	12.81	26.15	716.00
Automated Car Wash	948	TSF	n/a	n/a	n/a	7.06	7.06	14.12	n/a

[1] Source: Institute of Transportation Engineers (ITE), Trip Generation, Seventh Edition, 2003

[2] DU = Dwelling Unit; TSF = Thousand Square Feet

TABLE 2

COMMERCIAL PASS-BY TRIP REDUCTION CALCULATIONS[1]

Planning Area	Land Use	Quantity[2]	Calculated PM Peak Hour Pass-by Trip Reduction Percentages
Oak Ridge Village	Commercial	20 TSF	62%[3]
Wildwood Ranch	Commercial	509 TSF	24%[3]
West Oak Center	Commercial	603 TSF	23%[3]
Robinson Ranch Overall Pass-By Trip Reduction			**20%[4]**

[1] "Pass-By trip reduction have been used to account for traffic that will access the site as intermediate stop on the way to the primary destination. A 25% pass-by rate has been used in other projects in both San Bernardino and Riverside County, although pass-by traffic can account for much higher rate at smaller retail centers. According to the ITE Trip Generation Handbook, 2nd Edition (2004), the average pass-by traffic percentage is 34% for shopping center uses (page 46).

[2] TSF = Thousand Square Feet

[3] Calculated following the procedures described in Chapter 5 of the ITE Trip Generation Handbook, 2nd Edition page 47, Figure 5.5 for Shopping Center (820) land uses during the weekday p.m. peak period.

[4] The San Diego Assocation of Governments (SANDAG) suggests a 20% Pass-By reduction during the p.m. peak period for Regional Shopping Centers (Footnote "S" from the April 2002 Brief Guide of Vehicular Traffic Generation Rates for the San Diego).

TABLE 3

PROJECT TRIP GENERATION

Planning Area	Land Use[1]	Quantity[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Oak Ridge Village	Townhouse	367 DU	26	136	161	128	62	191	2,151
	Commercial	20 TSF	36	23	59	104	113	217	2,386
	-"Pass-By' Trips (20%)[3]		-7	-5	-12	-21	-23	-43	-477
	SUBTOTAL		**55**	**154**	**208**	**211**	**152**	**365**	**4,060**
Wildwood Center	SFDR	90 DU	17	50	67	58	33	91	861
	Townhouse	662 DU	46	245	291	232	113	345	3,879
	SUBTOTAL		**63**	**295**	**358**	**290**	**146**	**436**	**4,740**
Wildwood Ranch	SFDR	349 DU	66	195	262	223	129	352	3,340
	Townhouse	1,931 DU	135	714	850	676	328	1,004	11,316
	Commercial	509 TSF	253	162	415	880	953	1,833	19,557
	-"Pass-By' Trips (20%)[3]		-51	-32	-83	-176	-191	-367	-3,911
	SUBTOTAL		**403**	**1,039**	**1,444**	**1,603**	**1,219**	**2,822**	**30,302**
West Oak Center	SFDR	162 DU	31	91	122	104	60	164	1,550
	Townhouse	648 DU	45	240	285	227	110	337	3,797
	Commercial	603 TSF	281	179	460	984	1,066	2,050	21,834
	-"Pass-By' Trips (20%)[3]		-56	-36	-92	-197	-213	-410	-4,367
	SUBTOTAL		**301**	**474**	**775**	**1,118**	**1,023**	**2,141**	**22,814**
TOTAL			**822**	**1,962**	**2,785**	**3,222**	**2,541**	**5,764**	**61,916**

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Unit; TSF = Thousand Square Feet

[3] Based on the calculated PM peak hour pass-by trip reductions following the methodology outlined in the ITE Trip Generation Handbook, 2nd Edition and the San Diego Assocation of Governments (SANDAG) recommended Pass-By reductions for commerial land use.

TABLE 4

CUMULATIVE PROJECT TRIP GENERATION

Location Number	ITE Code	Land Use[1]	Quantity[2]	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
1	230	Townhouse	71 DU	5	26	31	25	12	37	416
2	230	Townhouse	42 DU	3	16	18	15	7	22	246
	210	SFDR	16 DU	3	9	12	10	6	16	153
3	848	Tire Shop	6 SB	13	7	19	13	18	30	0
4	210	SFDR	4 DU	1	2	3	3	1	4	38
5	820	Commercial[3]	35 TSF	41	26	67	120	130	251	2,746
6	252	Retirement Home	118 DU	9	14	24	19	12	31	438
7	210	SFDR	13 DU	2	7	10	8	5	13	124
8	151	Mini Storage	100 TSF	9	6	15	13	13	26	250
	820	Commercial[3]	15 TSF	24	16	40	69	74	143	1,583
	230	Townhouse	110 DU	8	41	48	39	19	57	645
9	210	SFDR	51 DU	10	29	38	33	19	52	488
10	210	SFDR	17 DU	3	10	13	11	6	17	163
11	230	Townhouse	33 DU	2	12	15	12	6	17	193
12	230	Townhouse	218 DU	15	81	96	76	37	113	1,277
13	820	Commercial[3]	50 TSF	51	32	83	152	165	317	3,462
14	730	Office Building	10 TSF	49	9	59	4	8	12	689
15	730	Office Building	15 TSF	74	14	88	6	12	18	1,034
16	730	Office Building	6 TSF	30	6	35	2	5	7	414
17	933	Restaurant	2.5 TSF	66	44	110	33	32	65	1,790
18	948	Car Wash	10 TSF	0	0	0	71	71	141	0
19	820	Commercial[3]	20 TSF	29	19	48	83	90	173	1,909
20	210	SFDR	10 DU	2	6	8	6	4	10	96
21	560	Church	7 TSF	3	2	5	2	2	5	64
22	210	SFDR	27 DU	5	15	20	17	10	27	258
23	120	Airport Hangers	66 TSF	0	0	0	0	0	0	99
24	210	SFDR	76 DU	14	43	57	49	28	77	727
25	210	SFDR	13 DU	2	7	10	8	5	13	124
26	210	SFDR	209 DU	40	117	157	134	77	211	2,000
27	210	SFDR	74 DU	14	41	56	47	27	75	708
28	210	SFDR	33 DU	6	18	25	21	12	33	316
29	151	Mini Storage	61 TSF	5	4	9	8	8	16	153
	150	Warehousing	38 TSF	14	3	17	5	13	18	188
30	495	UCR Art Center	55 TSF	54	35	89	26	64	90	1,258
31	210	SFDR	80 DU	15	45	60	51	30	81	766
32	220	Apartments	40 DU	4	16	20	16	9	25	269
33	210	SFDR	12 DU	2	7	9	8	4	12	115

TABLE 4

CUMULATIVE PROJECT TRIP GENERATION

Location Number	ITE Code	Land Use[1]	Quantity[2]	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	
34	*210*	*SFDR*	*22 DU*	*4*	*12*	*17*	*14*	*8*	*22*	*211*
35	*210*	*SFDR*	*15 DU*	*3*	*8*	*11*	*10*	*6*	*15*	*144*
36	*210*	*SFDR*	*7 DU*	*1*	*4*	*5*	*4*	*3*	*7*	*67*
37	*210*	*SFDR*	*15 DU*	*3*	*8*	*11*	*10*	*6*	*15*	*144*
38	*210*	*SFDR*	*6 DU*	*1*	*3*	*5*	*4*	*2*	*6*	*57*
39	*210*	*SFDR*	*7 DU*	*1*	*4*	*5*	*4*	*3*	*7*	*67*
40	*210*	*SFDR*	*8 DU*	*2*	*4*	*6*	*5*	*3*	*8*	*77*
41	210	SFDR	477 DU	91	267	358	305	176	482	4,565
	430	Golf Course	18 HOLE	12	6	18	13	14	27	369
42	210	SFDR	600 DU	114	336	450	384	222	606	5,742
43	*210*	*SFDR*	*49 DU*	*9*	*27*	*37*	*31*	*18*	*49*	*469*
44	210	SFDR	107 DU	20	60	80	68	40	108	1,024
45	210	SFDR	84 DU	16	47	63	54	31	85	804
46	820	Commercial[3]	665 TSF	239	153	392	838	911	1,749	18,613
47		Calimesa Mixed Use[4]		4,152	1,652	5,804	2,927	4,756	7,683	76,531
48		Fiesta Property[4]		1,371	2,248	3,619	2,498	1,899	4,397	45,155
49		Summerwind Ranch[4]		1,210	2,387	3,597	2,191	1,336	3,527	35,414
50		Town Center[4]		2,397	698	3,095	2,251	3,494	5,745	59,178
51		Oak Valley[4]		1,145	2,922	4,067	3,034	1,791	4,825	47,244
TOTAL (Cumulative Project Buildout)[5]				6,384	5,332	11,715	7,986	8,827	16,815	171,793
TOTAL (Year 2020 Conditions, 40% of Buildout)[6]				2,554	2,133	4,686	3,194	3,531	6,726	68,717

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Unit; TSF = Thousand Square Feet; SB = Service Bays

[3] The San Diego Assocation of Governments (SANDAG) suggests a 20% Pass-By reduction during the p.m. peak period for Regional Shopping Centers (Footnote "S" from the April 2002 Brief Guide of Vehicular Traffic Generation Rates for the San Diego).

[4] Based on the Project Trip Generation described in the March 2, 2005 Summerwind Ranch Traffic Impact Analysis prepared by Urban Crossroads

[5] Decribes the Total Cumulative Project Trip Generation at Buildout Conditions. Projects generating less than 50 peak hour trips are shown in italics and have not been included in this total.

[6] Trip Generation for Year 2020 conditions represents 40% of the total Cumulative Project Trip Generation.

EXHIBIT A

INTERSECTION ANALYSIS LOCATIONS

LEGEND:

= 5-MILE RADIUS

= TRAFFIC COUNT LOCATIONS

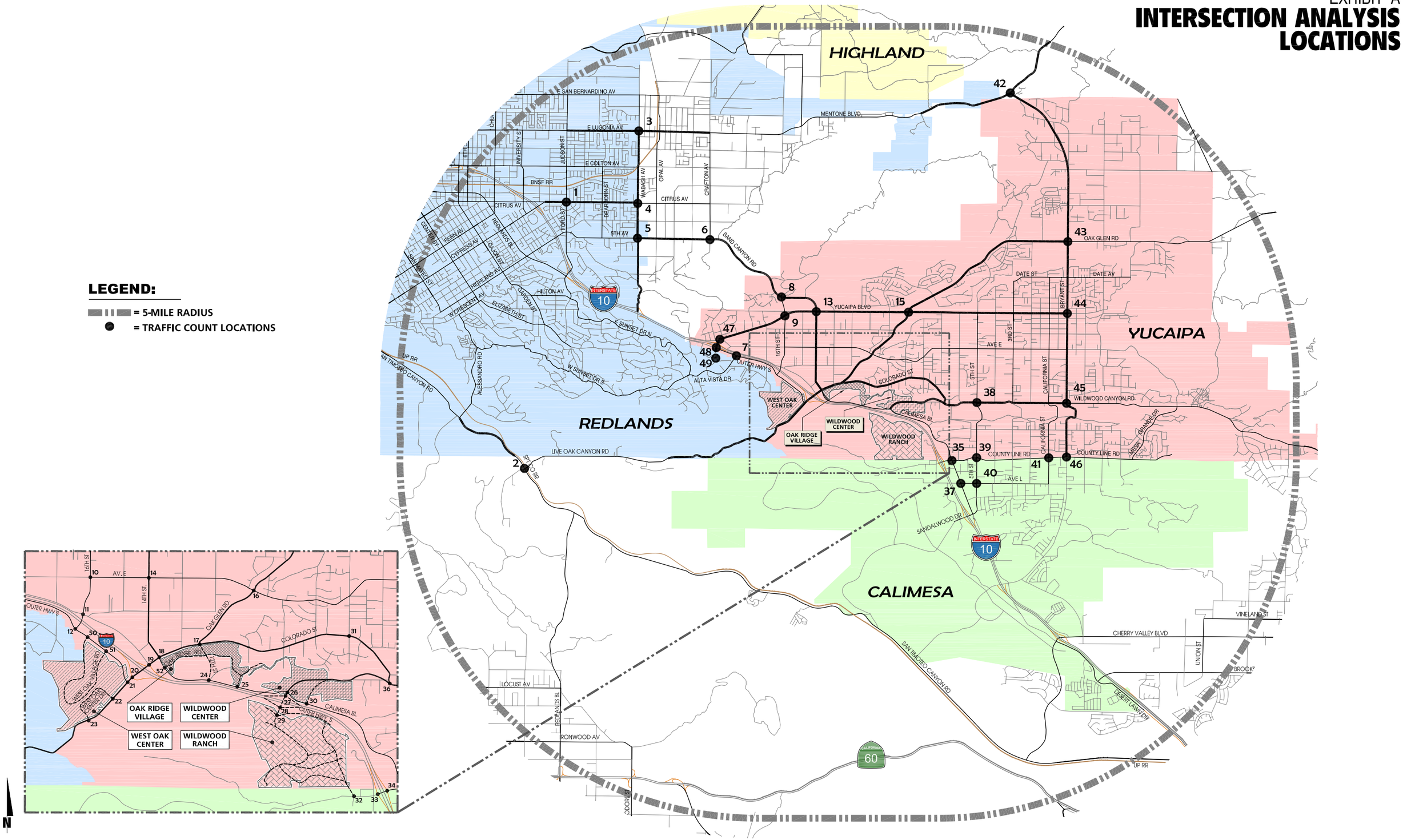

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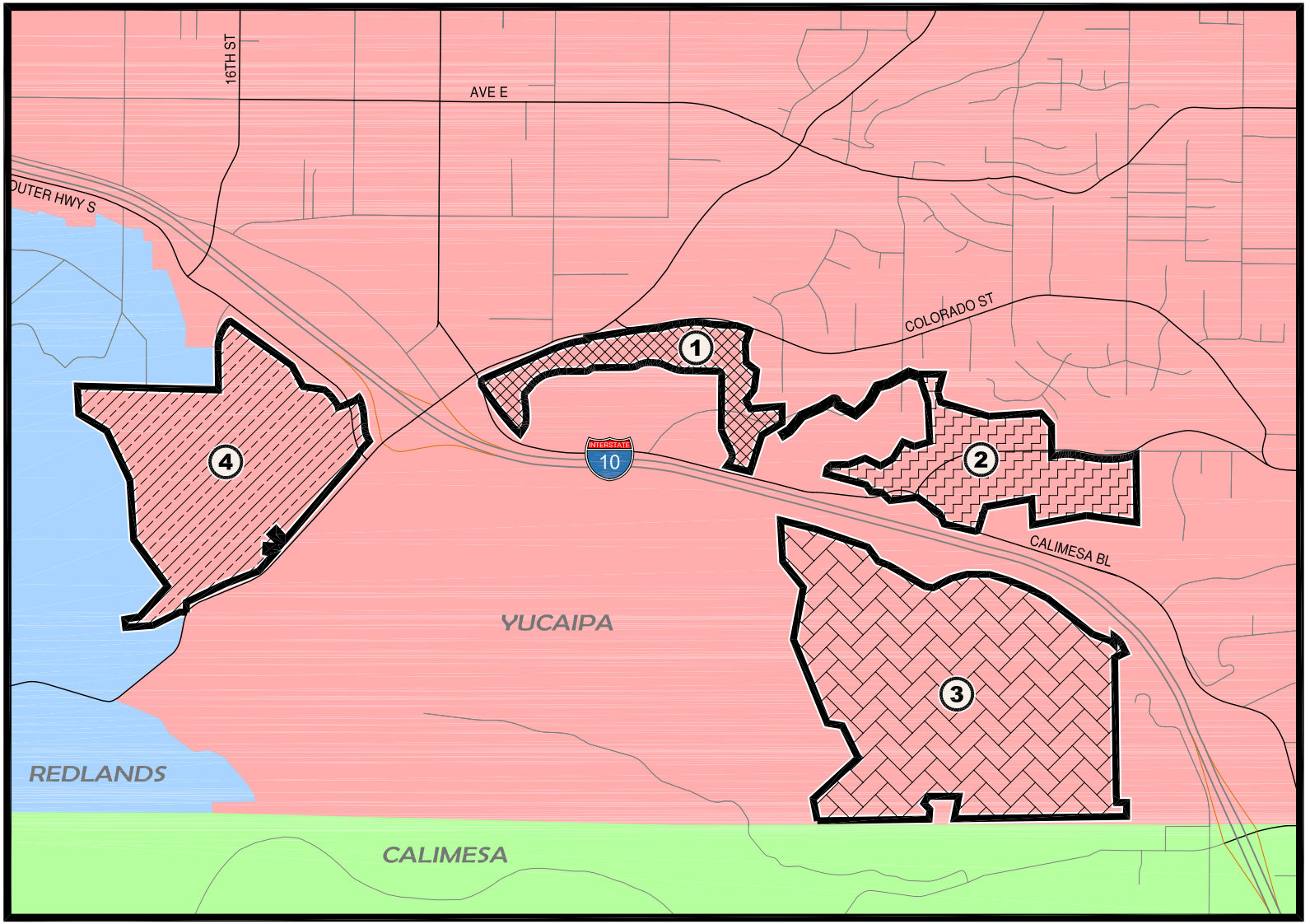
EXHIBIT B

SITE MAP



LEGEND:

1 = OAK RIDGE VILLAGE
2 = WILDWOOD CENTER
3 = WILDWOOD RANCH
4 = WEST OAK CENTER

1.1-17

N

EXHIBIT C

OAK RIDGE VILLAGE SITE PLAN

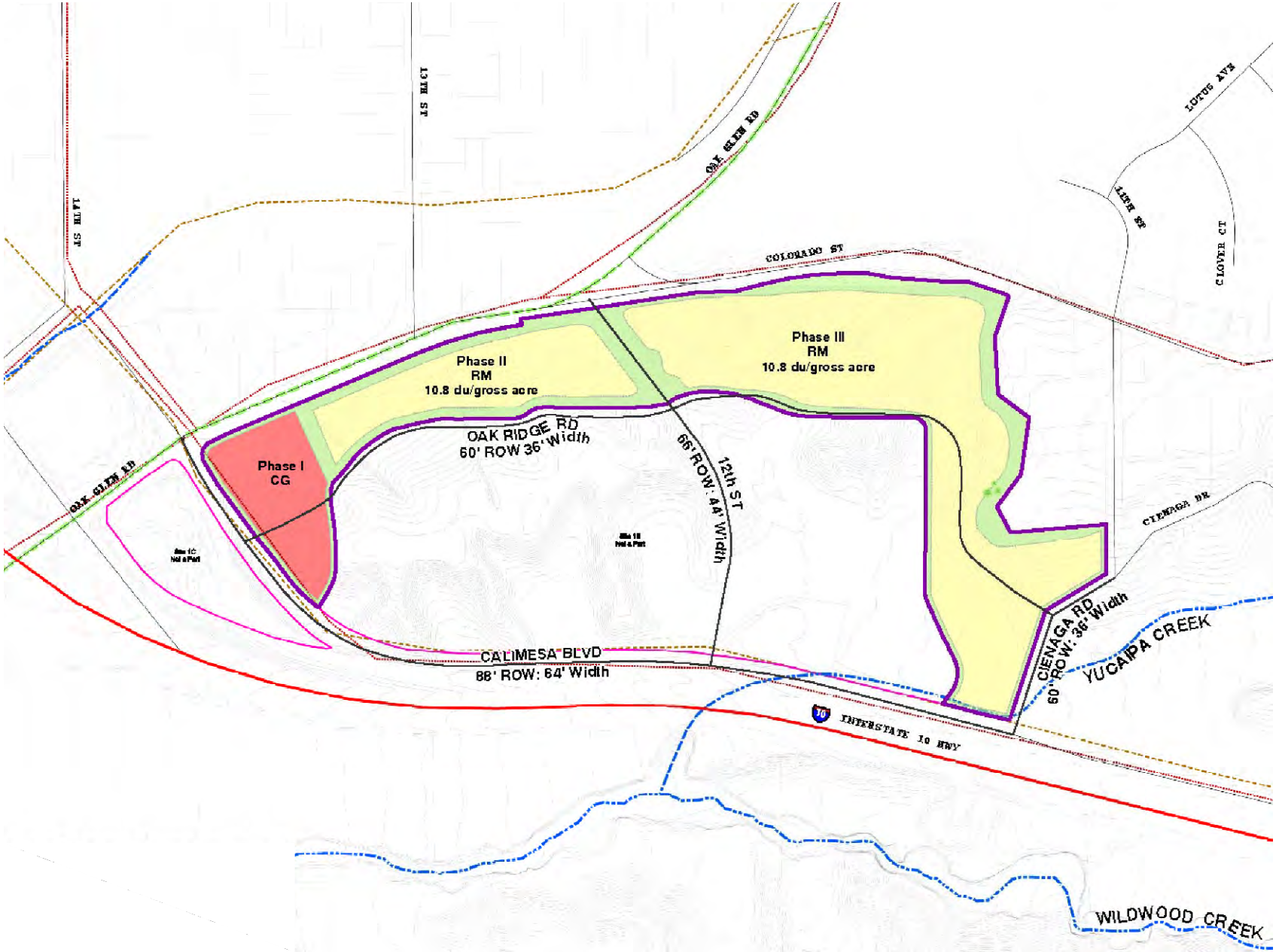


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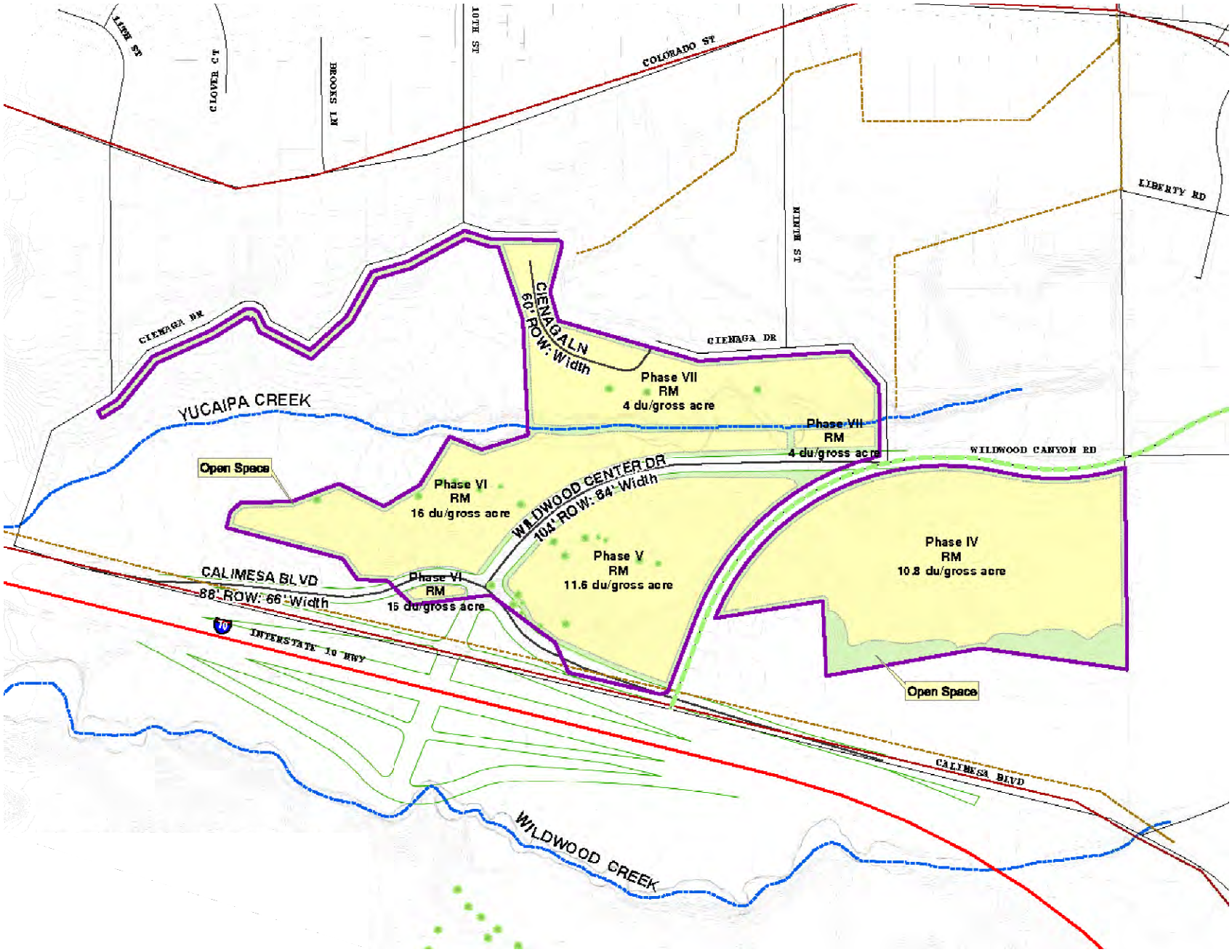
EXHIBIT D

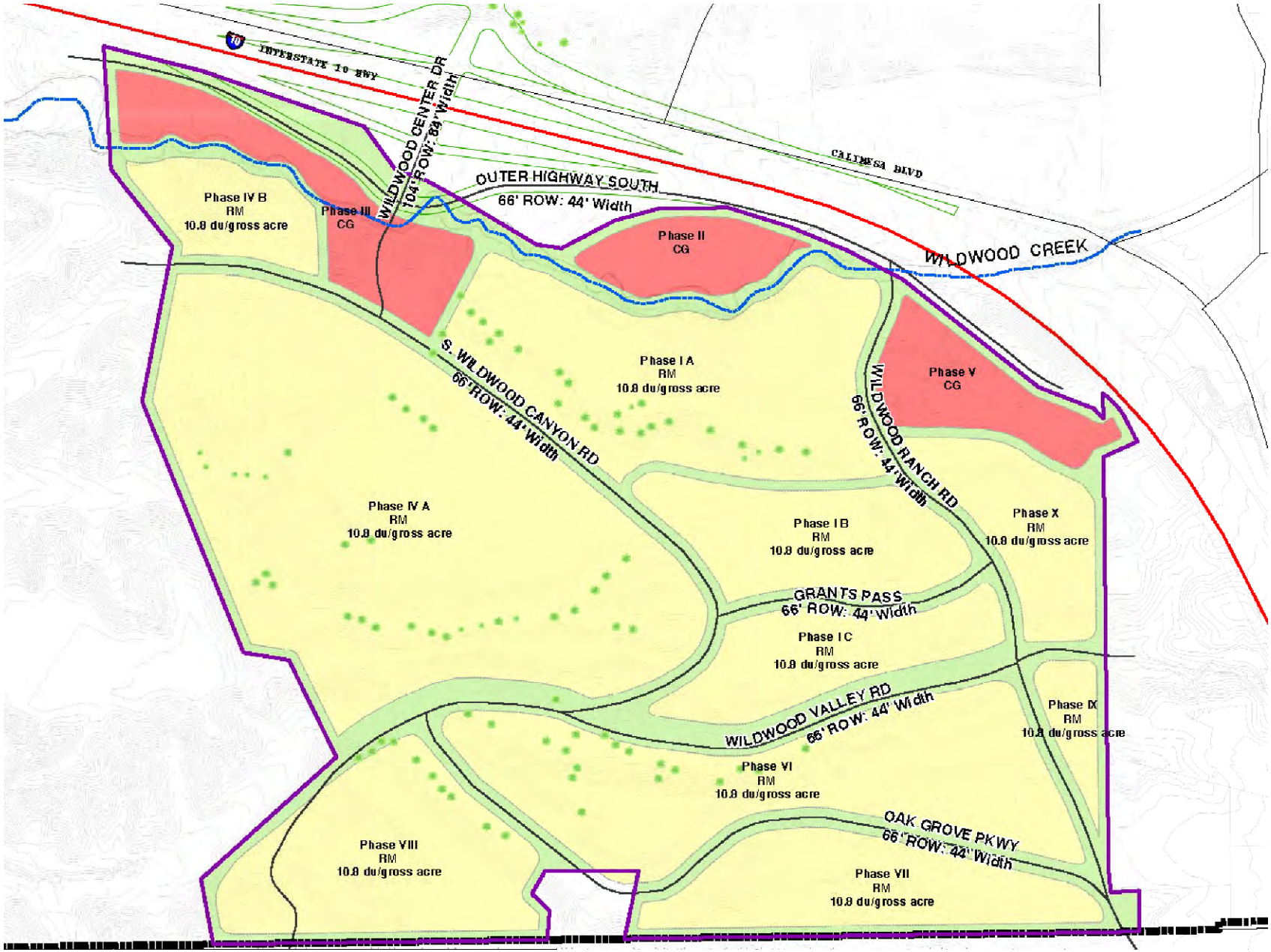
WILDWOOD CENTER SITE PLAN



URBAN CROSSROADS

EXHIBIT E

WILDWOOD RANCH SITE PLAN



1.1-20

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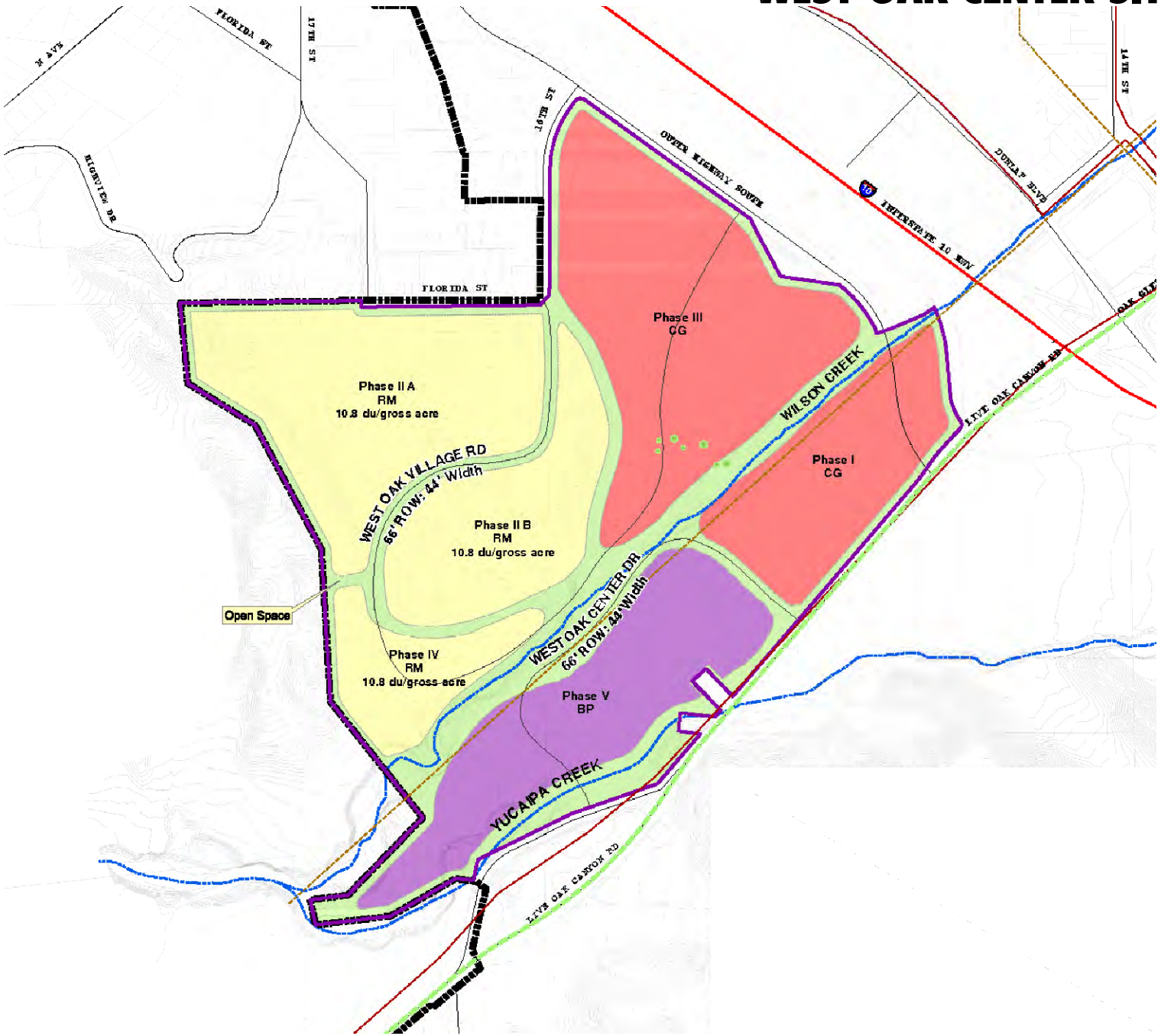
EXHIBIT F

WEST OAK CENTER SITE PLAN



URBAN CROSSROADS

EXHIBIT G

OAK RIDGE VILLAGE TRIP DISTRIBUTION

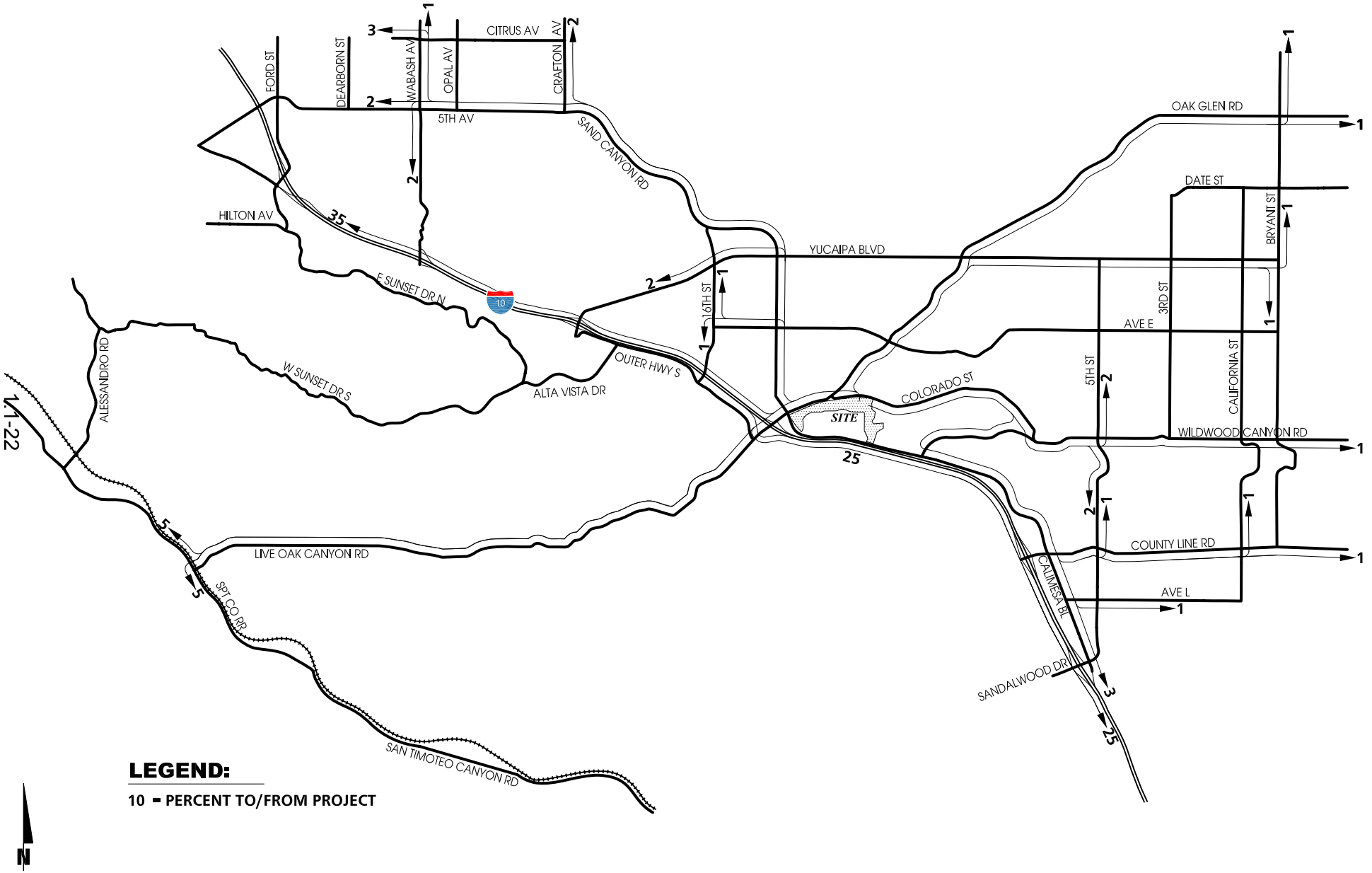
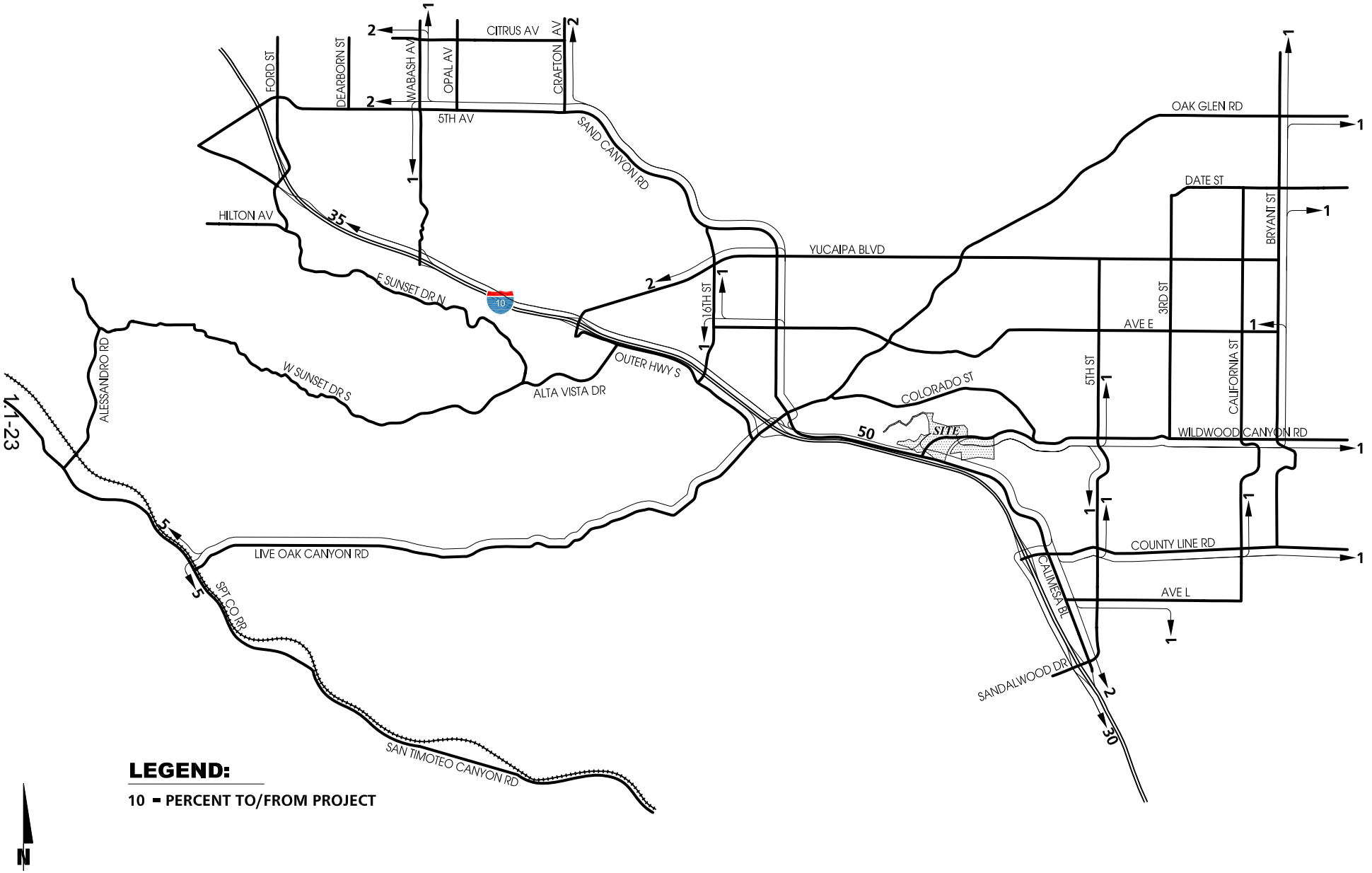


EXHIBIT H

WILDWOOD CENTER TRIP DISTRIBUTION



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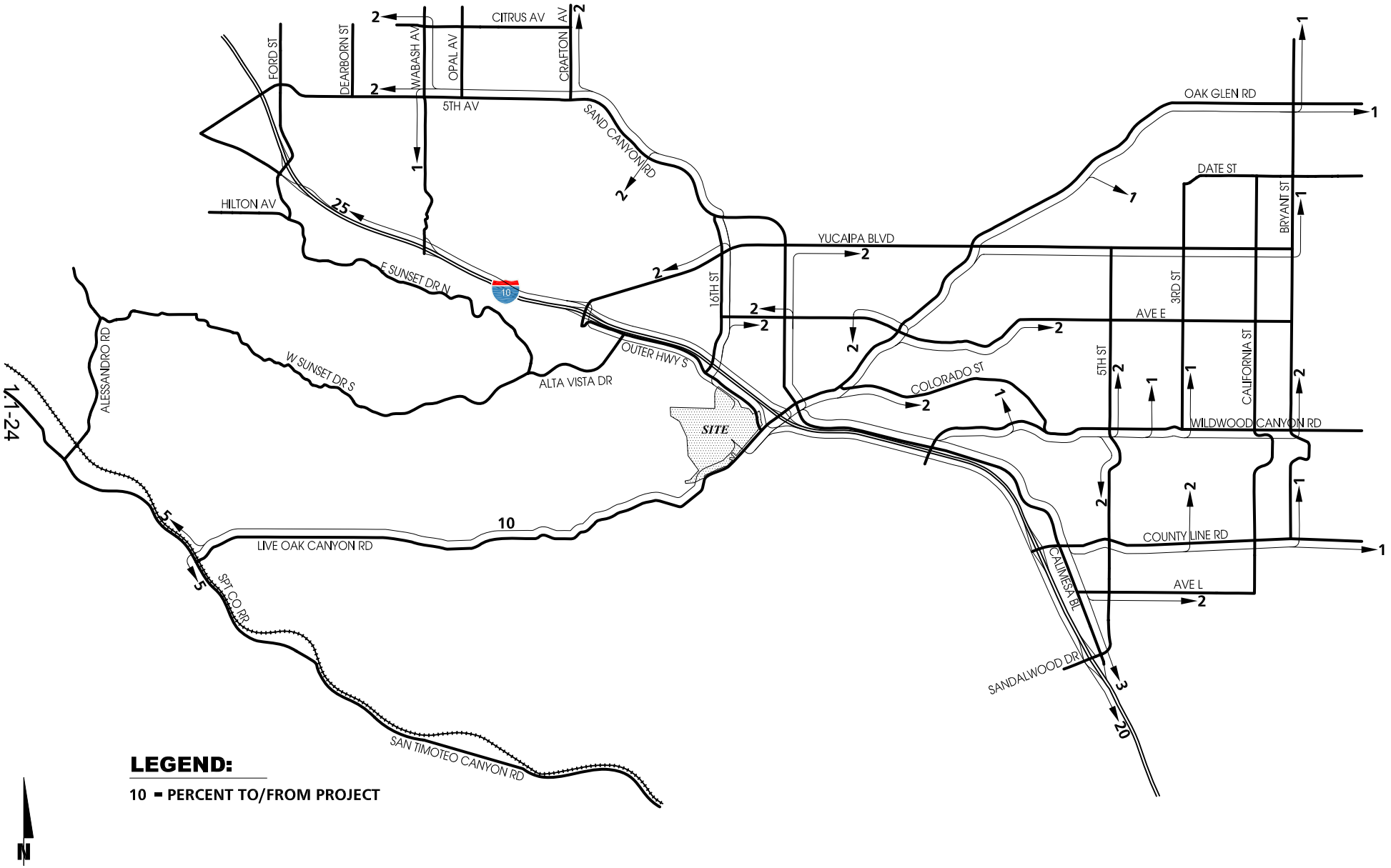
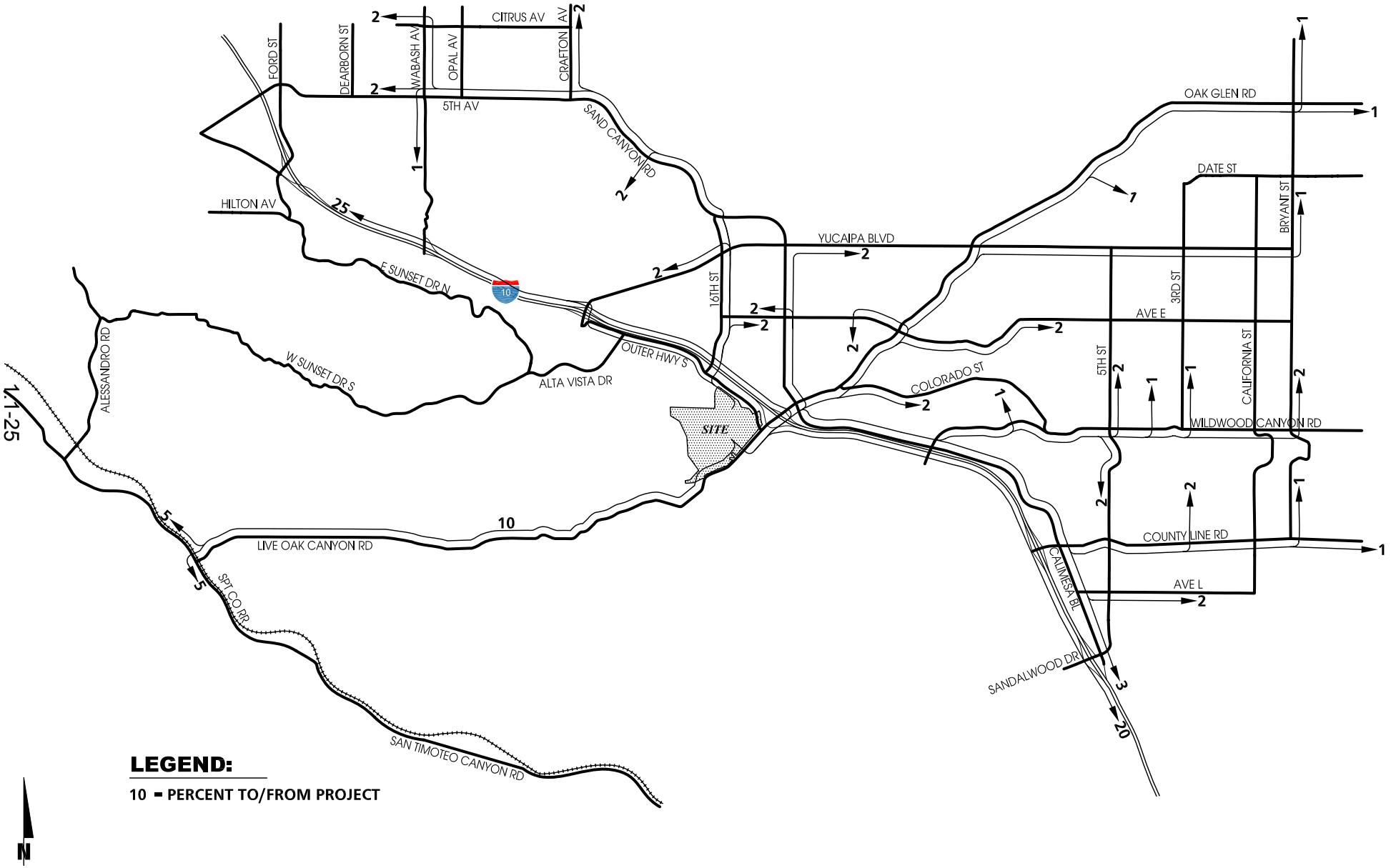
WEST OAK CENTER TRIP DISTRIBUTION



URBAN CROSSROADS

EXHIBIT J

WEST OAK CENTER TRIP DISTRIBUTION



URBAN CROSSROADS

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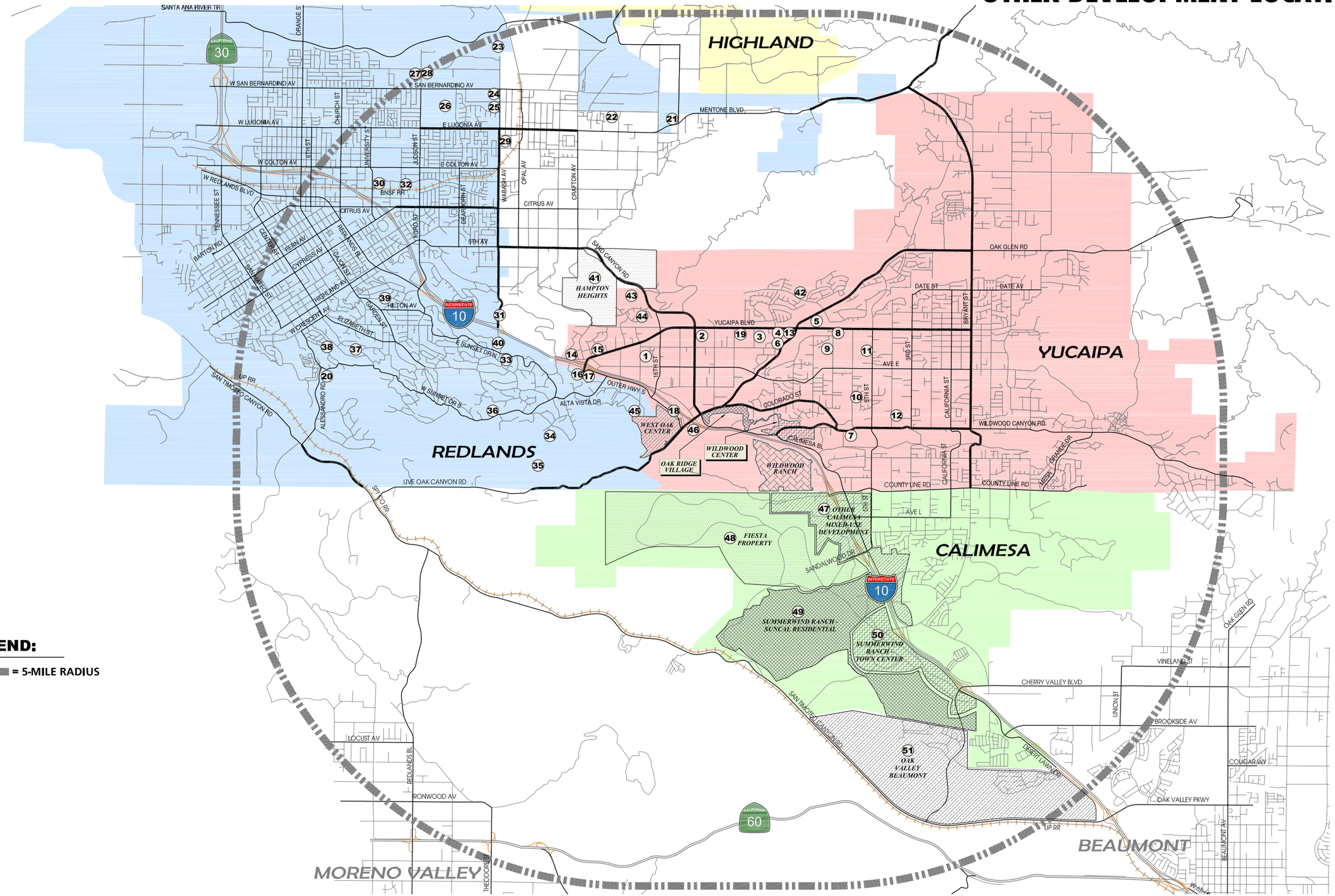
EXHIBIT K

OTHER DEVELOPMENT LOCATION MAP



LEGEND:

= 5-MILE RADIUS

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APPENDIX 3.1

Raw Peak Hour Intersection Turning Movement Counts

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: SAN TEMOTEO CYN
EAST-WEST STREET: LIVE OAK CYN
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 356

4	345	7	Total
2	73	1	1st
1	102	0	2nd
0	99	4	3rd
1	71	2	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 239

Rt	14	17	31	6	68
Thru	1	1	0	0	2
Lt	58	44	38	29	169
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
2	0	0	1	1	Lt
4	1	2	1	0	Thru
2	0	1	0	1	Rt

WEST LEG TOTAL: 8

PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.91
EAST LEG = 0.82
WEST LEG = 0.67

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	0	158	23
2nd	0	156	12
3rd	0	139	6
4th	0	144	18
Total		597	59

TOTAL: 656

SOUTH LEG

HOUR TOTAL: 1,259

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: SAN TEMOTEO CYN
EAST-WEST STREET: LIVE OAK CYN
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 04:00PM

NORTH LEG

TOTAL: 649

Rt	Thru	Lt	
6	619	24	Total
1	154	3	1st
1	153	5	2nd
3	142	11	3rd
1	170	5	4th

EAST LEG TOTAL: 155

	1st	2nd	3rd	4th	Total
Rt	7	1	6	6	20
Thru	0	0	0	0	
Lt	35	31	35	34	135

Total	1st	2nd	3rd	4th	
10	2	1	4	3	Lt
3	1	1	1	0	Thru
1	0	0	0	1	Rt

WEST LEG TOTAL: 14

PEAK HOUR FACTORS

NORTH LEG = 0.92
SOUTH LEG = 0.97
EAST LEG = 0.92
WEST LEG = 0.70

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	0	105	51
2nd	0	96	57
3rd	2	106	57
4th	0	107	57
Total	2	414	222

TOTAL: 638

SOUTH LEG

HOUR TOTAL: 1,456

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: JUDSON/FORD
EAST-WEST STREET: CITRUS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 311

Rt	Thru	Lt	
118	177	16	Total
23	35	1	1st
36	39	4	2nd
28	57	1	3rd
31	46	10	4th

EAST LEG TOTAL: 623

	1st	2nd	3rd	4th	Total
Rt	7	14	11	11	43
Thru	115	144	121	128	508
Lt	13	34	11	14	72

WEST LEG TOTAL: 367

Total	1st	2nd	3rd	4th	
45	7	12	14	12	Lt
291	98	57	50	86	Thru
31	5	8	14	4	Rt

PEAK HOUR FACTORS

NORTH LEG = 0.89
SOUTH LEG = 0.85
EAST LEG = 0.81
WEST LEG = 0.83

ALL LEGS = 0.93

SOUTH LEG

TOTAL: 329

	Lt	Thru	Rt
1st	34	37	16
2nd	32	35	12
3rd	27	31	8
4th	33	52	12
Total	126	155	48

HOUR TOTAL: 1,630

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: JUDSON/FORD
EAST-WEST STREET: CITRUS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 270

Rt	Thru	Lt	
75	172	23	Total
17	45	6	1st
11	36	9	2nd
19	40	3	3rd
28	51	5	4th

EAST LEG TOTAL: 360

	1st	2nd	3rd	4th	Total
Rt	7	2	2	4	15
Thru	78	78	88	69	313
Lt	5	14	6	7	32

Total	1st	2nd	3rd	4th	
130	26	28	35	41	Lt
602	147	156	146	153	Thru
86	33	20	19	14	Rt

WEST LEG TOTAL: 818

PEAK HOUR FACTORS

NORTH LEG = 0.80
SOUTH LEG = 0.82
EAST LEG = 0.94
WEST LEG = 0.98

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	15	47	16
2nd	12	42	14
3rd	20	44	15
4th	15	55	28
Total	62	188	73

TOTAL: 323

SOUTH LEG

HOUR TOTAL: 1,771

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: LUGONIA/MENTONE DATE: 02-26-08
JURISDICTION: YUCAIPA

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 167

Rt	Thru	Lt	
4	88	75	Total
1	30	22	1st
1	27	30	2nd
1	20	16	3rd
1	11	7	4th

EAST LEG TOTAL: 867

	1st	2nd	3rd	4th	Total
Rt	3	4	10	9	26
Thru	200	201	188	186	775
Lt	16	14	12	24	66

Total	1st	2nd	3rd	4th	
16	3	4	5	4	Lt
251	58	66	60	67	Thru
139	47	52	23	17	Rt

WEST LEG TOTAL: 406

PEAK HOUR FACTORS

NORTH LEG = 0.72
SOUTH LEG = 0.79
EAST LEG = 0.99
WEST LEG = 0.83

ALL LEGS = 0.88

	Lt	Thru	Rt
1st	50	33	13
2nd	59	38	16
3rd	42	30	15
4th	26	18	18
Total	177	119	62

TOTAL: 358

SOUTH LEG

HOUR TOTAL: 1,798

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: LUGONIA/MENTONE DATE: 02-26-08
JURISDICTION: YUCAIPA

PEAK HOUR: 04:15PM

NORTH LEG

TOTAL: 117

Rt	Thru	Lt	
10	63	44	Total
2	14	13	1st
1	12	12	2nd
3	16	10	3rd
4	21	9	4th

EAST LEG TOTAL: 506

	1st	2nd	3rd	4th	Total
Rt	1	2	3	4	10
Thru	97	99	102	99	397
Lt	17	20	26	36	99

Total	1st	2nd	3rd	4th	
25	6	8	6	5	Lt
506	134	134	126	112	Thru
111	26	29	21	35	Rt

WEST LEG TOTAL: 642

PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.84
EAST LEG = 0.91
WEST LEG = 0.94

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	13	14	33
2nd	18	11	38
3rd	20	17	40
4th	23	21	43
Total	74	63	154

TOTAL: 291

SOUTH LEG

HOUR TOTAL: 1,556

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: CITRUS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 223

Rt	Thru	Lt	
101	99	23	Total
9	19	1	1st
18	24	10	2nd
22	35	4	3rd
52	21	8	4th

EAST LEG TOTAL: 367

	1st	2nd	3rd	4th	Total
Rt	6	9	6	6	27
Thru	83	106	58	42	289
Lt	14	23	8	6	51

Total	1st	2nd	3rd	4th	
96	16	15	21	44	Lt
223	119	57	20	27	Thru
22	4	7	5	6	Rt

WEST LEG TOTAL: 341

PEAK HOUR FACTORS

NORTH LEG = 0.69
SOUTH LEG = 0.70
EAST LEG = 0.66
WEST LEG = 0.61

ALL LEGS = 0.82

	Lt	Thru	Rt
1st	9	50	24
2nd	8	40	7
3rd	14	34	
4th	12	33	3
Total	43	157	34

TOTAL: 234

SOUTH LEG

HOUR TOTAL: 1,165

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: CITRUS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 243

Rt	Thru	Lt	
63	171	9	Total
16	42	2	1st
13	44	4	2nd
15	37	2	3rd
19	48	1	4th

EAST LEG TOTAL: 125

	1st	2nd	3rd	4th	Total
Rt	2	1	2	2	7
Thru	23	22	26	28	99
Lt	4	6	6	3	19

Total	1st	2nd	3rd	4th	
123	30	33	27	33	Lt
218	48	65	47	58	Thru
41	14	5	12	10	Rt

WEST LEG TOTAL: 382

PEAK HOUR FACTORS

NORTH LEG = 0.89
SOUTH LEG = 0.67
EAST LEG = 0.92
WEST LEG = 0.93

ALL LEGS = 0.90

	Lt	Thru	Rt
1st	2	28	6
2nd	9	44	7
3rd	5	28	4
4th	4	22	2
Total	20	122	19

TOTAL: 161

SOUTH LEG

HOUR TOTAL: 911

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: 5TH
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 161

Rt	Thru	Lt	
80	14	67	Total
16	5	16	1st
32	3	16	2nd
20	4	21	3rd
12	2	14	4th

EAST LEG TOTAL: 844

	1st	2nd	3rd	4th	Total
Rt	24	35	33	34	126
Thru	167	196	196	158	717
Lt	1	0	0	0	1

Total	1st	2nd	3rd	4th	
94	55	20	11	8	Lt
210	71	48	45	46	Thru
15	4	2	4	5	Rt

WEST LEG TOTAL: 319

PEAK HOUR FACTORS

NORTH LEG = 0.79
SOUTH LEG = 0.80
EAST LEG = 0.91
WEST LEG = 0.61

ALL LEGS = 0.92

	Lt	Thru	Rt
1st	13	6	2
2nd	13	0	0
3rd	12	4	1
4th	17	5	1
Total	55	15	4

TOTAL: 74

SOUTH LEG

HOUR TOTAL: 1,398

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: WABASH
EAST-WEST STREET: 5TH
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 196

Rt	Thru	Lt	
57	14	125	Total
19	2	25	1st
13	3	33	2nd
15	3	39	3rd
10	6	28	4th

EAST LEG TOTAL: 258

	1st	2nd	3rd	4th	Total
Rt	28	20	12	14	74
Thru	53	41	44	44	182
Lt	1	0	1	0	2

WEST LEG TOTAL: 429

Total	1st	2nd	3rd	4th	
67	26	11	8	22	Lt
329	82	86	84	77	Thru
33	13	4	7	9	Rt

PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.68
EAST LEG = 0.79
WEST LEG = 0.89

ALL LEGS = 0.90

SOUTH LEG

TOTAL: 38

	Lt	Thru	Rt
1st	1	7	0
2nd	1	7	0
3rd	3	4	1
4th	9	5	0
Total	14	23	1

HOUR TOTAL: 921

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CRAFTON
EAST-WEST STREET: 5TH/SAND CANYON DATE: 02-27-08
JURISDICTION: YUCAIPA

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 248

Rt	Thru	Lt	
30	1	217	Total
6	0	44	1st
8	1	49	2nd
10	0	62	3rd
6	0	62	4th

EAST LEG TOTAL: 1,091

	1st	2nd	3rd	4th	Total
Rt	68	84	71	74	297
Thru	151	218	247	169	785
Lt	9	0	0	0	9

Total	1st	2nd	3rd	4th	
23	5	4	7	7	Lt
200	29	39	57	75	Thru
3	2	1	0	0	Rt

WEST LEG TOTAL: 226

PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.69
EAST LEG = 0.86
WEST LEG = 0.69

ALL LEGS = 0.87

	Lt	Thru	Rt
1st	1	0	2
2nd	2	0	1
3rd	1	0	0
4th	4	0	0
Total	8		3

TOTAL: 11

SOUTH LEG

HOUR TOTAL: 1,576

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CRAFTON
EAST-WEST STREET: 5TH/SAND CANYON DATE: 02-27-08
JURISDICTION: YUCAIPA

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 279

Rt	Thru	Lt	
19	1	259	Total
10	0	83	1st
3	1	67	2nd
4	0	55	3rd
2	0	54	4th

EAST LEG TOTAL: 385

	1st	2nd	3rd	4th	Total
Rt	46	46	42	38	172
Thru	58	46	42	66	212
Lt	0	0	0	1	1

Total	1st	2nd	3rd	4th	
34	6	4	11	13	Lt
435	121	120	110	84	Thru
9	3	0	2	4	Rt

WEST LEG TOTAL: 478

PEAK HOUR FACTORS

NORTH LEG = 0.75
SOUTH LEG = 0.50
EAST LEG = 0.92
WEST LEG = 0.92

ALL LEGS = 0.88

	Lt	Thru	Rt
1st	0	0	0
2nd	0	0	2
3rd	2	0	1
4th	1	0	0
Total	3		3

TOTAL: 6

SOUTH LEG

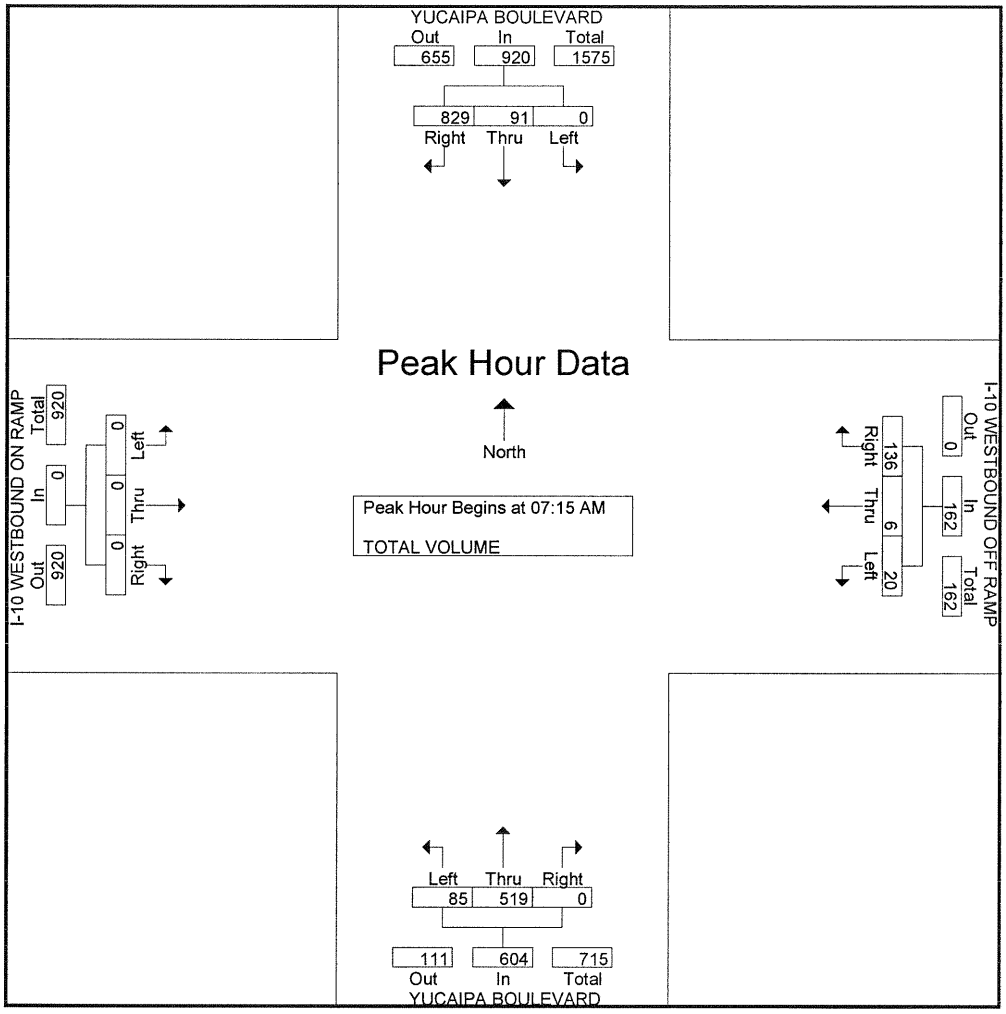
HOUR TOTAL: 1,148

Prepared by NEWPORT TRAFFIC STUDIES

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

CITY OF YUCAIPA
N/S: YUCAIPA BOULEVARD
E/W: I-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YUYU10WAM
Site Code : 0414234
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

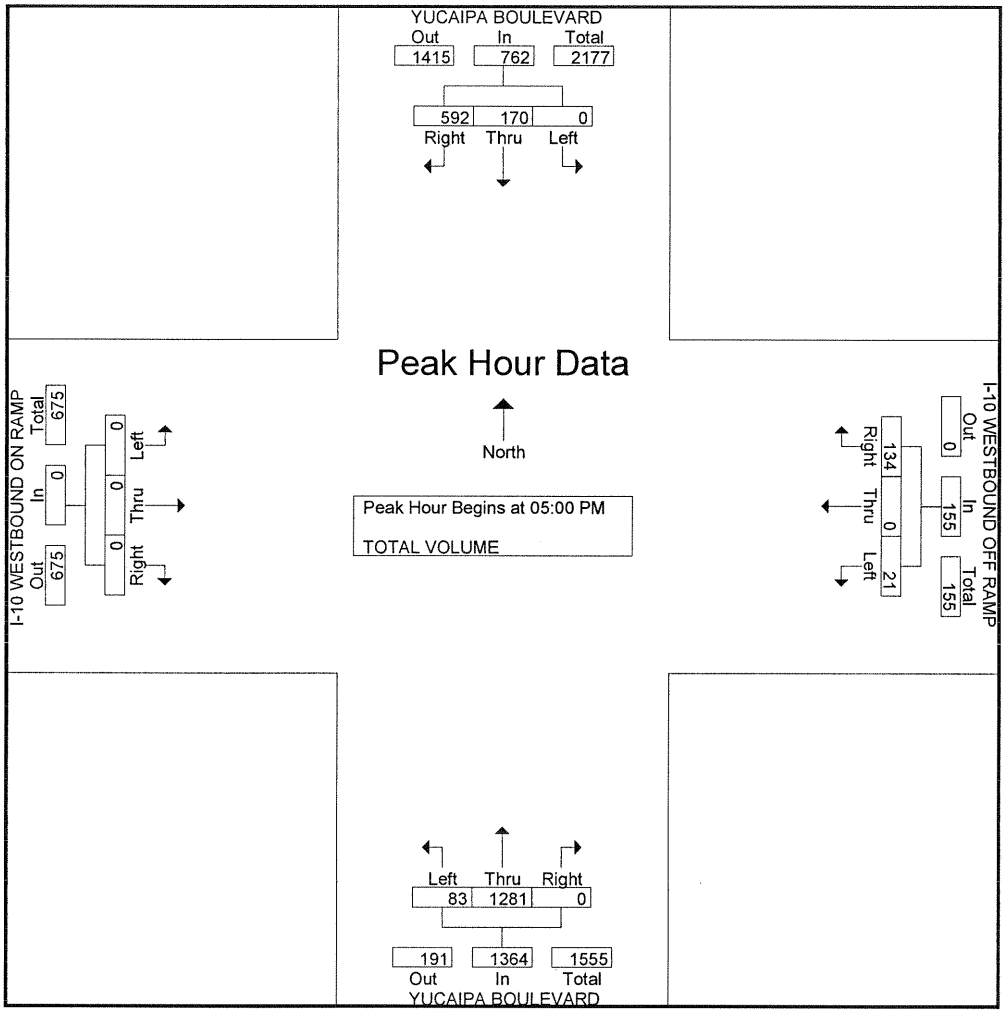
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	0	26	229	255	4	0	28	32	**23**	**144**	0	**167**	0	0	0	0
+15 mins.	0	19	**252**	**271**	5	2	24	31	23	116	0	139	0	0	0	0
+30 mins.	0	21	212	233	3	1	**45**	49	19	137	0	156	0	0	0	0
+45 mins.	0	**28**	173	201	**8**	**3**	39	**50**	20	122	0	142	0	0	0	0
Total Volume	0	94	866	960	20	6	136	162	85	519	0	604	0	0	0	0
% App. Total	0	9.8	90.2		12.3	3.7	84		14.1	85.9	0		0	0	0	
PHF	.000	.839	.859	.886	.625	.500	.756	.810	.924	.901	.000	.904	.000	.000	.000	.000

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

CITY OF YUCAIPA
N/S: YUCAIPA BOULEVARD
E/W: I-10 WESTBOUND RAMPS
WEATHER: SUNNY

File Name : YUYU10WPM
Site Code : 0414234
Start Date : 7/11/2006
Page No : 2



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

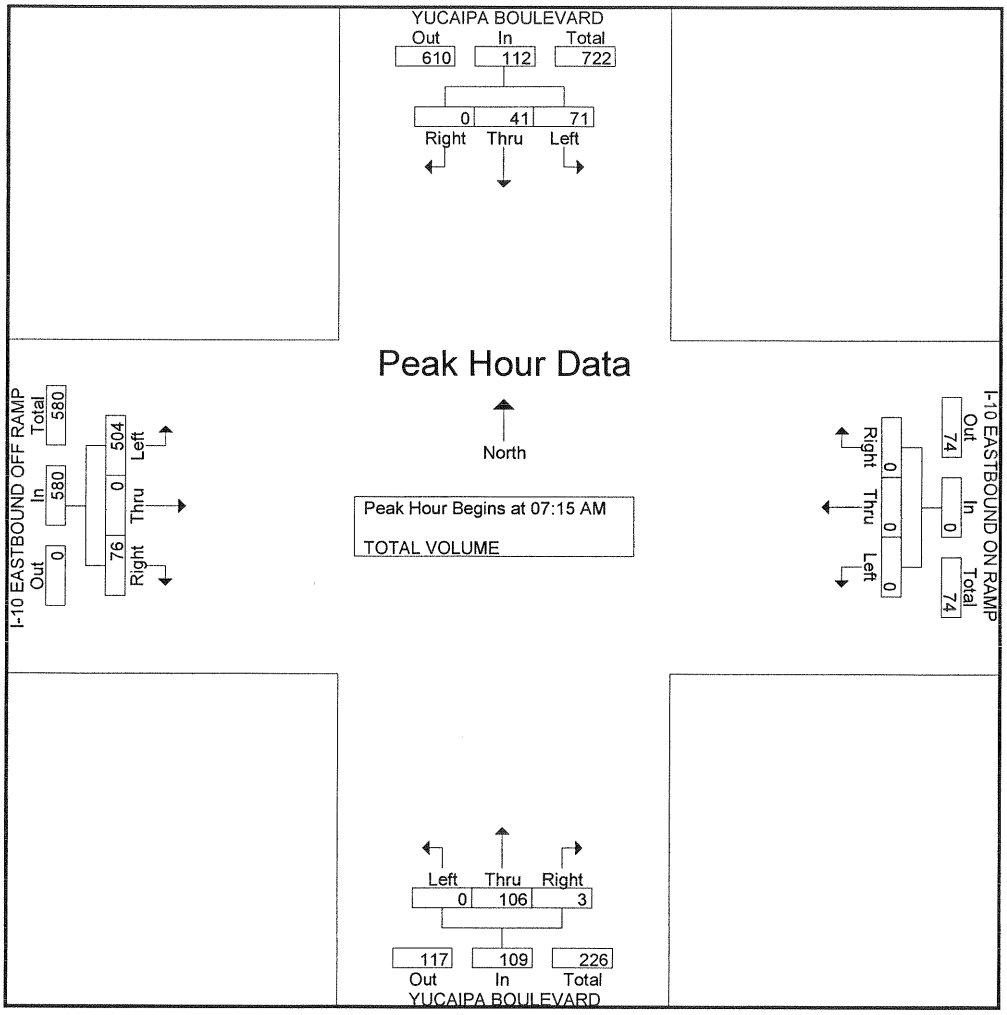
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	**44**	145	189	4	0	29	33	21	323	0	344	0	0	0	0
+15 mins.	0	40	132	172	5	0	35	40	17	312	0	329	0	0	0	0
+30 mins.	0	44	**171**	**215**	**7**	0	32	39	**23**	**324**	0	**347**	0	0	0	0
+45 mins.	0	42	144	186	5	0	**38**	**43**	22	322	0	344	0	0	0	0
Total Volume	0	170	592	762	21	0	134	155	83	1281	0	1364	0	0	0	0
% App. Total	0	22.3	77.7		13.5	0	86.5		6.1	93.9	0		0	0	0	
PHF	.000	.966	.865	.886	.750	.000	.882	.901	.902	.988	.000	.983	.000	.000	.000	.000

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

CITY OF YUCAIPA
N/S: YUCAIPA BOULEVARD
E/W: I-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YUYU10EAM
Site Code : 0414233
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

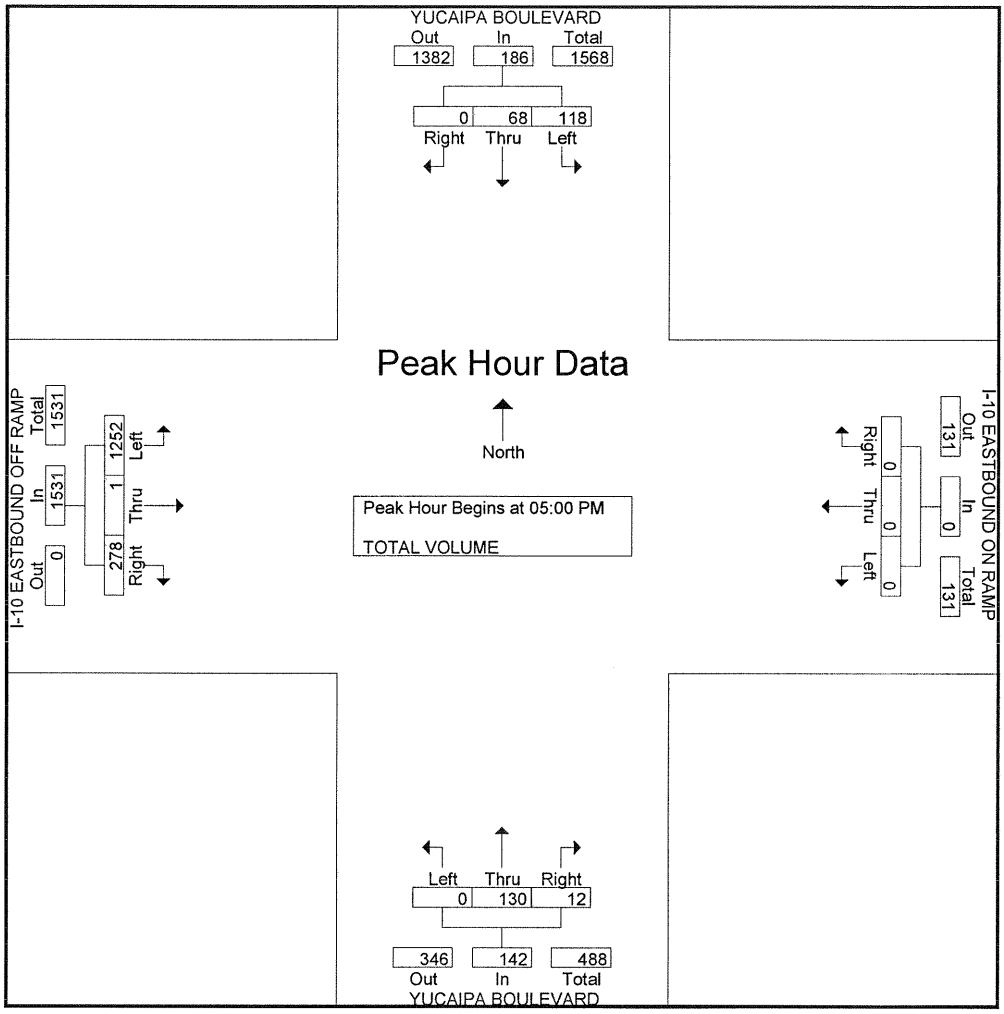
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	17	**14**	0	**31**	0	0	0	0	0	**38**	1	**39**	**139**	0	21	**160**
+15 mins.	17	9	0	26	0	0	0	0	0	29	0	29	117	0	17	134
+30 mins.	**21**	10	0	31	0	0	0	0	0	27	**2**	29	130	0	**24**	154
+45 mins.	18	12	0	30	0	0	0	0	0	25	0	25	118	0	14	132
Total Volume	73	45	0	118	0	0	0	0	0	119	3	122	504	0	76	580
% App. Total	61.9	38.1	0		0	0	0		0	97.5	2.5		86.9	0	13.1	
PHF	.869	.804	.000	.952	.000	.000	.000	.000	.000	.783	.375	.782	.906	.000	.792	.906

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

CITY OF YUCAIPA
N/S: YUCAIPA BOULEVARD
E/W: I-10 EASTBOUND RAMPS
WEATHER: SUNNY

File Name : YUYU10EPM
Site Code : 0414233
Start Date : 7/11/2006
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				05:00 PM			
+0 mins.	30	15	0	45	0	0	0	0	0	31	**4**	35	304	0	72	376
+15 mins.	31	17	0	48	0	0	0	0	0	26	4	30	308	**1**	**74**	383
+30 mins.	**34**	**18**	0	**52**	0	0	0	0	0	**38**	2	**40**	**326**	0	73	**399**
+45 mins.	23	18	0	41	0	0	0	0	0	36	4	40	314	0	59	373
Total Volume	118	68	0	186	0	0	0	0	0	131	14	145	1252	1	278	1531
% App. Total	63.4	36.6	0		0	0	0		0	90.3	9.7		81.8	0.1	18.2	
PHF	.868	.944	.000	.894	.000	.000	.000	.000	.000	.862	.875	.906	.960	.250	.939	.959

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: ALTA VISTA
EAST-WEST STREET: OUTER HIGHWAY
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 0

			Total
			1st
			2nd
			3rd
			4th
Rt	Thru	Lt	

EAST LEG TOTAL: 62

Rt					
Thru	12	11	16	4	43
Lt	2	4	4	9	19
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
					Lt
78	17	21	19	21	Thru
4	0	0	2	2	Rt

WEST LEG TOTAL: 82

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.57
EAST LEG = 0.78
WEST LEG = 0.89

ALL LEGS = 0.89

	Lt	Thru	Rt
1st	0		3
2nd	0		2
3rd	2		2
4th	2		5
Total	4		12

SOUTH LEG

TOTAL: 16

HOUR TOTAL: 160

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: ALTA VISTA
EAST-WEST STREET: OUTER HIGHWAY
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 04:15PM

NORTH LEG

TOTAL: 0

			Total
			1st
			2nd
			3rd
			4th
Rt	Thru	Lt	

EAST LEG TOTAL: 92

	1st	2nd	3rd	4th	Total
Rt					
Thru	26	20	18	23	87
Lt	3	0	2	0	5

Total	1st	2nd	3rd	4th	
					Lt
71	15	13	23	20	Thru
4	2	2	0	0	Rt

WEST LEG TOTAL: 75

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.68
EAST LEG = 0.79
WEST LEG = 0.82

ALL LEGS = 0.91

	Lt	Thru	Rt
1st	2		3
2nd	1		4
3rd	0		2
4th	4		3
Total	7		12

TOTAL: 19

SOUTH LEG

HOUR TOTAL: 186

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 16TH
EAST-WEST STREET: SAND CANYON
JURISDICTION: YUCAIPA

DATE: 02-27-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 0

			Total
			1st
			2nd
			3rd
			4th
Rt	Thru	Lt	

EAST LEG TOTAL: 1,008

Rt					
Thru	244	270	263	223	1000
Lt	1	6	0	1	8
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
					Lt
357	66	80	100	111	Thru
48	8	7	14	19	Rt

WEST LEG TOTAL: 405

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.68
EAST LEG = 0.91
WEST LEG = 0.78

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	25		4
2nd	29		3
3rd	26		7
4th	49		6
Total	129		20

TOTAL: 149

SOUTH LEG

HOUR TOTAL: 1,562

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 16TH
EAST-WEST STREET: SAND CANYON
JURISDICTION: YUCAIPA

DATE: 02-27-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 0

			Total
			1st
			2nd
			3rd
			4th
Rt	Thru	Lt	

EAST LEG TOTAL: 294

Rt					
Thru	62	77	60	80	279
Lt	3	3	5	4	15
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
					Lt
554	123	146	140	145	Thru
75	16	19	20	20	Rt

WEST LEG TOTAL: 629

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.74
EAST LEG = 0.88
WEST LEG = 0.95

ALL LEGS = 0.92

	Lt	Thru	Rt
1st	19		7
2nd	27		4
3rd	14		3
4th	16		2
Total	76		16

TOTAL: 92

SOUTH LEG

HOUR TOTAL: 1,015

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 16TH
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 39

Rt	Thru	Lt	
23	16		Total
6	5	0	1st
5	1	0	2nd
7	5	0	3rd
5	5	0	4th

EAST LEG TOTAL: 959

	1st	2nd	3rd	4th	Total
Rt	0	0	1	0	1
Thru	254	216	228	234	932
Lt	6	1	12	7	26

Total	1st	2nd	3rd	4th	
99	24	33	21	21	Lt
535	106	126	180	123	Thru
7	1	2	3	1	Rt

WEST LEG TOTAL: 641

PEAK HOUR FACTORS

NORTH LEG = 0.81
SOUTH LEG = 0.79
EAST LEG = 0.92
WEST LEG = 0.79

ALL LEGS = 0.89

	Lt	Thru	Rt
1st	0	2	6
2nd	2	4	12
3rd	3	4	12
4th	4	5	6
Total	9	15	36

TOTAL: 60

SOUTH LEG

HOUR TOTAL: 1,699

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 16TH
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 75

Rt	Thru	Lt	
68	6	1	Total
18	4	0	1st
24	0	1	2nd
12	1	0	3rd
14	1	0	4th

EAST LEG TOTAL: 745

	1st	2nd	3rd	4th	Total
Rt	4	0	0	0	4
Thru	190	186	173	171	720
Lt	7	5	5	4	21

Total	1st	2nd	3rd	4th	
53	15	17	12	9	Lt
1428	353	376	360	339	Thru
13	2	3	2	6	Rt

WEST LEG TOTAL: 1,494

PEAK HOUR FACTORS

NORTH LEG = 0.75
SOUTH LEG = 0.77
EAST LEG = 0.93
WEST LEG = 0.94

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	1	6	8
2nd	2	2	7
3rd	0	0	6
4th	2	3	9
Total	5	11	30

TOTAL: 46

SOUTH LEG

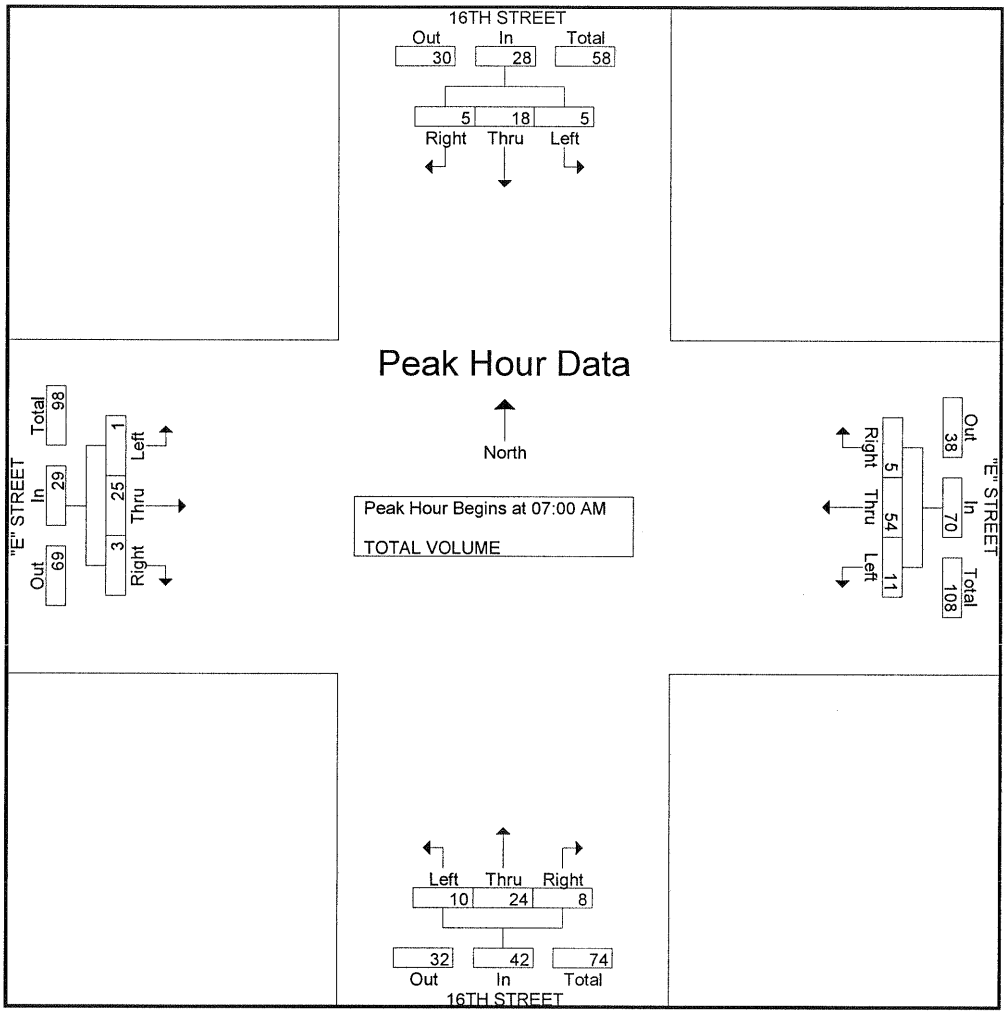
HOUR TOTAL: 2,360

Prepared by NEWPORT TRAFFIC STUDIES

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

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: "E" STREET
WEATHER: SUNNY

File Name : YU16EAM
Site Code : 0414234
Start Date : 7/13/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

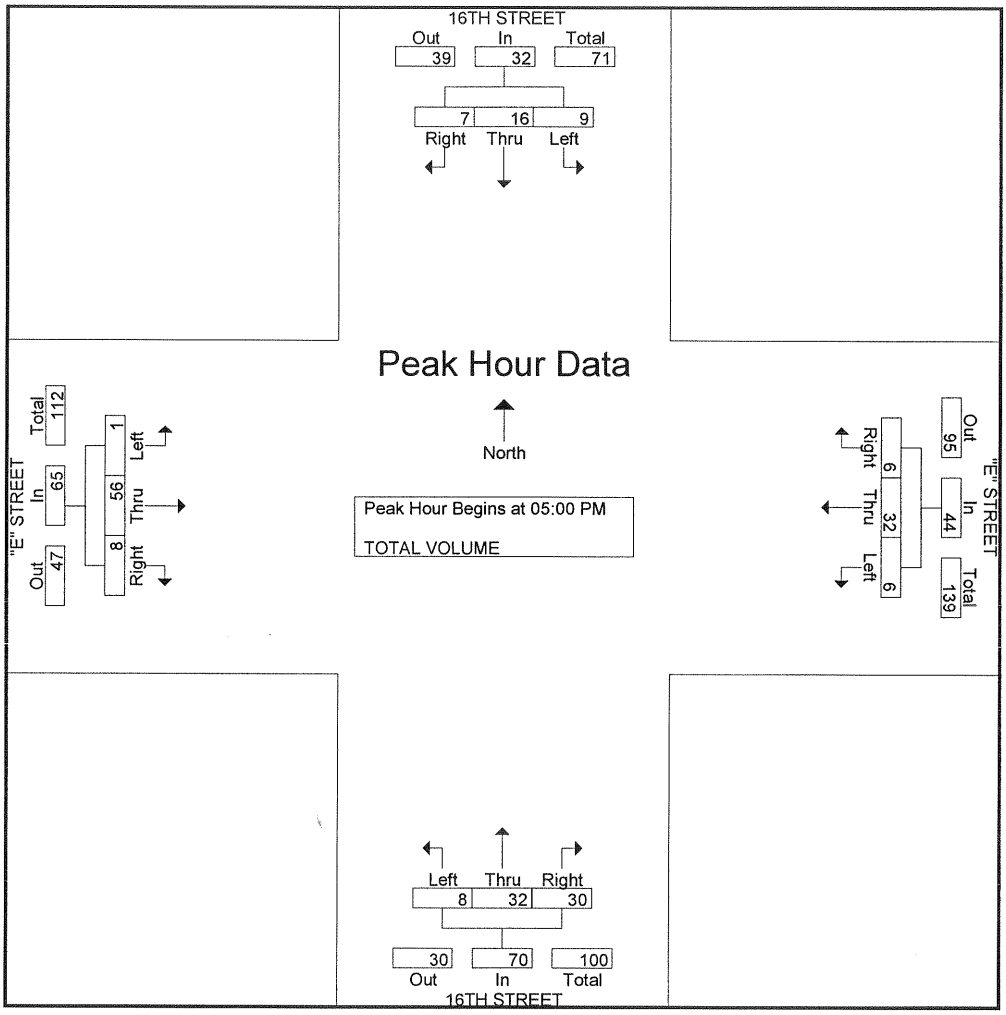
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	1	3	1	5	3	**17**	0	**20**	**4**	4	1	9	**1**	2	**2**	5
+15 mins.	1	5	0	6	**5**	15	0	20	2	7	2	11	0	5	0	5
+30 mins.	**3**	2	0	5	3	10	2	15	3	**9**	1	**13**	0	**9**	0	9
+45 mins.	0	**8**	**4**	**12**	2	13	**4**	19	1	4	**4**	9	0	9	1	**10**
Total Volume	5	18	5	28	13	55	6	74	10	24	8	42	1	25	3	29
% App. Total	17.9	64.3	17.9		17.6	74.3	8.1		23.8	57.1	19		3.4	86.2	10.3	
PHF	.417	.563	.313	.583	.650	.809	.375	.925	.625	.667	.500	.808	.250	.694	.375	.725

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

CITY OF YUCAIPA
N/S: 16TH STREET
E/W: "E" STREET
WEATHER: SUNNY

File Name : YU16EPM
Site Code : 0414216
Start Date : 7/12/2006
Page No : 2



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

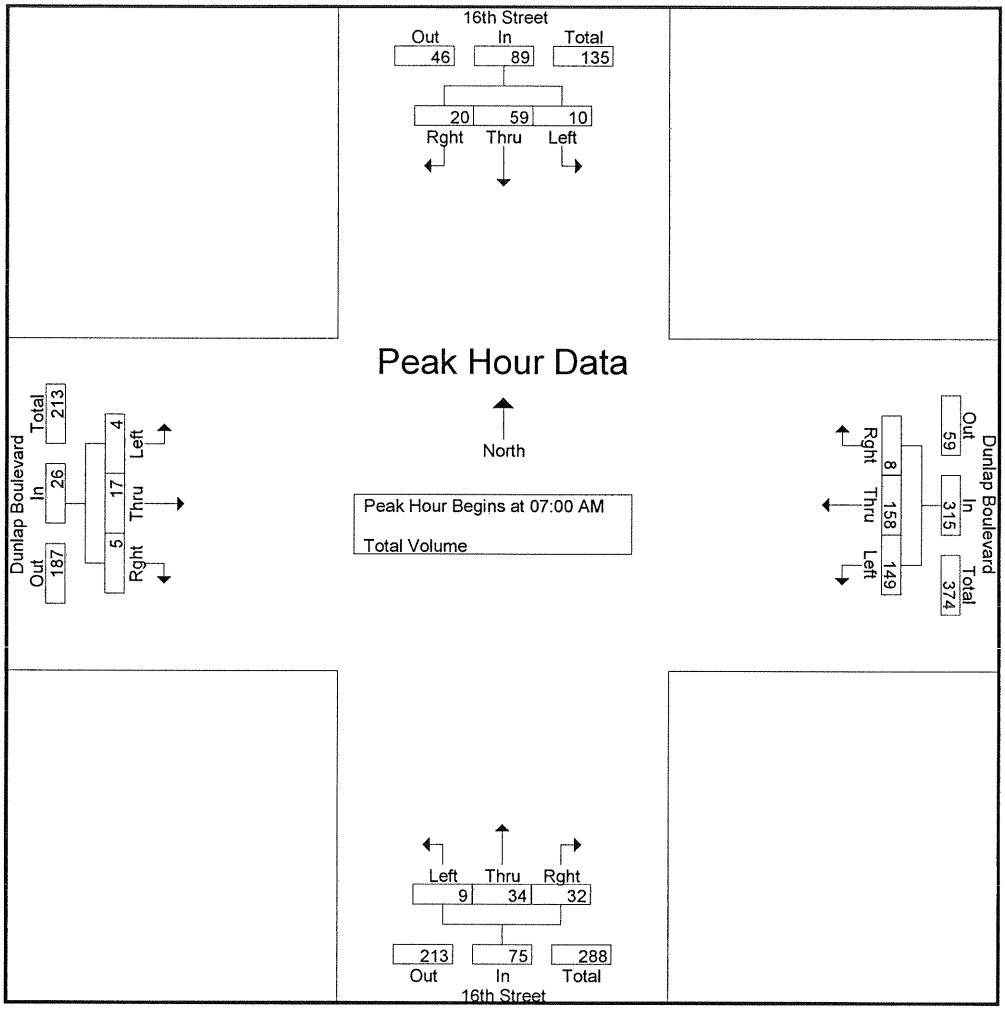
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				05:00 PM				04:00 PM			
+0 mins.	0	**9**	2	11	0	9	3	12	1	8	**9**	18	**3**	**18**	0	**21**
+15 mins.	**4**	7	**7**	**18**	1	**13**	3	**17**	2	8	4	14	2	11	**4**	17
+30 mins.	1	0	2	3	1	5	1	7	2	6	9	17	1	15	0	16
+45 mins.	1	0	1	2	**2**	11	**4**	17	**3**	**10**	8	**21**	0	11	1	12
Total Volume	6	16	12	34	4	38	11	53	8	32	30	70	6	55	5	66
% App. Total	17.6	47.1	35.3		7.5	71.7	20.8		11.4	45.7	42.9		9.1	83.3	7.6	
PHF	.375	.444	.429	.472	.500	.731	.688	.779	.667	.800	.833	.833	.500	.764	.313	.786

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Yucaipa
N/S: 16th Street
E/W: Dunlap Boulevard
Weather: Sunny

File Name : YU16DLAM
Site Code : 04107309
Start Date : 2/15/2007
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

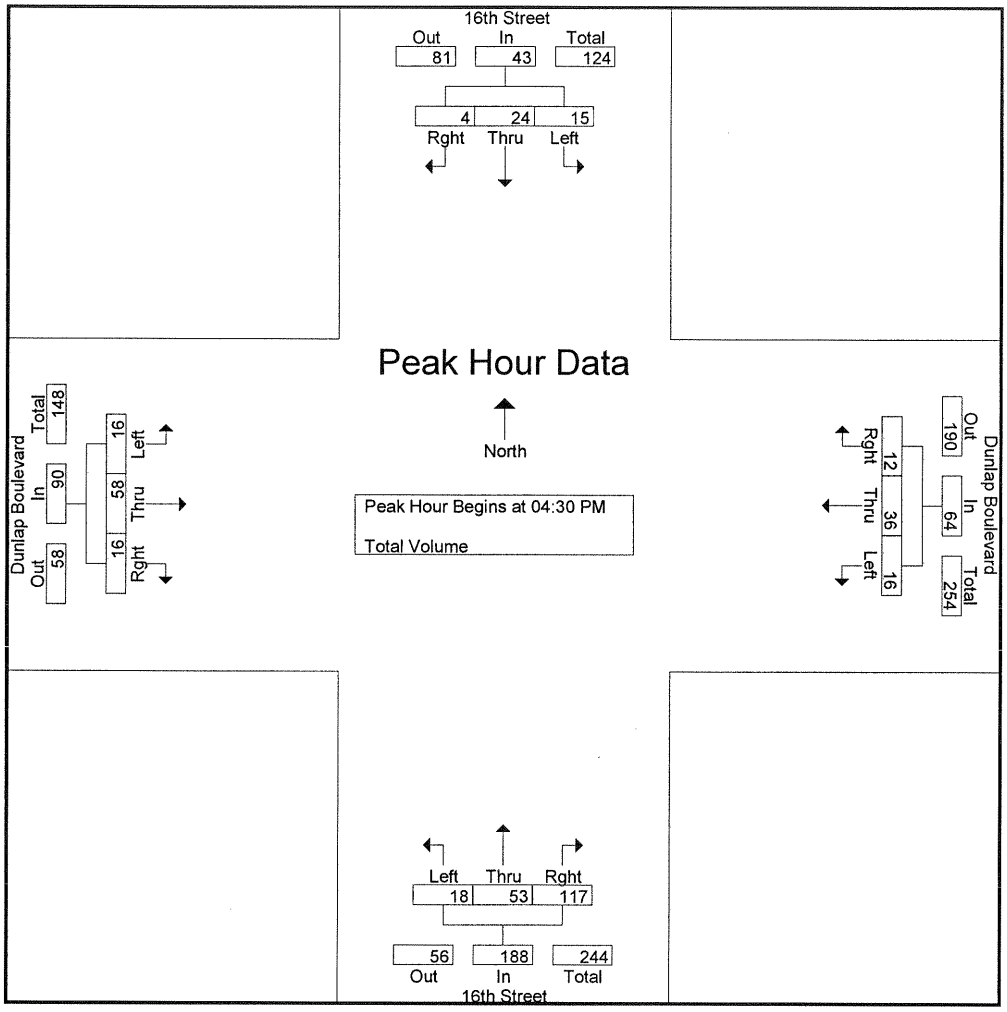
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	**6**	**20**	**8**	**34**	27	44	0	71	**3**	6	**11**	**20**	**2**	6	2	10
+15 mins.	3	17	4	24	36	**45**	2	**83**	3	8	8	19	2	6	**4**	12
+30 mins.	1	12	5	18	41	35	**3**	79	2	**10**	7	19	2	2	2	6
+45 mins.	0	10	3	13	**45**	34	3	82	1	10	6	17	2	**8**	4	**14**
Total Volume	10	59	20	89	149	158	8	315	9	34	32	75	8	22	12	42
% App. Total	11.2	66.3	22.5		47.3	50.2	2.5		12	45.3	42.7		19	52.4	28.6	
PHF	.417	.738	.625	.654	.828	.878	.667	.949	.750	.850	.727	.938	1.000	.688	.750	.750

Counts Unlimited, Inc.
25424 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 247-6716

City of Yucaipa
N/S: 16th Street
E/W: Dunlap Boulevard
Weather: Sunny

File Name : YU16DLPM
Site Code : 04107309
Start Date : 2/15/2007
Page No : 2



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

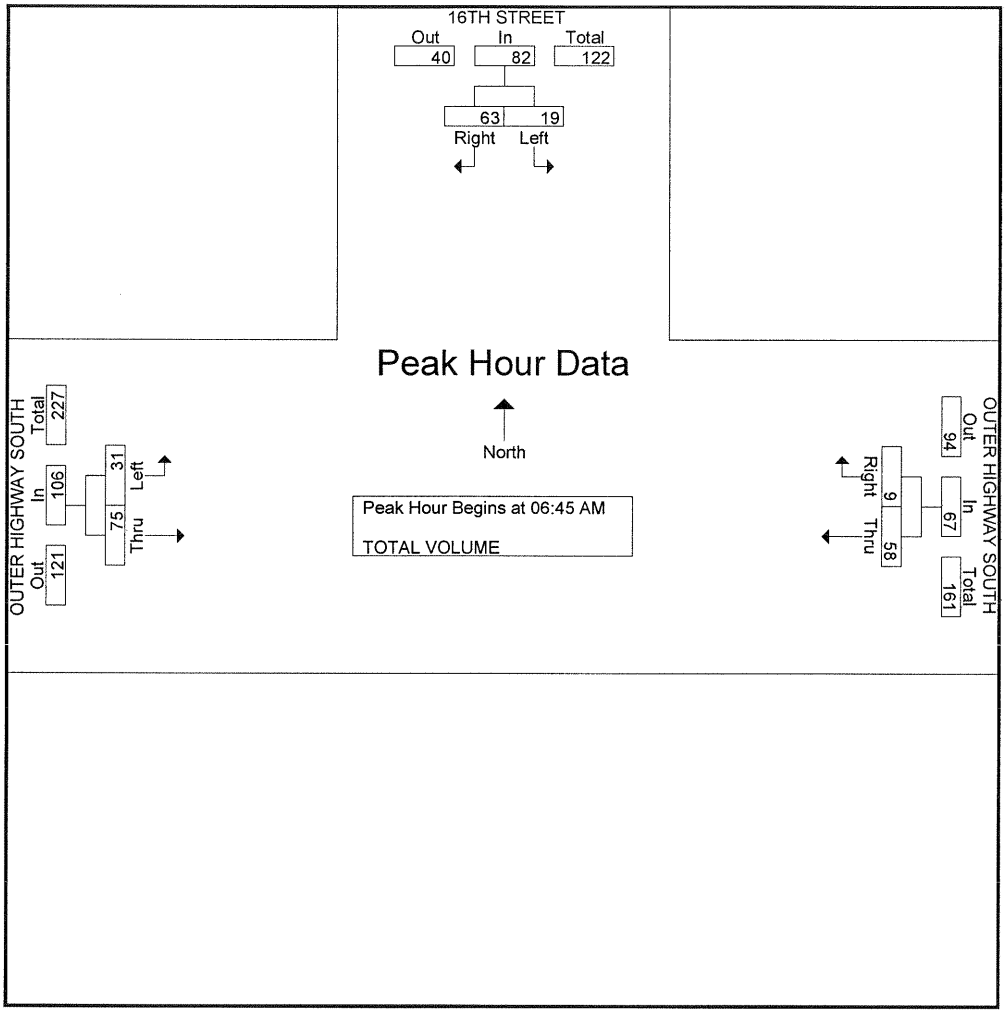
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	3	**7**	**5**	**15**	3	**16**	3	**22**	**5**	8	30	43	**8**	12	**8**	**28**
+15 mins.	**5**	7	1	13	2	15	**4**	21	5	13	23	41	1	13	2	16
+30 mins.	2	6	1	9	2	8	1	11	3	15	29	47	4	14	3	21
+45 mins.	3	4	1	8	**8**	9	2	19	5	**17**	**35**	**57**	3	**19**	3	25
Total Volume	13	24	8	45	15	48	10	73	18	53	117	188	16	58	16	90
% App. Total	28.9	53.3	17.8		20.5	65.8	13.7		9.6	28.2	62.2		17.8	64.4	17.8	
PHF	.650	.857	.400	.750	.469	.750	.625	.830	.900	.779	.836	.825	.500	.763	.500	.804

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

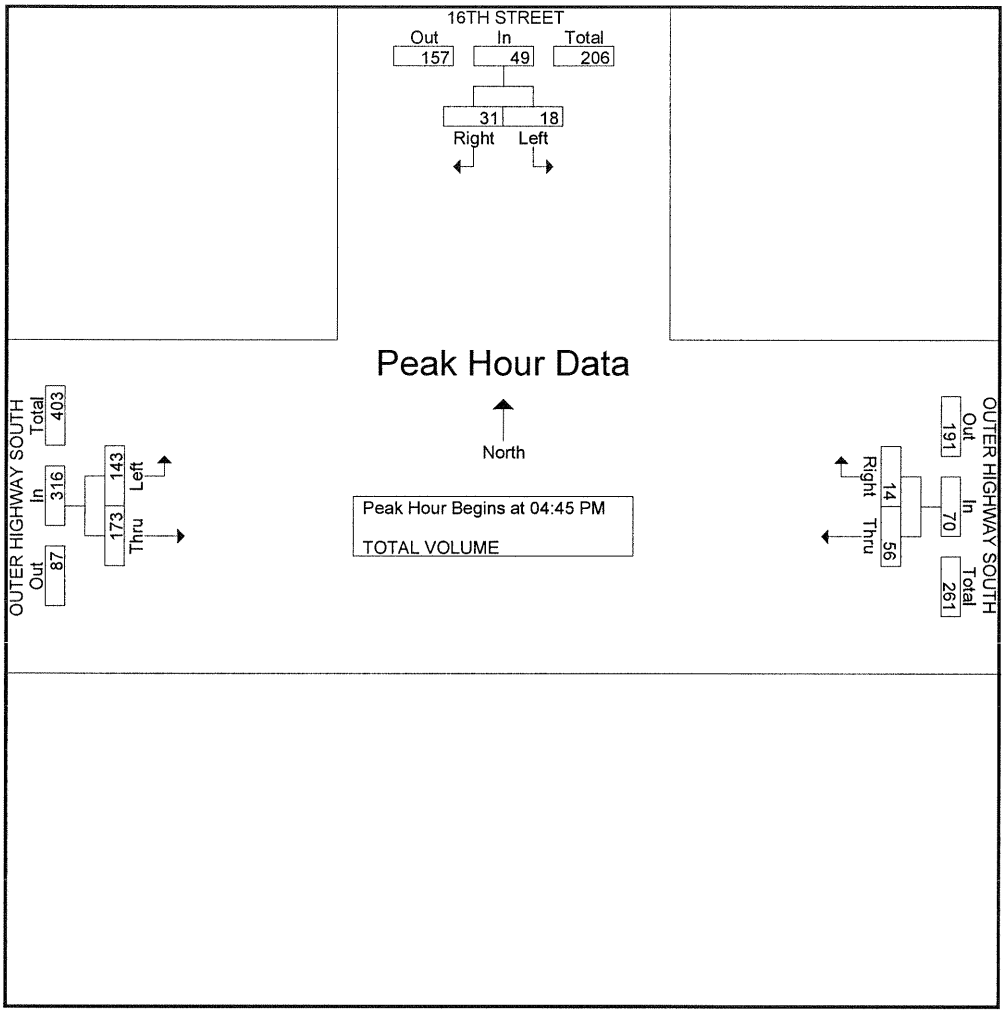
Peak Hour for Each Approach Begins at:

	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 : 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

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: SAND CANYON/14TH
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 195

57	75	63	Total
21	8	8	1st
11	31	23	2nd
14	20	13	3rd
11	16	19	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 1,070

Rt	65	51	46	38	200
Thru	218	192	182	221	813
Lt	7	14	11	25	57
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
106	12	28	33	33	Lt
451	94	92	143	122	Thru
20	2	5	6	7	Rt

WEST LEG TOTAL: 577

PEAK HOUR FACTORS

NORTH LEG = 0.75
SOUTH LEG = 0.88
EAST LEG = 0.92
WEST LEG = 0.79

ALL LEGS = 0.96

	Lt	Thru	Rt
1st	9	83	8
2nd	6	99	14
3rd	7	105	10
4th	14	66	6
Total	36	353	38

TOTAL: 427

SOUTH LEG

HOUR TOTAL: 2,269

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: SAND CANYON/14TH
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 425

Rt	Thru	Lt	
76	166	183	Total
17	47	49	1st
17	35	43	2nd
27	37	54	3rd
15	47	37	4th

EAST LEG TOTAL: 809

	1st	2nd	3rd	4th	Total
Rt	32	24	21	22	99
Thru	153	176	154	188	671
Lt	11	9	10	9	39

Total	1st	2nd	3rd	4th	
174	52	42	43	37	Lt
1253	312	300	303	338	Thru
56	7	13	26	10	Rt

WEST LEG TOTAL: 1,483

PEAK HOUR FACTORS

NORTH LEG = 0.90
SOUTH LEG = 0.73
EAST LEG = 0.92
WEST LEG = 0.96

ALL LEGS = 0.98

	Lt	Thru	Rt
1st	6	43	12
2nd	6	28	9
3rd	4	24	10
4th	12	20	5
Total	28	115	36

TOTAL: 179

SOUTH LEG

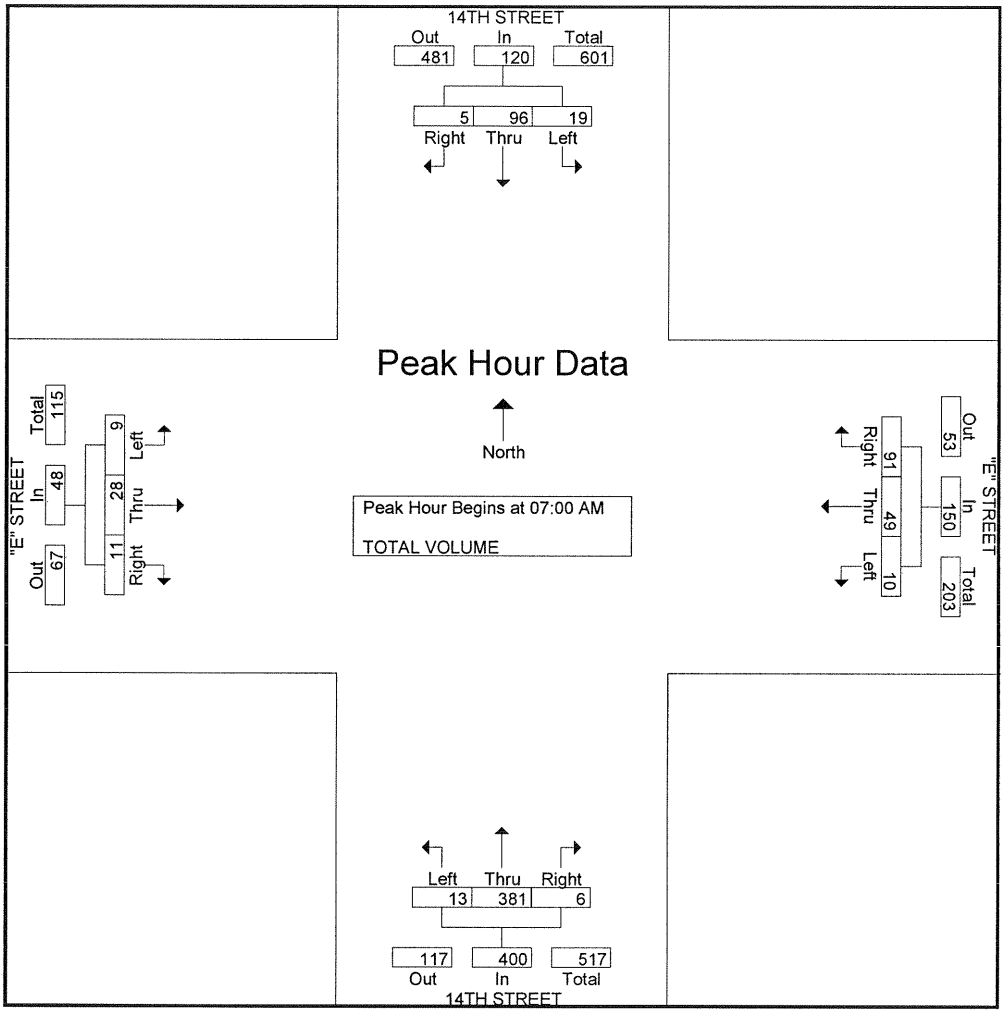
HOUR TOTAL: 2,896

Prepared by NEWPORT TRAFFIC STUDIES

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

CITY OF YUCAIPA
N/S: 14TH STREET
E/W: "E" STREET
WEATHER: SUNNY

File Name : YU14EAM
Site Code : 0414233
Start Date : 7/13/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

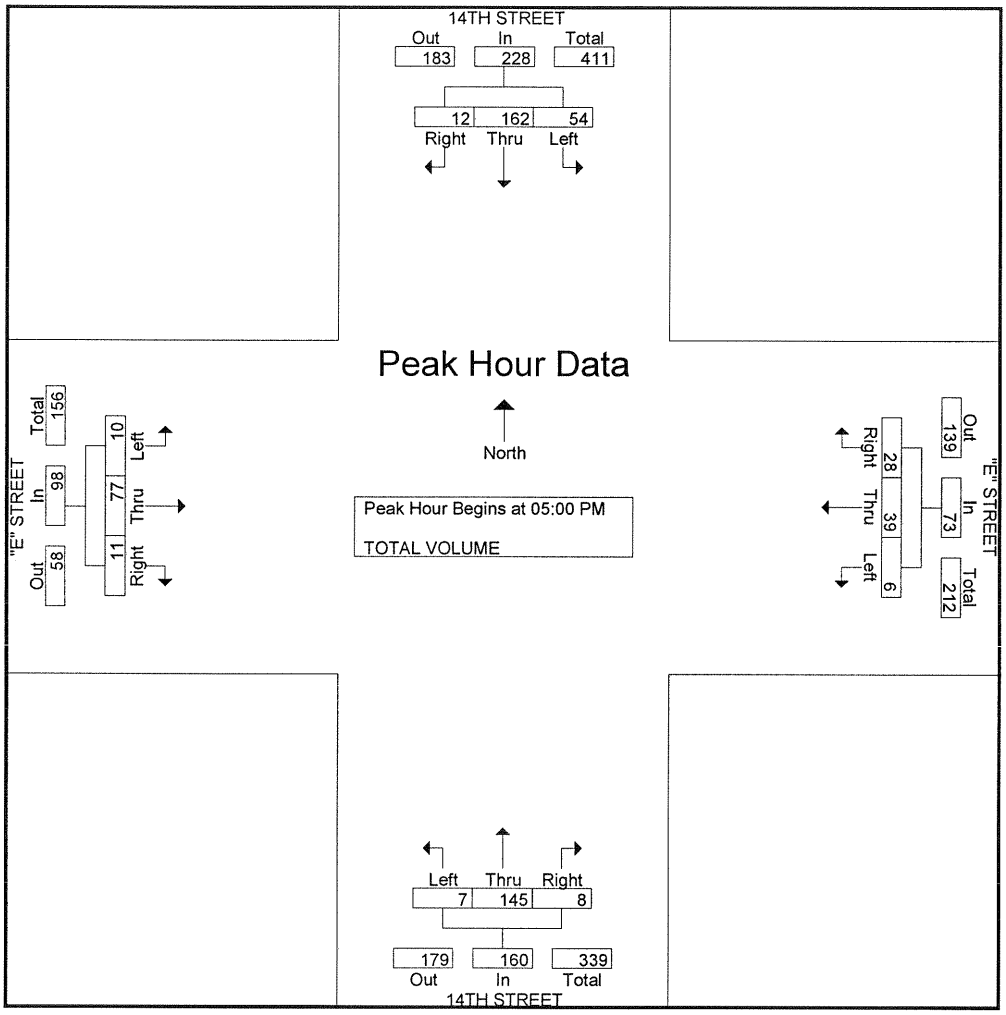
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	23	**3**	28	**4**	11	21	36	**5**	71	1	77	0	3	3	6
+15 mins.	4	**29**	1	34	1	11	**34**	**46**	2	81	0	83	**3**	7	0	10
+30 mins.	**10**	28	0	**38**	2	**16**	24	42	3	**117**	1	**121**	3	**9**	**4**	**16**
+45 mins.	2	19	3	24	3	11	12	26	3	112	**4**	119	3	9	4	16
Total Volume	18	99	7	124	10	49	91	150	13	381	6	400	9	28	11	48
% App. Total	14.5	79.8	5.6		6.7	32.7	60.7		3.2	95.2	1.5		18.8	58.3	22.9	
PHF	.450	.853	.583	.816	.625	.766	.669	.815	.650	.814	.375	.826	.750	.778	.688	.750

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

CITY OF YUCAIPA
N/S: 14TH STREET
E/W: "E" STREET
WEATHER: SUNNY

File Name : YU14EPM
Site Code : 0414233
Start Date : 7/12/2006
Page No : 2



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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	**16**	40	3	59	1	10	7	18	3	39	3	45	2	17	2	21
+15 mins.	13	**48**	3	**64**	**2**	10	8	**20**	**5**	31	**4**	40	**4**	**22**	**4**	**30**
+30 mins.	12	38	1	51	1	8	**9**	18	1	39	0	40	0	19	2	21
+45 mins.	13	36	**5**	54	2	**11**	4	17	1	**49**	1	**51**	3	21	3	27
Total Volume	54	162	12	228	6	39	28	73	10	158	8	176	9	79	11	99
% App. Total	23.7	71.1	5.3		8.2	53.4	38.4		5.7	89.8	4.5		9.1	79.8	11.1	
PHF	.844	.844	.600	.891	.750	.886	.778	.913	.500	.806	.500	.863	.563	.898	.688	.825

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: OAK GLEN
EAST-WEST STREET: 14TH/CALIMESA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 585

Rt	Thru	Lt	
182	374	29	Total
49	91	3	1st
56	101	3	2nd
43	93	4	3rd
34	89	19	4th

EAST LEG TOTAL: 497

	1st	2nd	3rd	4th	Total
Rt	5	19	15	14	53
Thru	51	52	37	37	177
Lt	83	67	68	49	267

Total	1st	2nd	3rd	4th	
16	1	4	3	8	Lt
77	11	13	20	33	Thru
95	21	24	27	23	Rt

WEST LEG TOTAL: 188

PEAK HOUR FACTORS

NORTH LEG = 0.91
SOUTH LEG = 0.79
EAST LEG = 0.89
WEST LEG = 0.73

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	40	48	14
2nd	27	55	10
3rd	40	73	21
4th	23	62	13
Total	130	238	58

TOTAL: 426

SOUTH LEG

HOUR TOTAL: 1,696

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: OAK GLEN
EAST-WEST STREET: 14TH/CALIMESA
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 439

Rt	Thru	Lt	
33	348	58	Total
5	84	15	1st
5	95	15	2nd
13	85	19	3rd
10	84	9	4th

EAST LEG TOTAL: 280

	1st	2nd	3rd	4th	Total
Rt	16	15	21	5	57
Thru	24	18	28	20	90
Lt	17	37	36	43	133

Total	1st	2nd	3rd	4th	
59	9	22	15	13	Lt
215	52	47	46	70	Thru
93	29	21	15	28	Rt

WEST LEG TOTAL: 367

PEAK HOUR FACTORS

NORTH LEG = 0.94
SOUTH LEG = 0.94
EAST LEG = 0.82
WEST LEG = 0.83

ALL LEGS = 0.98

	Lt	Thru	Rt
1st	27	112	35
2nd	18	105	35
3rd	14	115	34
4th	16	99	46
Total	75	431	150

TOTAL: 656

SOUTH LEG

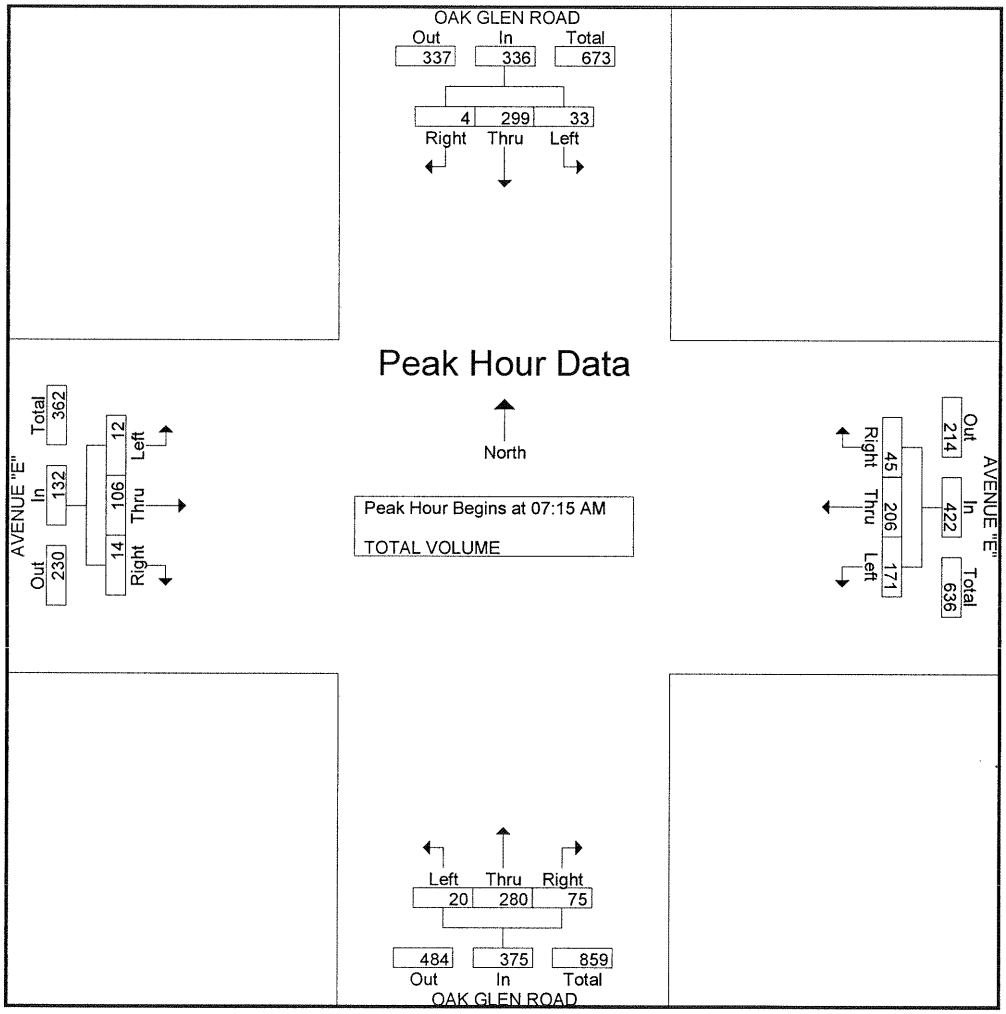
HOUR TOTAL: 1,742

Prepared by NEWPORT TRAFFIC STUDIES

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

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: AVENUE "E"
WEATHER: SUNNY

File Name : YUOGEAM
Site Code : 0414240
Start Date : 7/11/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

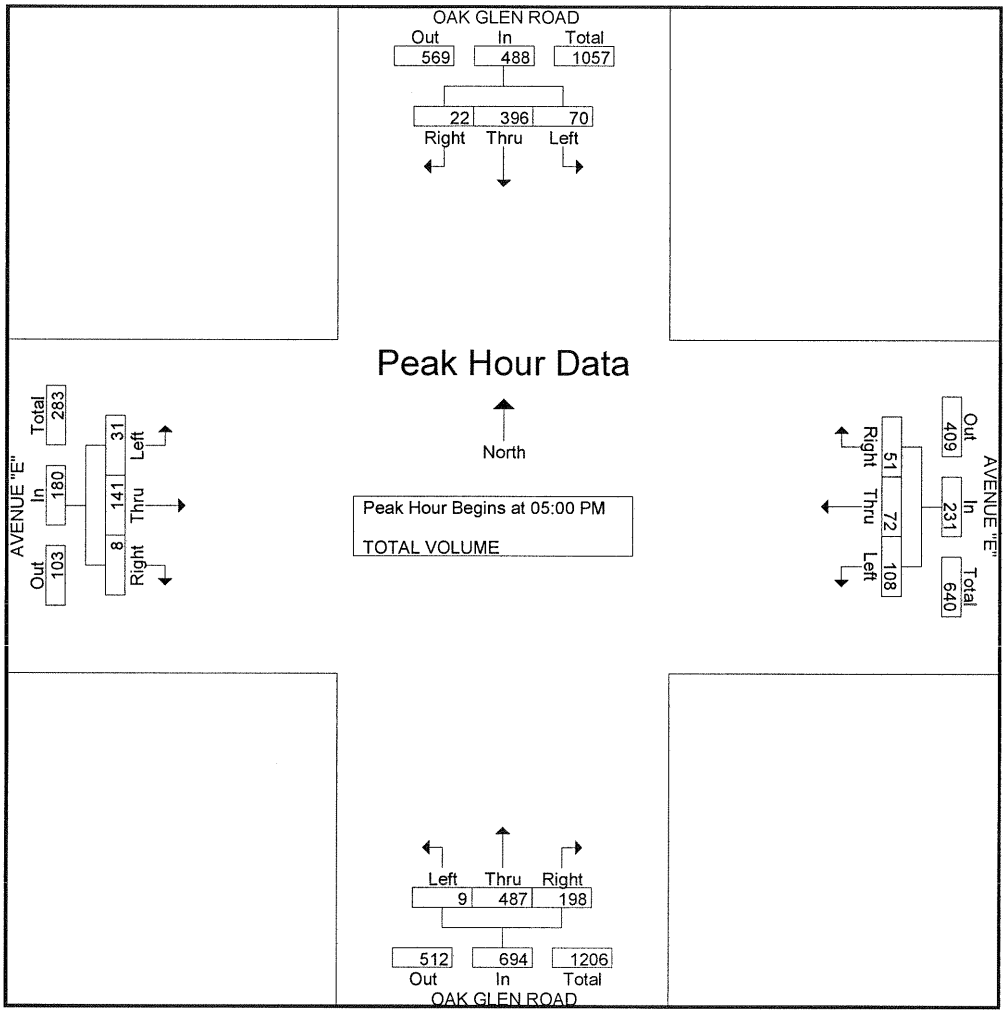
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	4	76	2	82	59	30	**13**	102	2	**76**	14	92	1	23	5	29
+15 mins.	**12**	**79**	1	**92**	48	36	10	94	**10**	61	19	90	**9**	**44**	4	**57**
+30 mins.	9	73	0	82	**61**	**74**	8	**143**	6	76	**21**	**103**	1	28	3	32
+45 mins.	9	73	**5**	87	24	56	10	90	2	67	21	90	2	12	**6**	20
Total Volume	34	301	8	343	192	196	41	429	20	280	75	375	13	107	18	138
% App. Total	9.9	87.8	2.3		44.8	45.7	9.6		5.3	74.7	20		9.4	77.5	13	
PHF	.708	.953	.400	.932	.787	.662	.788	.750	.500	.921	.893	.910	.361	.608	.750	.605

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

CITY OF YUCAIPA
N/S: OAK GLEN ROAD
E/W: AVENUE "E"
WEATHER: SUNNY

File Name : YUOGEPM
Site Code : 0414240
Start Date : 7/11/2006
Page No : 2



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

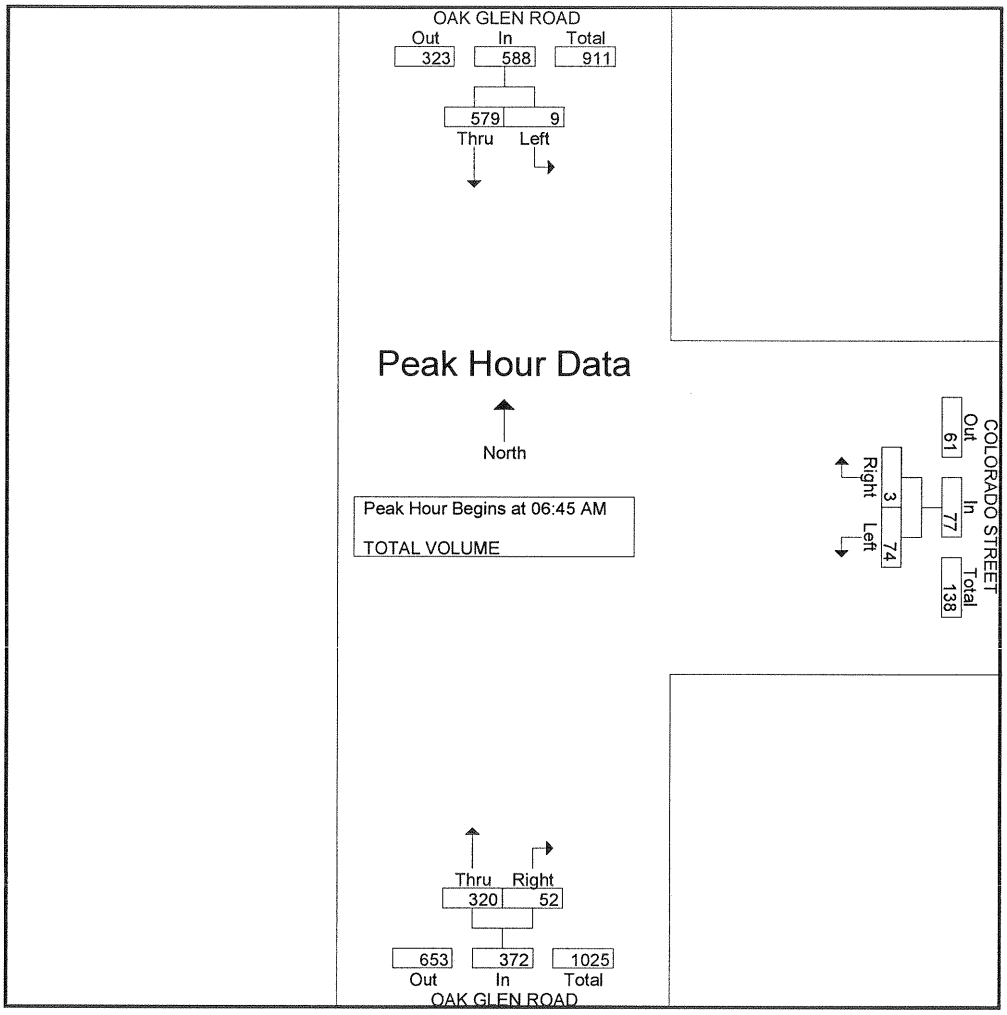
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	18	103	6	127	20	**28**	**21**	**69**	**5**	113	**60**	178	6	29	**7**	42
+15 mins.	14	86	6	106	25	21	11	57	3	131	44	178	**10**	36	3	**49**
+30 mins.	18	**112**	3	**133**	**29**	19	11	59	2	115	46	163	10	30	3	43
+45 mins.	**20**	95	**7**	122	24	19	17	60	1	**134**	49	**184**	6	**41**	1	48
Total Volume	70	396	22	488	98	87	60	245	11	493	199	703	32	136	14	182
% App. Total	14.3	81.1	4.5		40	35.5	24.5		1.6	70.1	28.3		17.6	74.7	7.7	
PHF	.875	.884	.786	.917	.845	.777	.714	.888	.550	.920	.829	.955	.800	.829	.500	.929

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

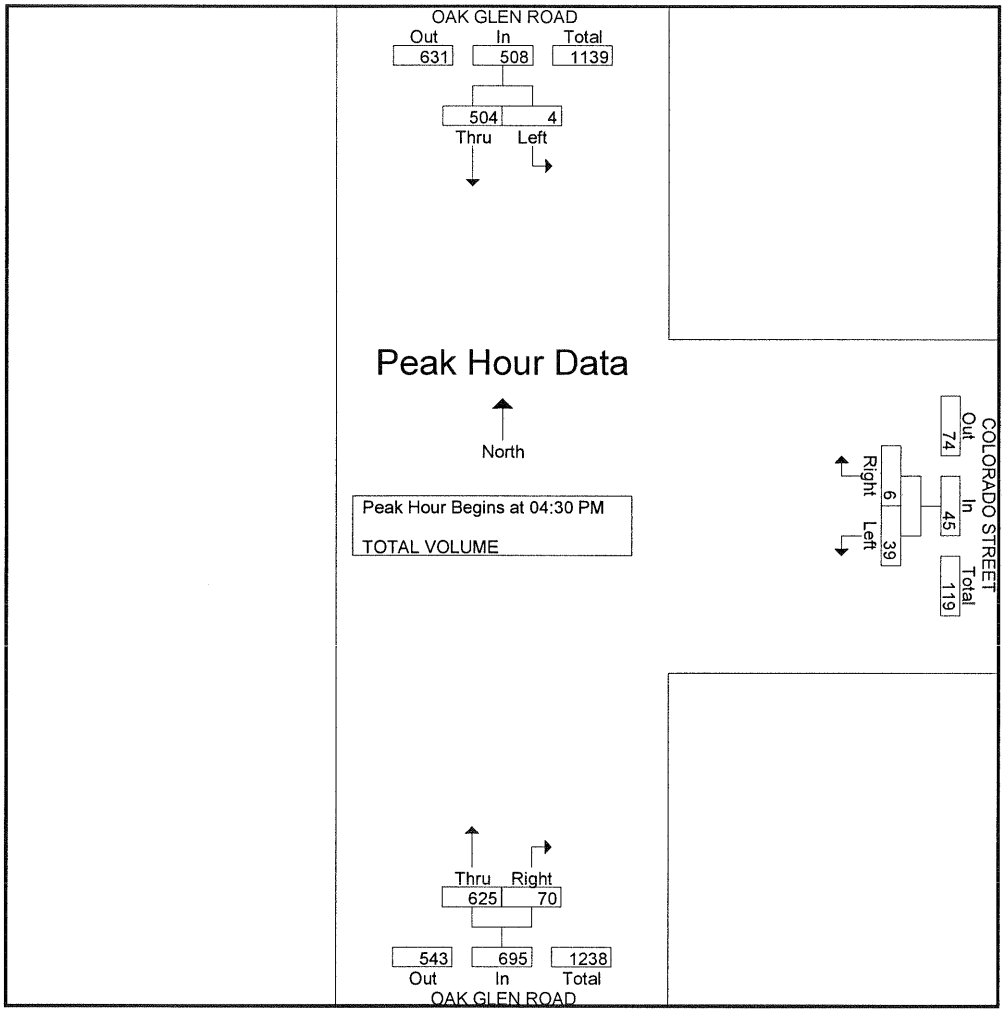
Peak Hour for Each Approach Begins at:

	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 : 2



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

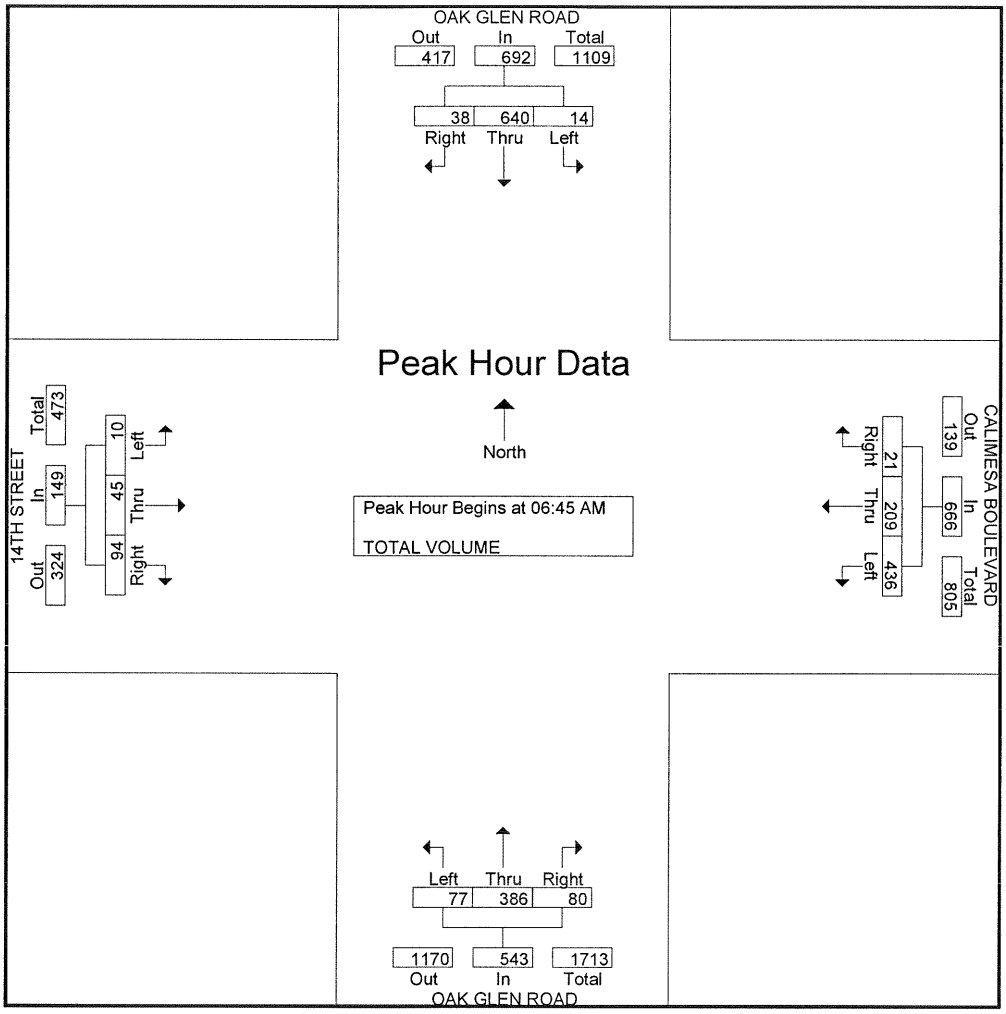
Peak Hour for Each Approach Begins at:

	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

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

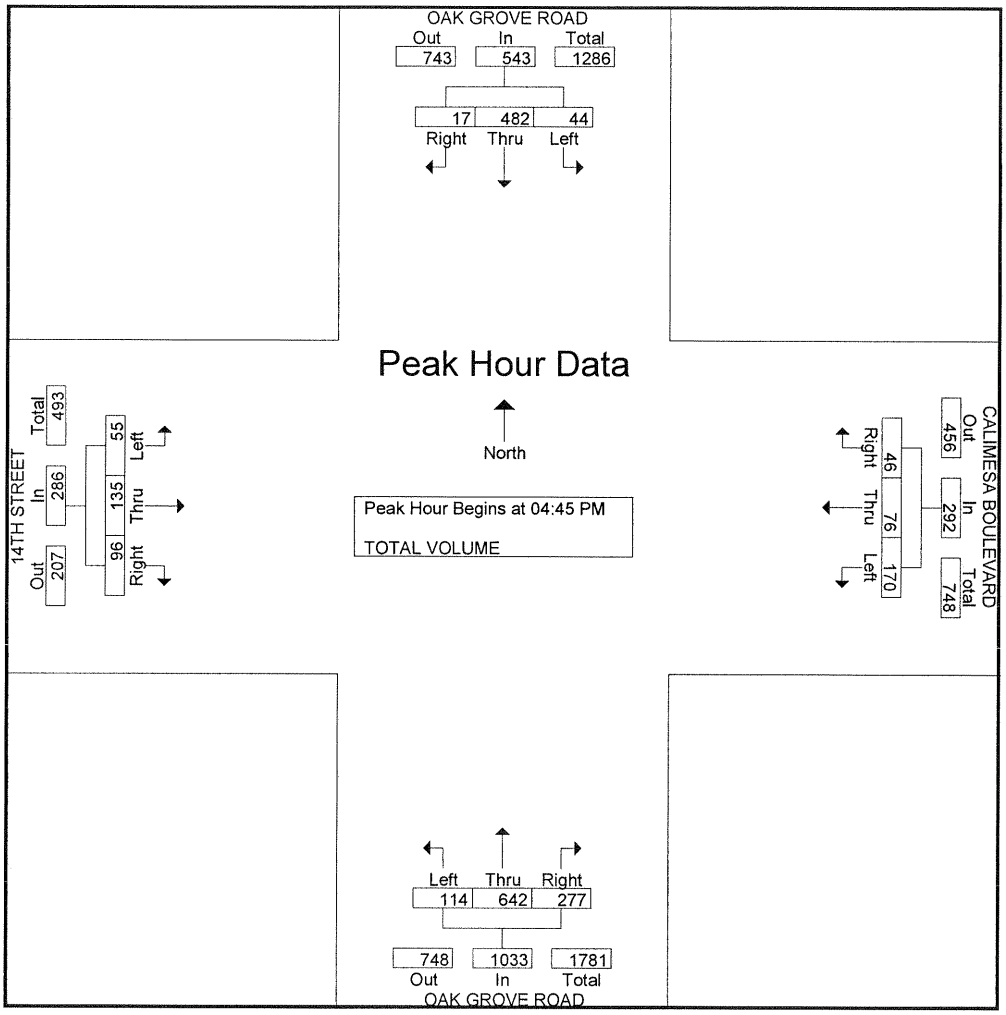
Peak Hour for Each Approach Begins at:

	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 : 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

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: I-10 WB RAMPS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 707

Rt	Thru	Lt	
382	325		Total
122	89		1st
101	71		2nd
90	90		3rd
69	75		4th

EAST LEG TOTAL: 372

	1st	2nd	3rd	4th	Total
Rt	41	60	50	57	208
Thru	2	1	1	1	5
Lt	30	51	30	48	159

Total	1st	2nd	3rd	4th	
					Lt
					Thru
	0	0	0	0	Rt

WEST LEG TOTAL: 0

PEAK HOUR FACTORS

NORTH LEG = 0.84
SOUTH LEG = 0.87
EAST LEG = 0.83
WEST LEG =

ALL LEGS = 0.96

	Lt	Thru	Rt
1st	2	53	
2nd	2	62	
3rd	2	71	
4th	2	61	
Total	8	247	

TOTAL: 255

SOUTH LEG

HOUR TOTAL: 1,334

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: I-10 WB RAMPS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 580

Rt	Thru	Lt	
316	264		Total
76	77		1st
77	72		2nd
83	62		3rd
80	53		4th

EAST LEG TOTAL: 242

	1st	2nd	3rd	4th	Total
Rt	49	65	46	49	209
Thru	0	0	4	0	4
Lt	5	10	6	8	29

Total	1st	2nd	3rd	4th	
					Lt
					Thru
1	0	0	1	0	Rt

WEST LEG TOTAL: 1

PEAK HOUR FACTORS

NORTH LEG = 0.95
SOUTH LEG = 0.91
EAST LEG = 0.81
WEST LEG = 0.25

ALL LEGS = 0.98

	Lt	Thru	Rt
1st	1	122	
2nd	6	110	
3rd	5	124	
4th	3	137	
Total	15	493	

SOUTH LEG

TOTAL: 508

HOUR TOTAL: 1,331

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: I-10 EB RAMPS DATE: 02-26-08
JURISDICTION: YUCAIPA

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 484

	346	138	Total
	92	27	1st
	96	26	2nd
	81	39	3rd
	77	46	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 0

Rt					
Thru					
Lt					
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
195	32	51	66	46	Lt
29		7	12	10	Thru
33	9	7	9	8	Rt

WEST LEG TOTAL: 257

PEDS BY LEG

North	South	East	West

	Lt	Thru	Rt
1st	0	247	15
2nd		12	10
3rd		8	14
4th		17	12
Total		284	51

SOUTH LEG

PEAK HOUR FACTORS

NORTH LEG = 0.98
SOUTH LEG = 0.32
EAST LEG =
WEST LEG = 0.74

ALL LEGS = 0.64

TOTAL: 335

HOUR TOTAL: 1,076

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: I-10 EB RAMPS
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 310

	Rt	Thru	Lt	
Total		134	176	
1st		28	50	
2nd		37	45	
3rd		39	43	
4th		30	38	

EAST LEG TOTAL: 0

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
316	75	86	73	82	Lt
8		1	2	5	Thru
33	6	8	10	9	Rt

WEST LEG TOTAL: 357

PEAK HOUR FACTORS

NORTH LEG = 0.95
SOUTH LEG = 0.93
EAST LEG =
WEST LEG = 0.93

ALL LEGS = 0.97

	Lt	Thru	Rt	
1st		37	20	
2nd		37	18	
3rd		43	19	
4th		47	9	
Total		164	66	TOTAL: 230

SOUTH LEG

HOUR TOTAL: 897

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: OUTER HIGHWAY DATE: 02-21-08
JURISDICTION: YUCAIPA

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 367

43	324		Total
8	90		1st
9	86		2nd
15	76		3rd
11	72		4th
Rt	Thru	Lt	

EAST LEG TOTAL: 0

Rt					
Thru					
Lt					
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
39	6	11	8	14	Lt
					Thru
45	13	11	11	10	Rt

WEST LEG TOTAL: 84

PEAK HOUR FACTORS

NORTH LEG = 0.94
SOUTH LEG = 0.78
EAST LEG =
WEST LEG = 0.88

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	5	17	
2nd	6	9	
3rd	4	17	
4th	1	10	
Total	16	53	

TOTAL: 69

SOUTH LEG

HOUR TOTAL: 520

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: LIVE OAK CANYON
EAST-WEST STREET: OUTER HIGHWAY
JURISDICTION: YUCAIPA

DATE: 02-21-08

PEAK HOUR: 04:15PM

NORTH LEG

TOTAL: 161

Rt	Thru	Lt	
30	131		Total
9	34		1st
8	27		2nd
7	26		3rd
6	44		4th

EAST LEG TOTAL: 0

	1st	2nd	3rd	4th	Total
Rt					
Thru					
Lt					

Total	1st	2nd	3rd	4th	
44	7	8	16	13	Lt
					Thru
38	10	8	10	10	Rt

WEST LEG TOTAL: 82

PEAK HOUR FACTORS

NORTH LEG = 0.81
SOUTH LEG = 0.86
EAST LEG =
WEST LEG = 0.79

ALL LEGS = 0.89

	Lt	Thru	Rt
1st	21	52	
2nd	13	65	
3rd	14	33	
4th	16	54	
Total	64	204	

TOTAL: 268

SOUTH LEG

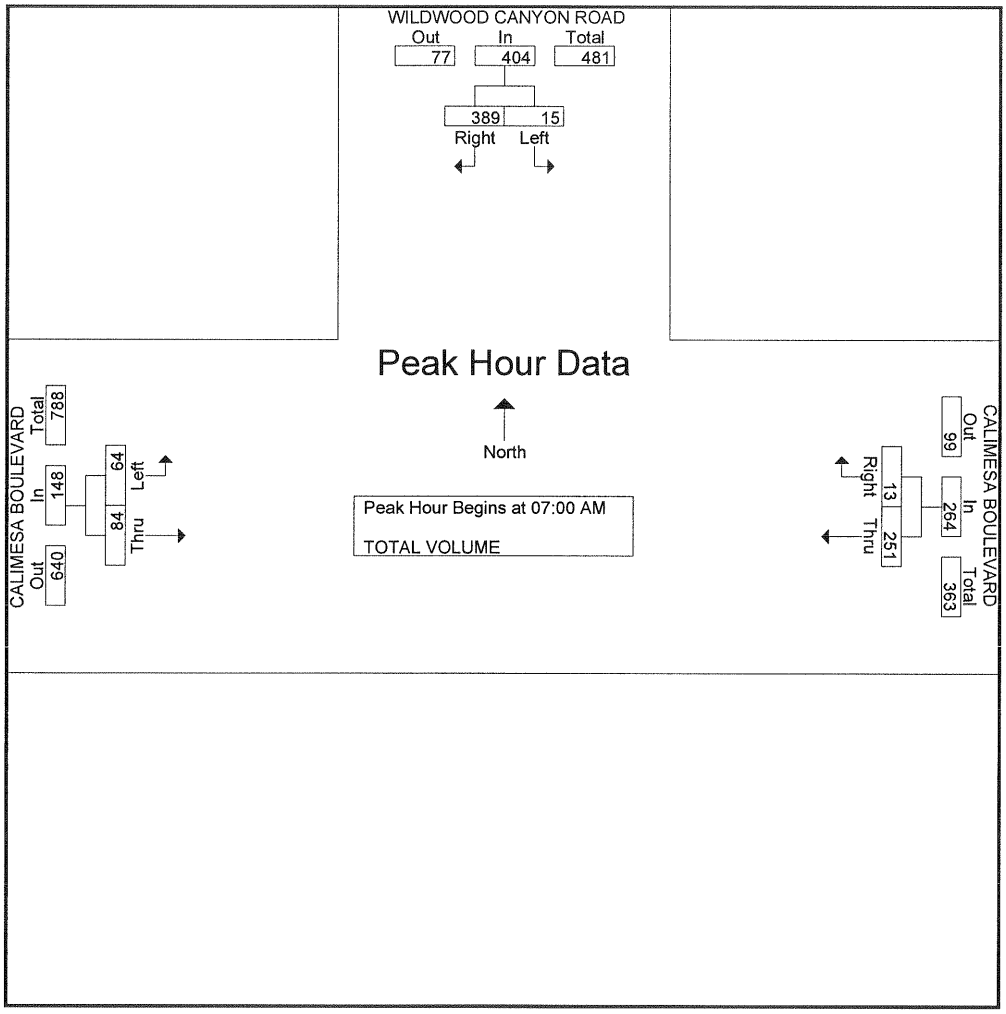
HOUR TOTAL: 511

Prepared by NEWPORT TRAFFIC STUDIES

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

CITY OF YUCAIPA
N/S: WILDWOOD CANYON ROAD
E/W: CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUWDCAAM
Site Code : 0414222
Start Date : 7/12/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

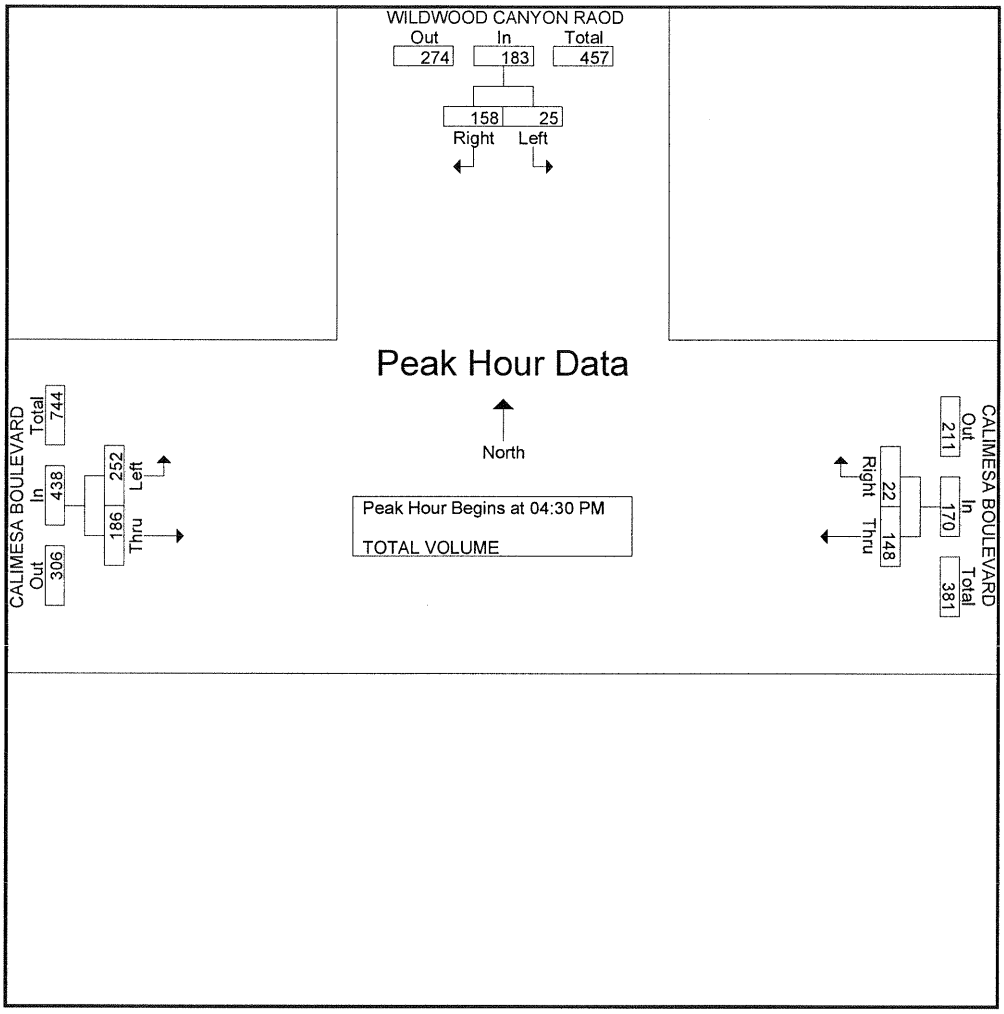
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	1	110	111	58	**4**	62	16	**42**	**58**
+15 mins.	4	**117**	**121**	58	3	61	18	13	31
+30 mins.	**7**	94	101	**80**	2	**82**	20	19	39
+45 mins.	3	68	71	55	4	59	**23**	26	49
Total Volume	15	389	404	251	13	264	77	100	177
% App. Total	3.7	96.3		95.1	4.9		43.5	56.5	
PHF	.536	.831	.835	.784	.813	.805	.837	.595	.763

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

CITY OF YUCAIPA
N/S: WILDWOOD CANYON ROAD
E/W: CALIMESA BOULEVARD
WEATHER: SUNNY

File Name : YUWDCAPM
Site Code : 0414222
Start Date : 7/12/2006
Page No : 2



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

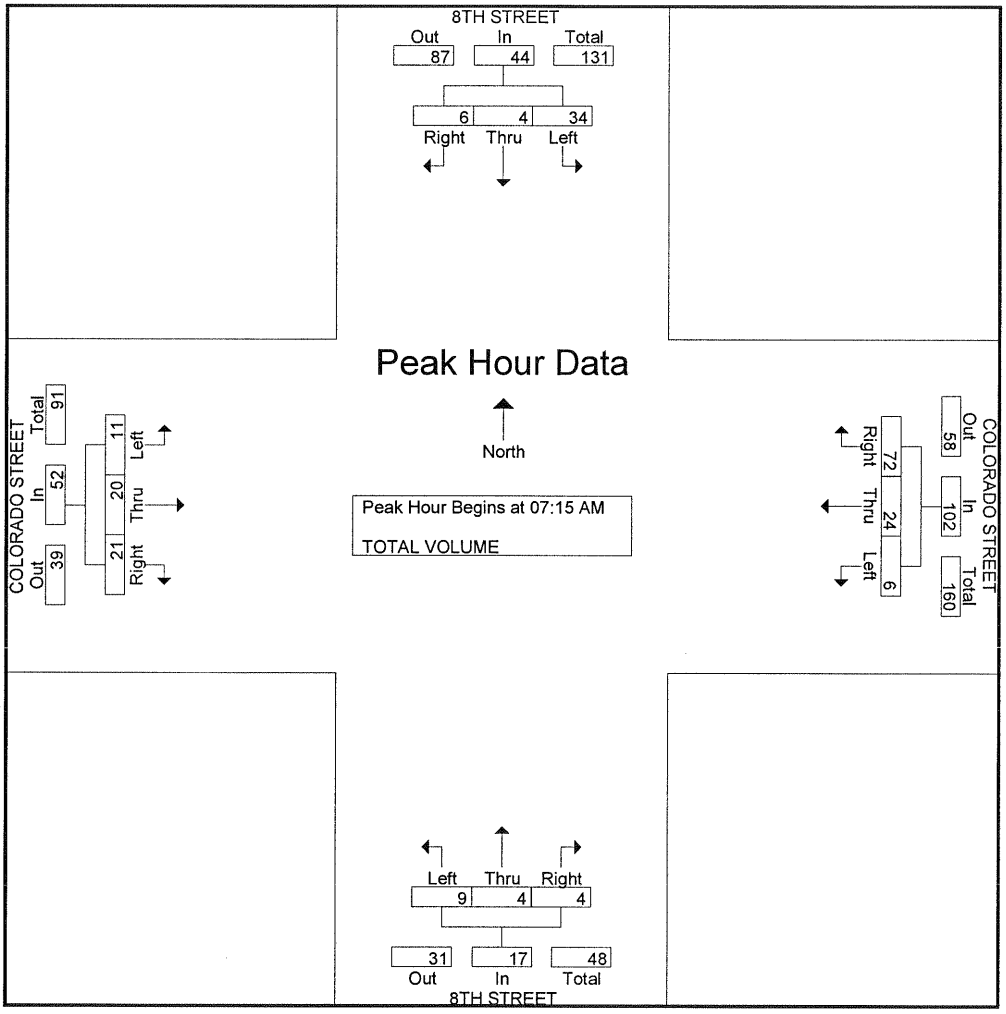
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			05:00 PM		
+0 mins.	1	**50**	**51**	36	4	40	75	**59**	**134**
+15 mins.	4	47	51	**44**	**9**	**53**	65	44	109
+30 mins.	**9**	37	46	36	4	40	**84**	33	117
+45 mins.	2	39	41	37	4	41	76	34	110
Total Volume	16	173	189	153	21	174	300	170	470
% App. Total	8.5	91.5		87.9	12.1		63.8	36.2	
PHF	.444	.865	.926	.869	.583	.821	.893	.720	.877

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

CITY OF YUCAIPA
N/S: 8TH STREET
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YU8COAM
Site Code : 0414250
Start Date : 7/13/2006
Page No : 2



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

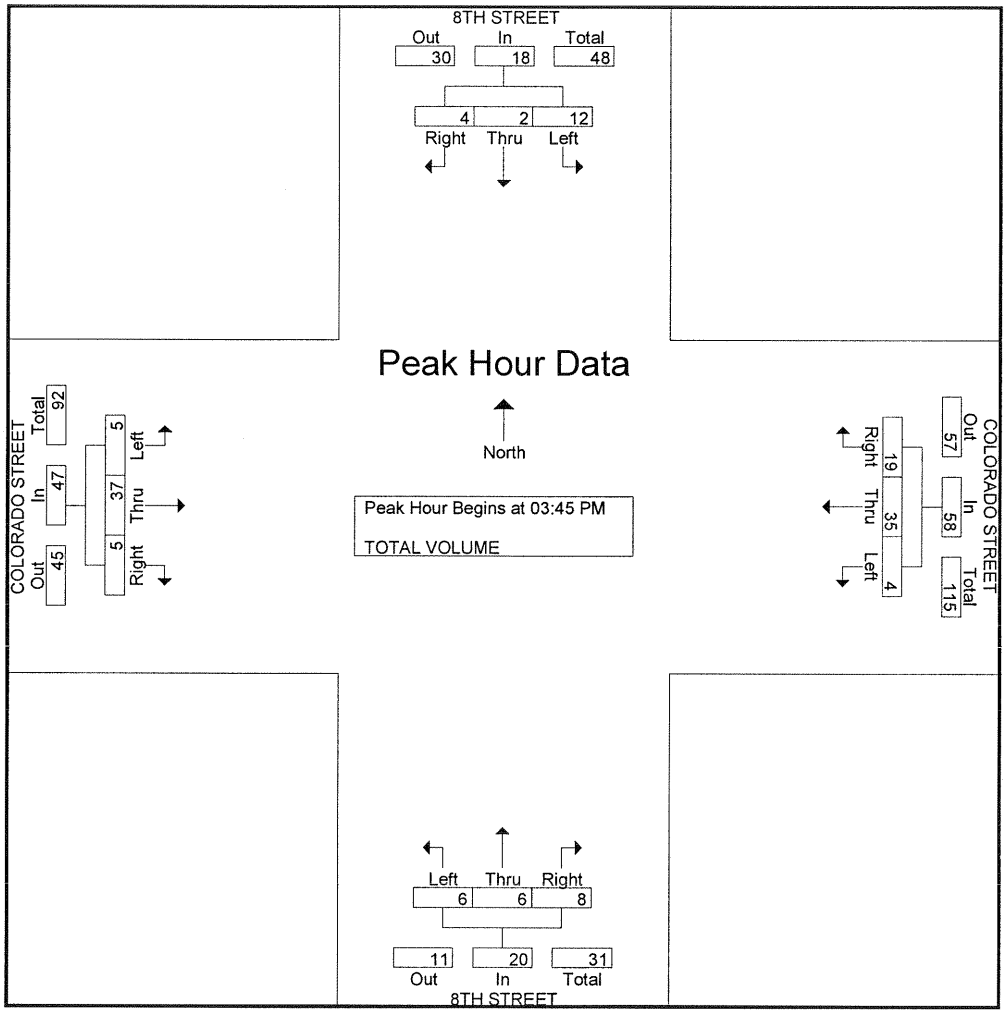
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	7	**2**	1	10	0	**11**	9	20	2	1	**1**	4	1	**8**	6	**15**
+15 mins.	12	2	1	15	2	8	16	26	2	1	1	4	**5**	2	**8**	15
+30 mins.	**13**	0	**3**	**16**	1	3	**38**	**42**	**4**	**2**	1	**7**	3	8	2	13
+45 mins.	4	0	2	6	**3**	2	9	14	2	1	1	4	0	6	4	10
Total Volume	36	4	7	47	6	24	72	102	10	5	4	19	9	24	20	53
% App. Total	76.6	8.5	14.9		5.9	23.5	70.6		52.6	26.3	21.1		17	45.3	37.7	
PHF	.692	.500	.583	.734	.500	.545	.474	.607	.625	.625	1.000	.679	.450	.750	.625	.883

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

CITY OF YUCAIPA
N/S: 8TH STREET
E/W: COLORADO STREET
WEATHER: SUNNY

File Name : YU8COPM
Site Code : 0414250
Start Date : 7/13/2006
Page No : 2



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

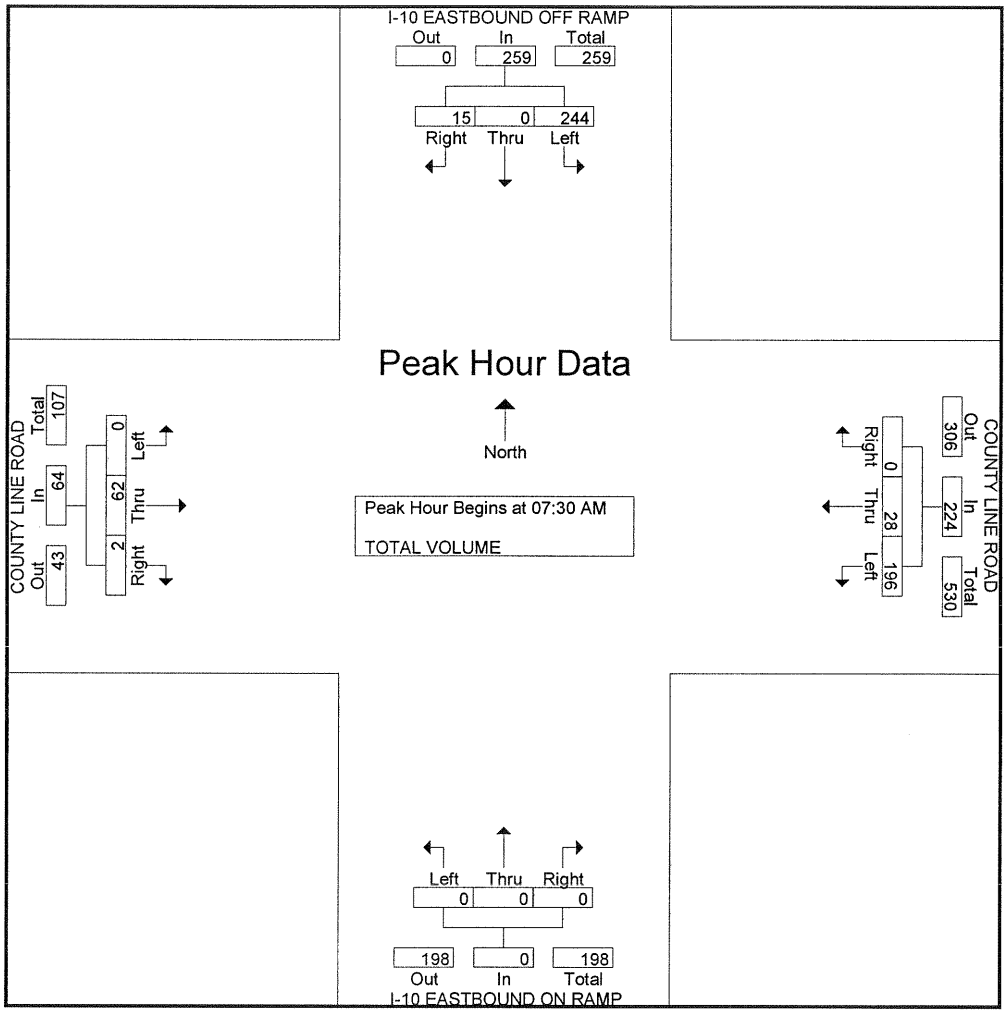
Peak Hour for Each Approach Begins at:

	04:45 PM				03:45 PM				03:45 PM				04:00 PM			
+0 mins.	**6**	1	1	**8**	0	**11**	4	15	2	1	3	6	**3**	**11**	**2**	**16**
+15 mins.	1	**3**	1	5	**2**	7	4	13	0	1	**4**	5	1	10	2	13
+30 mins.	2	0	1	3	2	9	5	**16**	1	1	0	2	0	9	0	9
+45 mins.	5	0	**2**	7	0	8	**6**	14	**3**	**3**	1	**7**	2	8	1	11
Total Volume	14	4	5	23	4	35	19	58	6	6	8	20	6	38	5	49
% App. Total	60.9	17.4	21.7		6.9	60.3	32.8		30	30	40		12.2	77.6	10.2	
PHF	.583	.333	.625	.719	.500	.795	.792	.906	.500	.500	.500	.714	.500	.864	.625	.766

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

CITY OF YUCAIPA
N/S: I-10 EASTBOUND RAMPS
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YU10ECLAM
Site Code : 0414252
Start Date : 7/11/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

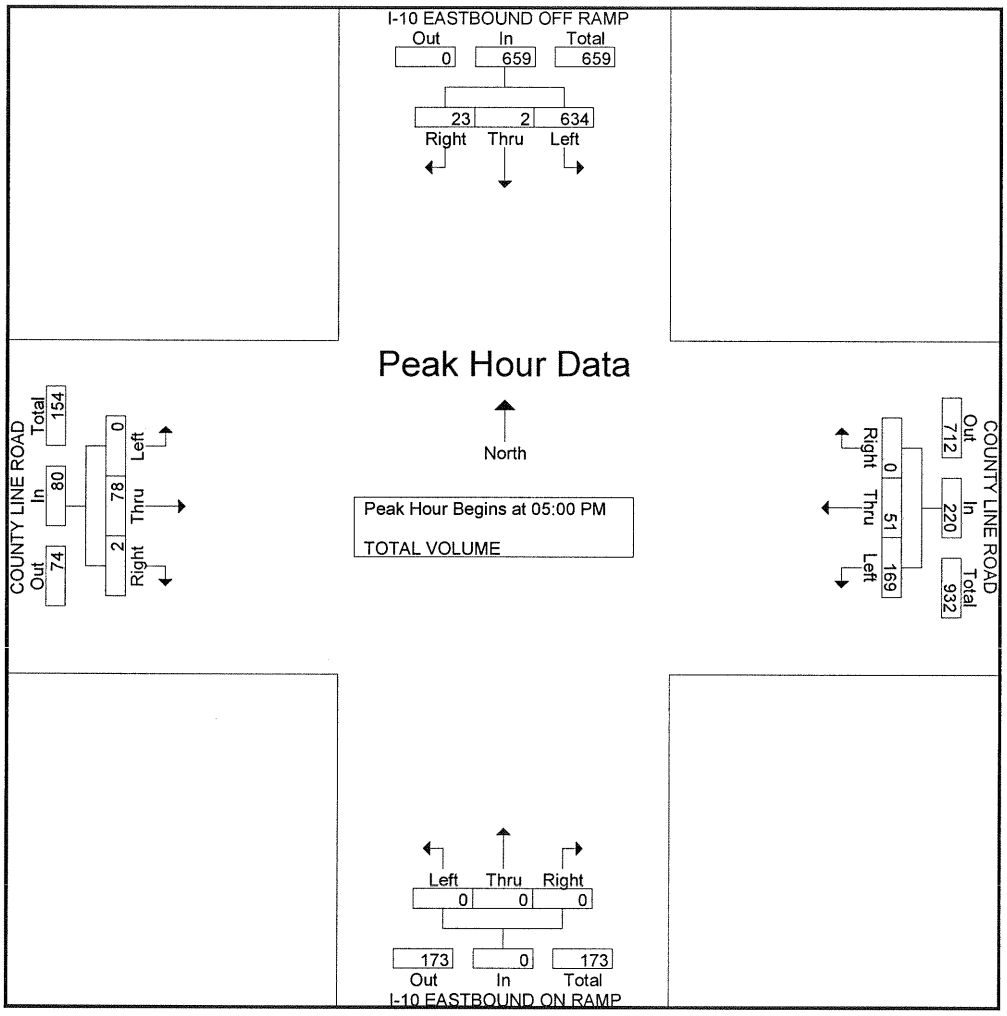
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	**72**	0	4	**76**	40	4	0	44	0	0	0	0	0	**18**	0	**18**
+15 mins.	52	0	4	56	48	5	0	53	0	0	0	0	0	13	**1**	14
+30 mins.	66	0	**5**	71	**60**	8	0	**68**	0	0	0	0	0	16	0	16
+45 mins.	54	0	3	57	59	**9**	0	68	0	0	0	0	0	15	1	16
Total Volume	244	0	16	260	207	26	0	233	0	0	0	0	0	62	2	64
% App. Total	93.8	0	6.2		88.8	11.2	0		0	0	0		0	96.9	3.1	
PHF	.847	.000	.800	.855	.863	.722	.000	.857	.000	.000	.000	.000	.000	.861	.500	.889

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

CITY OF YUCAIPA
N/S: I-10 EASTBOUND RAMPS
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YU10ECLPM
Site Code : 0414252
Start Date : 7/11/2006
Page No : 2



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

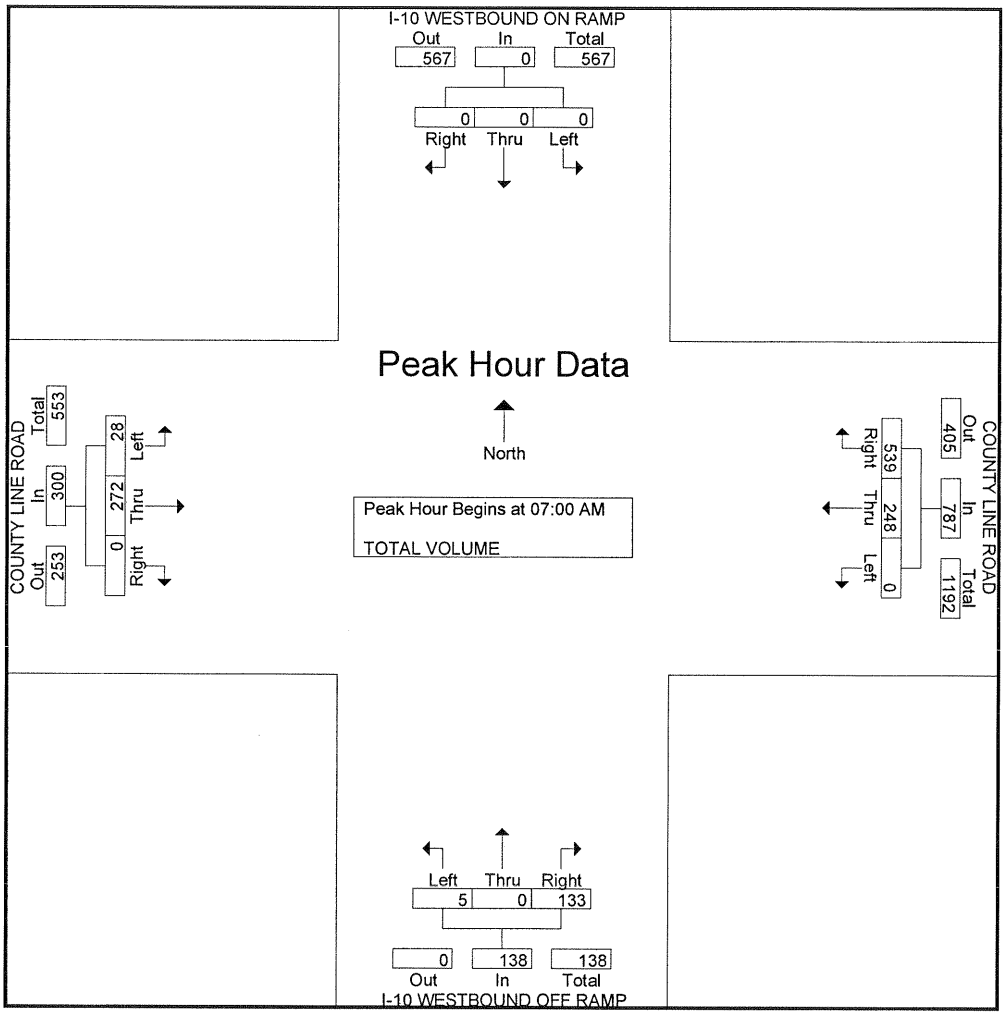
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	159	0	**8**	167	47	**17**	0	64	0	0	0	0	0	11	0	11
+15 mins.	158	0	8	166	**54**	11	0	**65**	0	0	0	0	0	**27**	0	**27**
+30 mins.	**164**	**2**	6	**172**	35	14	0	49	0	0	0	0	0	23	**2**	25
+45 mins.	149	1	8	158	33	9	0	42	0	0	0	0	0	17	0	17
Total Volume	630	3	30	663	169	51	0	220	0	0	0	0	0	78	2	80
% App. Total	95	0.5	4.5		76.8	23.2	0		0	0	0		0	97.5	2.5	
PHF	.960	.375	.938	.964	.782	.750	.000	.846	.000	.000	.000	.000	.000	.722	.250	.741

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

CITY OF YUCAIPA
N/S: I-10 WESTBOUND RAMPS
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YU10WCLAM
Site Code : 0414297
Start Date : 7/11/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

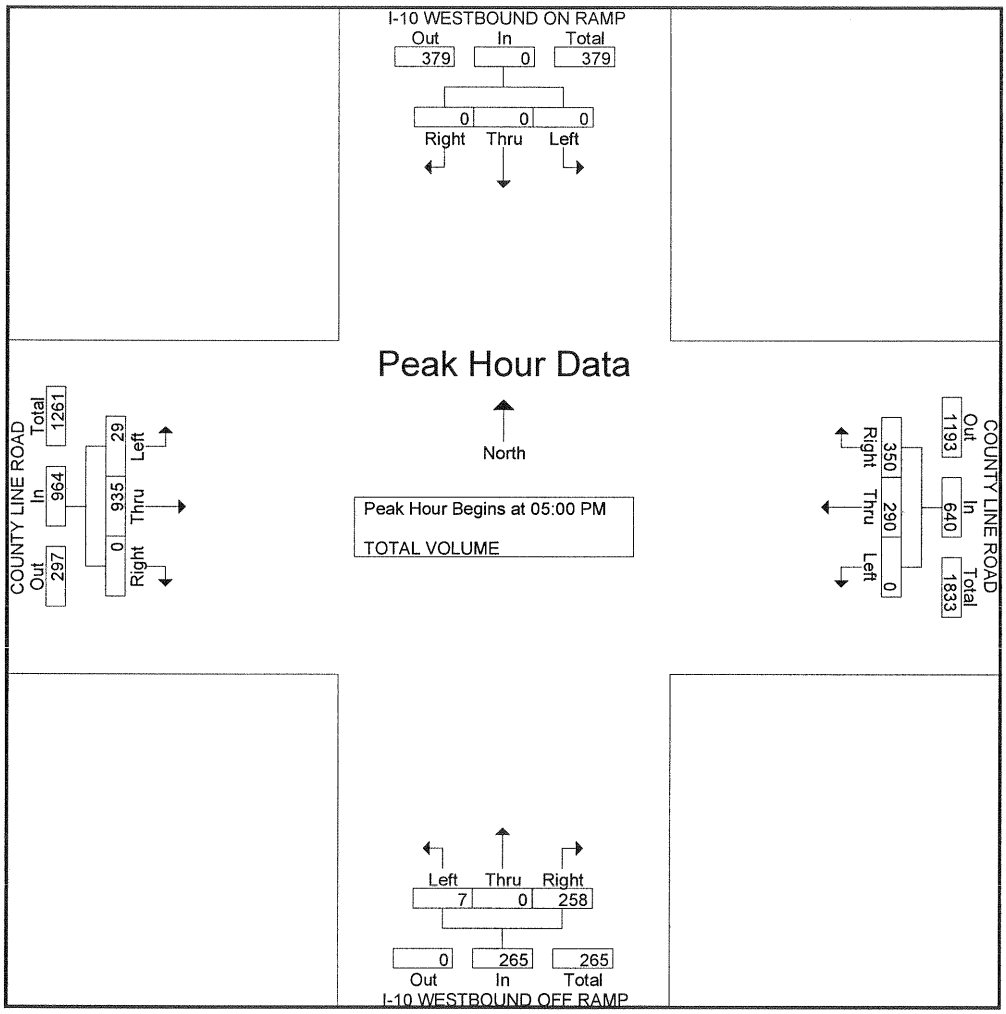
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	0	0	0	0	61	143	204	1	0	29	30	9	68	0	77
+15 mins.	0	0	0	0	0	55	**151**	**206**	**2**	0	38	40	3	**85**	0	88
+30 mins.	0	0	0	0	0	60	135	195	0	0	**46**	**46**	10	79	0	**89**
+45 mins.	0	0	0	0	0	**72**	110	182	0	0	30	30	**15**	70	0	85
Total Volume	0	0	0	0	0	248	539	787	3	0	143	146	37	302	0	339
% App. Total	0	0	0		0	31.5	68.5		2.1	0	97.9		10.9	89.1	0	
PHF	.000	.000	.000	.000	.000	.861	.892	.955	.375	.000	.777	.793	.617	.888	.000	.952

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

CITY OF YUCAIPA
N/S: I-10 WESTBOUND RAMPS
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YU10WCLPM
Site Code : 0414297
Start Date : 7/11/2006
Page No : 2



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

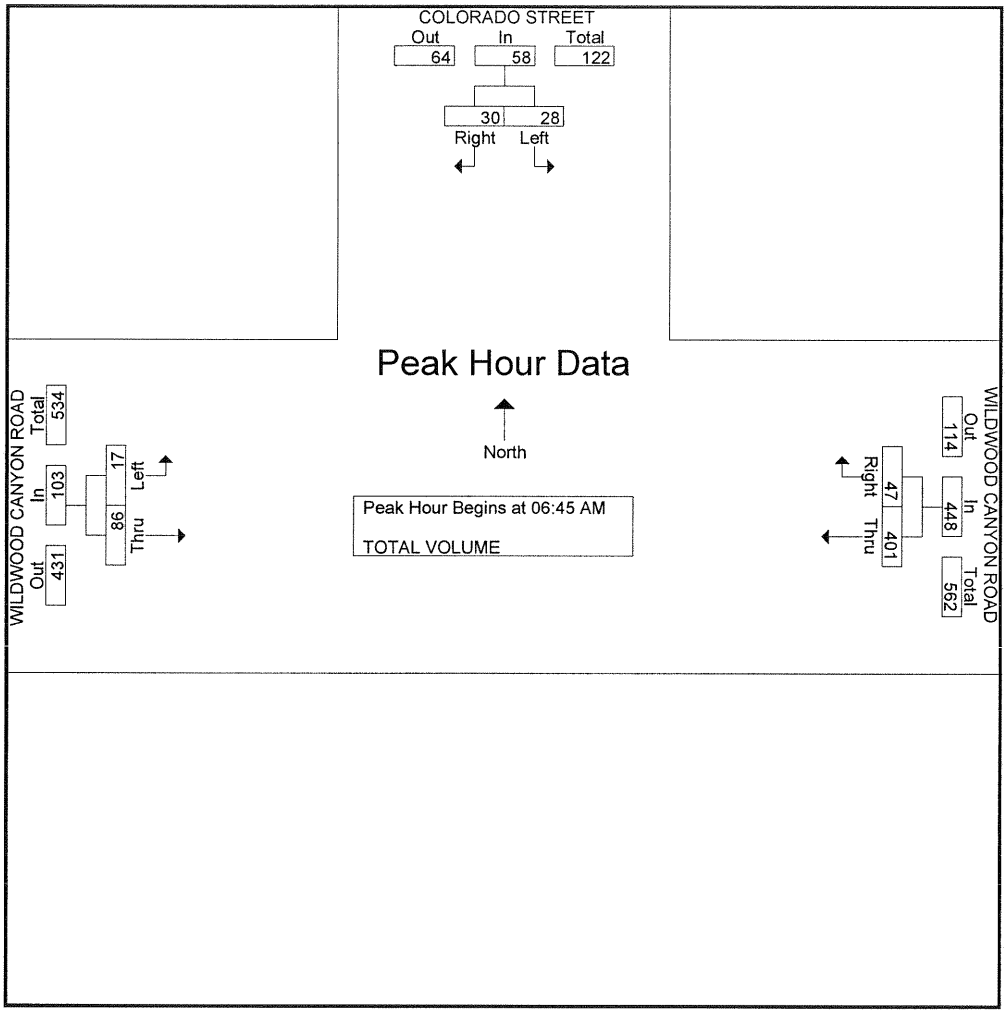
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**85**	95	180	0	0	60	60	6	215	0	221
+15 mins.	0	0	0	0	0	78	**109**	**187**	**6**	0	**95**	**101**	**9**	232	0	241
+30 mins.	0	0	0	0	0	60	66	126	0	0	56	56	7	236	0	243
+45 mins.	0	0	0	0	0	67	80	147	1	0	47	48	7	**252**	0	**259**
Total Volume	0	0	0	0	0	290	350	640	7	0	258	265	29	935	0	964
% App. Total	0	0	0		0	45.3	54.7		2.6	0	97.4		3	97	0	
PHF	.000	.000	.000	.000	.000	.853	.803	.856	.292	.000	.679	.656	.806	.928	.000	.931

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

CITY OF YUCAIPA
N/S: COLORADO STREET
E/W: WILDWOOD CANYON ROAD
WEATHER: SUNNY

File Name : YUCOWIAM
Site Code : 0414247
Start Date : 7/13/2006
Page No : 2



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

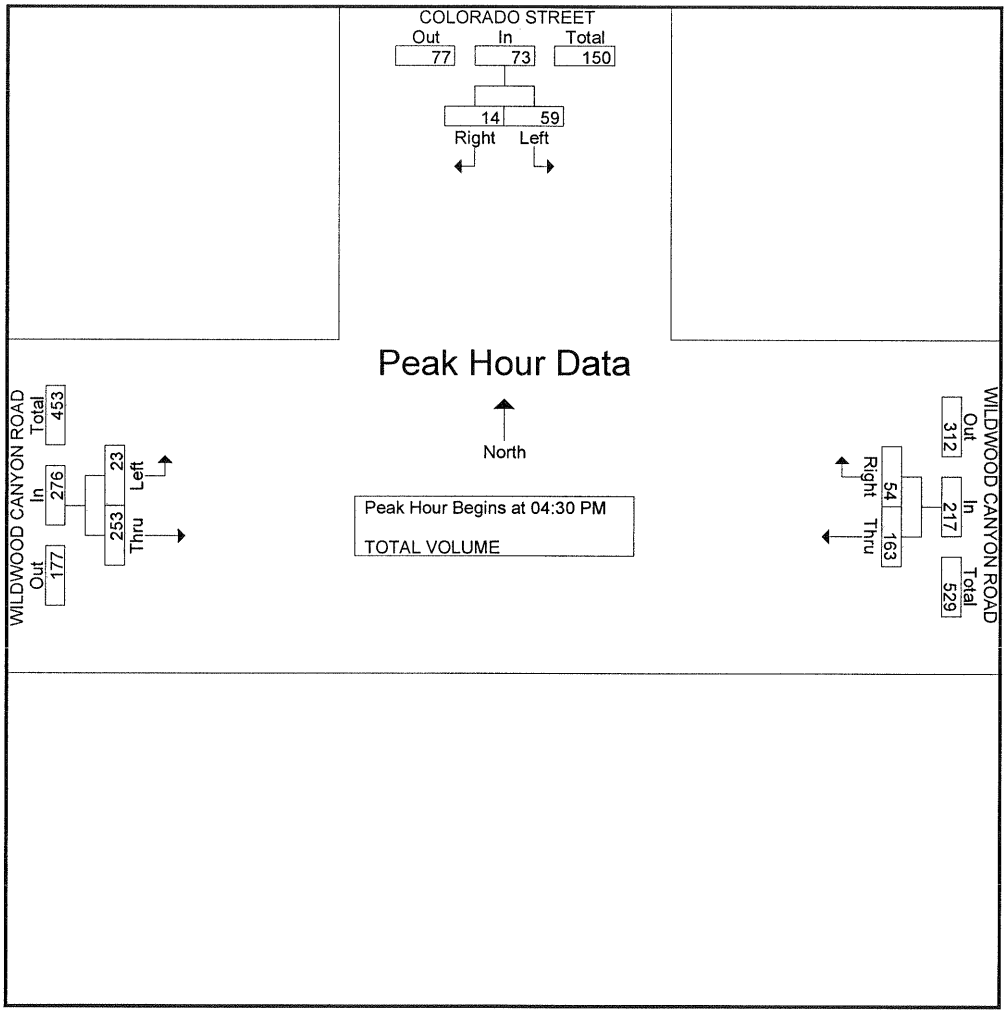
Peak Hour for Each Approach Begins at:

	07:30 AM			06:45 AM			07:45 AM		
+0 mins.	12	**9**	21	**132**	3	**135**	4	17	21
+15 mins.	17	5	22	90	6	96	3	24	27
+30 mins.	**24**	8	**32**	92	17	109	3	**30**	**33**
+45 mins.	7	4	11	87	**21**	108	**5**	19	24
Total Volume	60	26	86	401	47	448	15	90	105
% App. Total	69.8	30.2		89.5	10.5		14.3	85.7	
PHF	.625	.722	.672	.759	.560	.830	.750	.750	.795

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

CITY OF YUCAIPA
N/S: COLORADO STREET
E/W: WILDWOOD CANYON ROAD
WEATHER: SUNNY

File Name : YUCOWIPM
Site Code : 0414247
Start Date : 7/13/2006
Page No : 2



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

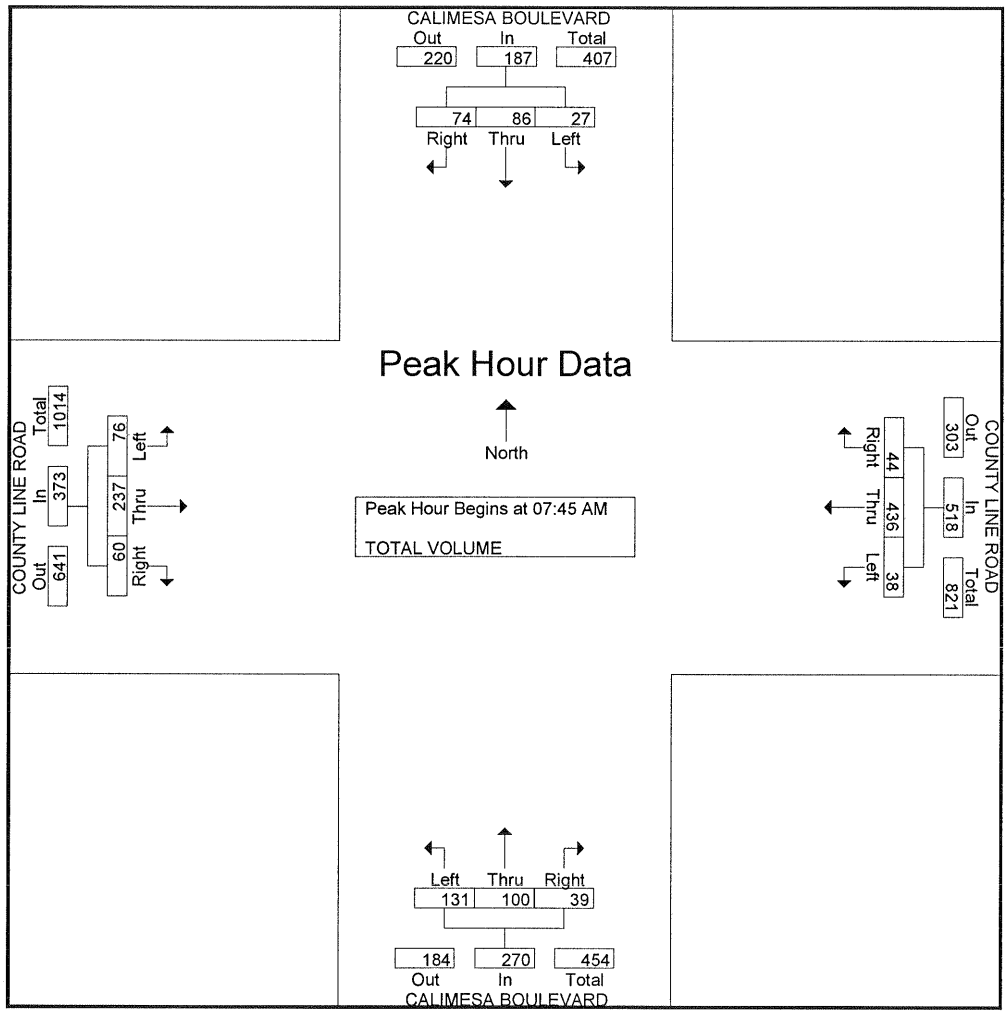
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:45 PM		
+0 mins.	17	1	18	42	15	57	6	57	63
+15 mins.	17	3	20	34	8	42	7	**75**	**82**
+30 mins.	13	**5**	18	39	**18**	57	5	66	71
+45 mins.	**20**	3	**23**	**48**	13	**61**	**10**	71	81
Total Volume	67	12	79	163	54	217	28	269	297
% App. Total	84.8	15.2		75.1	24.9		9.4	90.6	
PHF	.838	.600	.859	.849	.750	.889	.700	.897	.905

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

CITY OF YUCAIPA
N/S: CALIMESA BOULEVARD
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YUCACLAM
Site Code : 0414211
Start Date : 7/11/2006
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

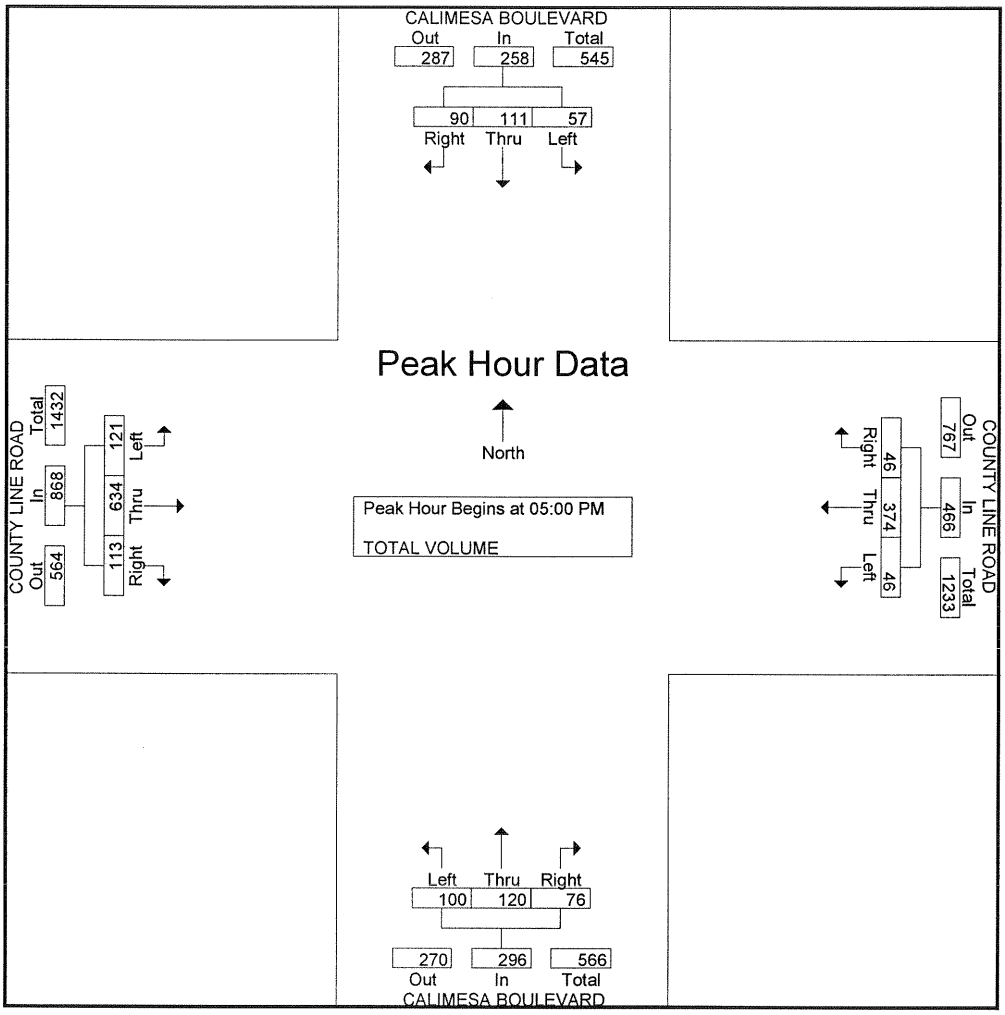
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:45 AM				07:15 AM			
+0 mins.	**9**	6	**25**	40	6	**162**	**18**	**186**	21	**28**	5	54	**24**	49	12	85
+15 mins.	6	23	20	49	9	124	10	143	31	23	**12**	66	19	57	16	92
+30 mins.	6	19	23	48	**12**	122	14	148	36	23	12	71	23	**72**	16	**111**
+45 mins.	8	**25**	17	**50**	6	111	8	125	**43**	26	10	**79**	20	52	**23**	95
Total Volume	29	73	85	187	33	519	50	602	131	100	39	270	86	230	67	383
% App. Total	15.5	39	45.5		5.5	86.2	8.3		48.5	37	14.4		22.5	60.1	17.5	
PHF	.806	.730	.850	.935	.688	.801	.694	.809	.762	.893	.813	.854	.896	.799	.728	.863

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

CITY OF YUCAIPA
N/S: CALIMESA BOULEVARD
E/W: COUNTY LINE ROAD
WEATHER: SUNNY

File Name : YUCACLPM
Site Code : 0414208
Start Date : 7/11/2006
Page No : 2



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

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:15 PM				05:00 PM			
+0 mins.	11	31	**33**	**75**	**23**	66	12	101	24	28	**20**	72	28	130	**32**	190
+15 mins.	7	32	15	54	11	100	**16**	127	25	29	20	74	31	164	29	224
+30 mins.	13	**34**	27	74	14	**108**	9	**131**	19	**38**	16	73	**32**	**174**	27	**233**
+45 mins.	**15**	20	25	60	15	88	13	116	**31**	34	17	**82**	30	166	25	221
Total Volume	46	117	100	263	63	362	50	475	99	129	73	301	121	634	113	868
% App. Total	17.5	44.5	38		13.3	76.2	10.5		32.9	42.9	24.3		13.9	73	13	
PHF	.767	.860	.758	.877	.685	.838	.781	.906	.798	.849	.913	.918	.945	.911	.883	.931

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CALIMESA
EAST-WEST STREET: AVE L
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 08:00AM

NORTH LEG

TOTAL: 149

Rt	Thru	Lt	
22	92	35	Total
3	26	8	1st
5	22	9	2nd
5	20	9	3rd
9	24	9	4th

EAST LEG TOTAL: 173

	1st	2nd	3rd	4th	Total
Rt	27	14	20	23	84
Thru	7	3	9	3	22
Lt	18	15	19	15	67

Total	1st	2nd	3rd	4th	
21	4	6	4	7	Lt
13	4	2	3	4	Thru
26	5	6	8	7	Rt

WEST LEG TOTAL: 60

PEAK HOUR FACTORS

NORTH LEG = 0.89
SOUTH LEG = 0.91
EAST LEG = 0.83
WEST LEG = 0.83

ALL LEGS = 0.94

	Lt	Thru	Rt
1st	5	28	14
2nd	6	36	13
3rd	4	41	16
4th	7	44	8
Total	22	149	51

TOTAL: 222

SOUTH LEG

HOUR TOTAL: 604

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CALIMESA
EAST-WEST STREET: AVE L
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 04:00PM

NORTH LEG

TOTAL: 279

Rt	Thru	Lt	
40	196	43	Total
11	37	6	1st
13	55	10	2nd
5	66	12	3rd
11	38	15	4th

EAST LEG TOTAL: 150

	1st	2nd	3rd	4th	Total
Rt	16	16	21	14	67
Thru	4	4	5	2	15
Lt	18	16	18	16	68

Total	1st	2nd	3rd	4th	
33	10	8	10	5	Lt
35	5	15	7	8	Thru
47	9	19	11	8	Rt

WEST LEG TOTAL: 115

PEAK HOUR FACTORS

NORTH LEG = 0.84
SOUTH LEG = 0.83
EAST LEG = 0.85
WEST LEG = 0.68

ALL LEGS = 0.85

	Lt	Thru	Rt
1st	8	54	25
2nd	20	60	27
3rd	11	64	16
4th	1	57	12
Total	40	235	80

TOTAL: 355

SOUTH LEG

HOUR TOTAL: 899

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: WILDWOOD CYN
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 324

141	144	39	Total
37	34	10	1st
40	36	9	2nd
30	33	9	3rd
34	41	11	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 485

Rt	10	12	16	14	52
Thru	101	100	94	95	390
Lt	12	11	10	10	43
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
55	13	12	14	16	Lt
120	29	32	31	28	Thru
171	46	39	42	44	Rt

WEST LEG TOTAL: 346

PEAK HOUR FACTORS

NORTH LEG = 0.94
SOUTH LEG = 0.83
EAST LEG = 0.99
WEST LEG = 0.98

ALL LEGS = 0.97

	Lt	Thru	Rt
1st	20	29	6
2nd	16	33	9
3rd	29	41	10
4th	29	34	11
Total	94	137	36

TOTAL: 267

SOUTH LEG

HOUR TOTAL: 1,422

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: WILDWOOD CYN
JURISDICTION: YUCAIPA

DATE: 02-26-08

PEAK HOUR: 04:15PM

NORTH LEG

TOTAL: 335

Rt	Thru	Lt	
83	173	79	Total
22	47	22	1st
20	44	20	2nd
19	42	16	3rd
22	40	21	4th

EAST LEG TOTAL: 275

	1st	2nd	3rd	4th	Total
Rt	14	9	9	10	42
Thru	42	39	44	46	171
Lt	13	19	16	14	62

Total	1st	2nd	3rd	4th	
104	26	29	27	22	Lt
255	69	66	65	55	Thru
159	37	33	42	47	Rt

WEST LEG TOTAL: 518

PEAK HOUR FACTORS

NORTH LEG = 0.92
SOUTH LEG = 0.93
EAST LEG = 0.98
WEST LEG = 0.97

ALL LEGS = 0.99

	Lt	Thru	Rt
1st	34	37	12
2nd	33	34	17
3rd	39	39	12
4th	37	44	14
Total	143	154	55

TOTAL: 352

SOUTH LEG

HOUR TOTAL: 1,480

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:00AM

NORTH LEG

TOTAL: 326

Rt	Thru	Lt	
222	90	14	Total
71	23	2	1st
56	26	4	2nd
40	21	4	3rd
55	20	4	4th

EAST LEG TOTAL: 491

	1st	2nd	3rd	4th	Total
Rt	7	15	16	10	48
Thru	122	128	99	78	427
Lt	3	5	4	4	16

Total	1st	2nd	3rd	4th	
91	12	30	23	26	Lt
164	31	49	29	55	Thru
9	2	4	3	0	Rt

WEST LEG TOTAL: 264

PEAK HOUR FACTORS

NORTH LEG = 0.85
SOUTH LEG = 0.79
EAST LEG = 0.83
WEST LEG = 0.80

ALL LEGS = 0.87

	Lt	Thru	Rt
1st	6	17	1
2nd	5	20	4
3rd	5	28	6
4th	1	25	5
Total	17	90	16

TOTAL: 123

SOUTH LEG

HOUR TOTAL: 1,204

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 332

Rt	Thru	Lt	
152	138	42	Total
39	32	6	1st
38	31	13	2nd
34	43	7	3rd
41	32	16	4th

EAST LEG TOTAL: 274

	1st	2nd	3rd	4th	Total
Rt	8	10	8	11	37
Thru	65	46	55	39	205
Lt	6	7	11	8	32

Total	1st	2nd	3rd	4th	
185	57	35	49	44	Lt
355	99	84	82	90	Thru
8	0	4	2	2	Rt

WEST LEG TOTAL: 548

PEAK HOUR FACTORS

NORTH LEG = 0.93
SOUTH LEG = 0.86
EAST LEG = 0.87
WEST LEG = 0.88

ALL LEGS = 0.94

	Lt	Thru	Rt	
1st	3	32	11	
2nd	5	37	15	
3rd	2	28	6	
4th	5	42	10	
Total	15	139	42	TOTAL: 196

SOUTH LEG

HOUR TOTAL: 1,350

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: AVE L
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:30AM

NORTH LEG

TOTAL: 110

Rt	Thru	Lt	
22	76	12	Total
6	15	7	1st
5	12	2	2nd
6	22	0	3rd
5	27	3	4th

EAST LEG TOTAL: 233

	1st	2nd	3rd	4th	Total
Rt	10	3	5	5	23
Thru	39	30	42	29	140
Lt	13	22	20	15	70

Total	1st	2nd	3rd	4th	
21	4	1	12	4	Lt
79	18	26	21	14	Thru
8	3	1	0	4	Rt

WEST LEG TOTAL: 108

PEAK HOUR FACTORS

NORTH LEG = 0.79
SOUTH LEG = 0.86
EAST LEG = 0.87
WEST LEG = 0.82

ALL LEGS = 0.91

	Lt	Thru	Rt
1st	2	19	8
2nd	1	21	18
3rd	1	19	14
4th	1	21	12
Total	5	80	52

TOTAL: 137

SOUTH LEG

HOUR TOTAL: 588

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: 5TH
EAST-WEST STREET: AVE L
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 04:00PM

NORTH LEG

TOTAL: 168

Rt	Thru	Lt	
37	112	19	Total
9	46	4	1st
15	33	4	2nd
10	16	4	3rd
3	17	7	4th

EAST LEG TOTAL: 176

	1st	2nd	3rd	4th	Total
Rt	7	6	4	9	26
Thru	34	26	19	17	96
Lt	11	12	13	18	54

Total	1st	2nd	3rd	4th	
32	12	4	11	5	Lt
102	15	34	27	26	Thru
23	7	1	11	4	Rt

WEST LEG TOTAL: 157

PEAK HOUR FACTORS

NORTH LEG = 0.71
SOUTH LEG = 0.80
EAST LEG = 0.85
WEST LEG = 0.80

ALL LEGS = 0.88

	Lt	Thru	Rt
1st	1	24	36
2nd	6	42	33
3rd	1	30	16
4th	1	39	29
Total	9	135	114

TOTAL: 258

SOUTH LEG

HOUR TOTAL: 759

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CALIFORNIA
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 120

Rt	Thru	Lt	
63	38	19	Total
25	8	5	1st
13	10	3	2nd
11	9	8	3rd
14	11	3	4th

EAST LEG TOTAL: 401

	1st	2nd	3rd	4th	Total
Rt	7	6	5	4	22
Thru	102	98	77	93	370
Lt	1	4	3	1	9

Total	1st	2nd	3rd	4th	
39	10	3	15	11	Lt
184	46	35	48	55	Thru
3	1	1	1	0	Rt

WEST LEG TOTAL: 226

PEAK HOUR FACTORS

NORTH LEG = 0.79
SOUTH LEG = 0.71
EAST LEG = 0.91
WEST LEG = 0.86

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	1	11	3
2nd	5	15	6
3rd	5	22	4
4th	4	11	1
Total	15	59	14

TOTAL: 88

SOUTH LEG

HOUR TOTAL: 835

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: CALIFORNIA
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 147

Rt	Thru	Lt	
73	56	18	Total
25	14	5	1st
14	15	5	2nd
21	15	4	3rd
13	12	4	4th

EAST LEG TOTAL: 200

	1st	2nd	3rd	4th	Total
Rt	2	5	3	4	14
Thru	45	45	43	41	174
Lt	2	2	5	3	12

Total	1st	2nd	3rd	4th	
92	27	26	18	21	Lt
333	80	81	76	96	Thru
21	7	7	4	3	Rt

WEST LEG TOTAL: 446

PEAK HOUR FACTORS

NORTH LEG = 0.84
SOUTH LEG = 0.85
EAST LEG = 0.96
WEST LEG = 0.93

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	5	23	5
2nd	2	19	4
3rd	9	15	4
4th	2	30	4
Total	18	87	17

TOTAL: 122

SOUTH LEG

HOUR TOTAL: 915

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: MILL CREEK
JURISDICTION: YUCAIPA

DATE: 02-20-08

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 0

	Rt	Thru	Lt	Total
1st				
2nd				
3rd				
4th				

EAST LEG TOTAL: 220

	1st	2nd	3rd	4th	Total
Rt					
Thru	37	43	38	48	166
Lt	17	11	14	12	54

Total	1st	2nd	3rd	4th	
					Lt
37	9	10	7	11	Thru
82	19	24	21	18	Rt

WEST LEG TOTAL: 119

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.95
EAST LEG = 0.92
WEST LEG = 0.88

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	159		8
2nd	147		6
3rd	141		10
4th	162		7
Total	609		31

SOUTH LEG

TOTAL: 640

HOUR TOTAL: 979

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: MILL CREEK
JURISDICTION: YUCAIPA

DATE: 02-20-08

PEAK HOUR: 04:45PM

NORTH LEG

TOTAL: 0

			Total
			1st
			2nd
			3rd
			4th
Rt	Thru	Lt	

EAST LEG TOTAL: 155

Rt					
Thru	25	21	29	23	98
Lt	9	11	23	14	57
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
					Lt
155	45	37	31	42	Thru
383	109	91	82	101	Rt

WEST LEG TOTAL: 538

PEAK HOUR FACTORS

NORTH LEG =
SOUTH LEG = 0.91
EAST LEG = 0.75
WEST LEG = 0.87

ALL LEGS = 0.93

	Lt	Thru	Rt
1st	39		14
2nd	42		10
3rd	33		12
4th	38		19
Total	152		55

TOTAL: 207

SOUTH LEG

HOUR TOTAL: 900

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: OAK GLEN
JURISDICTION: YUCAIPA

DATE: 02-20-08

PEAK HOUR: 07:45AM

NORTH LEG

TOTAL: 449

Rt	Thru	Lt	
198	225	26	Total
34	64	4	1st
40	58	6	2nd
65	55	9	3rd
59	48	7	4th

EAST LEG TOTAL: 197

	1st	2nd	3rd	4th	Total
Rt	8	6	4	6	24
Thru	29	28	33	30	120
Lt	14	14	12	13	53

Total	1st	2nd	3rd	4th	
116	36	33	21	26	Lt
49	10	6	19	14	Thru
126	35	25	35	31	Rt

WEST LEG TOTAL: 291

PEAK HOUR FACTORS

NORTH LEG = 0.87
SOUTH LEG = 0.86
EAST LEG = 0.97
WEST LEG = 0.90

ALL LEGS = 0.90

	Lt	Thru	Rt
1st	37	90	6
2nd	49	73	16
3rd	88	74	10
4th	76	61	14
Total	250	298	46

TOTAL: 594

SOUTH LEG

HOUR TOTAL: 1,531

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: OAK GLEN
JURISDICTION: YUCAIPA

DATE: 02-20-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 475

Rt	Thru	Lt	
126	301	48	Total
27	76	12	1st
35	71	10	2nd
30	73	10	3rd
34	81	16	4th

EAST LEG TOTAL: 168

	1st	2nd	3rd	4th	Total
Rt	14	11	15	10	50
Thru	26	23	20	13	82
Lt	10	7	16	3	36

Total	1st	2nd	3rd	4th	
220	55	49	59	57	Lt
148	40	31	34	43	Thru
152	40	36	35	41	Rt

WEST LEG TOTAL: 520

PEAK HOUR FACTORS

NORTH LEG = 0.91
SOUTH LEG = 0.84
EAST LEG = 0.82
WEST LEG = 0.92

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	28	64	2
2nd	23	57	8
3rd	31	76	9
4th	32	51	8
Total	114	248	27

TOTAL: 389

SOUTH LEG

HOUR TOTAL: 1,552

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:30AM

NORTH LEG

TOTAL: 305

140	129	36	Total
44	26	3	1st
37	37	9	2nd
26	37	14	3rd
33	29	10	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 494

	1st	2nd	3rd	4th	Total
Rt	12	9	13	10	44
Thru	88	94	106	100	388
Lt	16	15	12	19	62

Total	1st	2nd	3rd	4th	
80	22	19	23	16	Lt
205	37	52	57	59	Thru
70	19	14	21	16	Rt

WEST LEG TOTAL: 355

PEAK HOUR FACTORS

NORTH LEG = 0.92
SOUTH LEG = 0.86
EAST LEG = 0.94
WEST LEG = 0.88

ALL LEGS = 0.95

	Lt	Thru	Rt	
1st	40	43	11	
2nd	19	47	11	
3rd	23	47	12	
4th	20	41	10	
Total	102	178	44	TOTAL: 324

SOUTH LEG

HOUR TOTAL: 1,478

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: YUCAIPA
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 292

Rt	Thru	Lt	
58	195	39	Total
20	58	7	1st
12	44	11	2nd
10	50	9	3rd
16	43	12	4th

EAST LEG TOTAL: 346

	1st	2nd	3rd	4th	Total
Rt	4	5	5	6	20
Thru	57	64	73	66	260
Lt	16	19	21	10	66

Total	1st	2nd	3rd	4th	
131	42	28	31	30	Lt
406	93	100	99	114	Thru
105	19	24	33	29	Rt

WEST LEG TOTAL: 642

PEAK HOUR FACTORS

NORTH LEG = 0.86
SOUTH LEG = 0.83
EAST LEG = 0.87
WEST LEG = 0.93

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	21	49	4
2nd	19	22	14
3rd	20	24	10
4th	26	37	16
Total	86	132	44

TOTAL: 262

SOUTH LEG

HOUR TOTAL: 1,542

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: WILDWOOD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:30AM

NORTH LEG

TOTAL: 155

Rt	Thru	Lt	
35	96	24	Total
9	28	6	1st
9	27	5	2nd
6	21	8	3rd
11	20	5	4th

EAST LEG TOTAL: 523

	1st	2nd	3rd	4th	Total
Rt	22	30	34	29	115
Thru	94	96	103	89	382
Lt	6	8	6	6	26

Total	1st	2nd	3rd	4th	
30	12	7	6	5	Lt
145	33	30	34	48	Thru
16	2	5	6	3	Rt

WEST LEG TOTAL: 191

PEAK HOUR FACTORS

NORTH LEG = 0.90
SOUTH LEG = 0.72
EAST LEG = 0.91
WEST LEG = 0.85

ALL LEGS = 0.95

	Lt	Thru	Rt
1st	6	35	2
2nd	9	12	2
3rd	12	22	3
4th	9	7	4
Total	36	76	11

TOTAL: 123

SOUTH LEG

HOUR TOTAL: 992

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: WILDWOOD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 04:30PM

NORTH LEG

TOTAL: 162

76	27	59	Total
16	7	20	1st
13	5	14	2nd
27	9	9	3rd
20	6	16	4th
Rt	Thru	Lt	

EAST LEG TOTAL: 259

Rt	2	4	3	7	16
Thru	55	63	54	49	221
Lt	5	3	7	7	22
	1st	2nd	3rd	4th	Total

Total	1st	2nd	3rd	4th	
28	6	6	9	7	Lt
343	94	82	90	77	Thru
55	11	16	14	14	Rt

WEST LEG TOTAL: 426

PEAK HOUR FACTORS

NORTH LEG = 0.90
SOUTH LEG = 0.80
EAST LEG = 0.93
WEST LEG = 0.94

ALL LEGS = 0.93

	Lt	Thru	Rt	
1st	10	14	9	
2nd	16	5	20	
3rd	22	10	17	
4th	10	14	10	
Total	58	43	56	TOTAL: 157

SOUTH LEG

HOUR TOTAL: 1,004

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 07:15AM

NORTH LEG

TOTAL: 134

Rt	Thru	Lt	
63	37	34	Total
15	9	7	1st
19	12	6	2nd
10	11	10	3rd
19	5	11	4th

EAST LEG TOTAL: 357

	1st	2nd	3rd	4th	Total
Rt	9	10	6	9	34
Thru	84	79	71	75	309
Lt	4	5	2	3	14

Total	1st	2nd	3rd	4th	
41	7	11	8	15	Lt
157	42	34	47	34	Thru
8	1	2	3	2	Rt

WEST LEG TOTAL: 206

PEAK HOUR FACTORS

NORTH LEG = 0.91
SOUTH LEG = 0.56
EAST LEG = 0.92
WEST LEG = 0.89

ALL LEGS = 0.91

	Lt	Thru	Rt
1st	12	8	13
2nd	3	10	0
3rd	1	7	3
4th	3	11	3
Total	19	36	19

TOTAL: 74

SOUTH LEG

HOUR TOTAL: 771

Prepared by NEWPORT TRAFFIC STUDIES

INTERSECTION TURN COUNT

PEAK HOUR

NORTH-SOUTH STREET: BRYANT
EAST-WEST STREET: COUNTY LINE RD
JURISDICTION: YUCAIPA

DATE: 02-19-08

PEAK HOUR: 05:00PM

NORTH LEG

TOTAL: 86

Rt	Thru	Lt	
31	37	18	Total
5	13	9	1st
11	6	2	2nd
10	11	6	3rd
5	7	1	4th

EAST LEG TOTAL: 158

	1st	2nd	3rd	4th	Total
Rt	1	2	2	3	8
Thru	38	36	43	25	142
Lt	3	3	1	1	8

Total	1st	2nd	3rd	4th	
58	18	16	15	9	Lt
266	58	66	64	78	Thru
21	7	8	3	3	Rt

WEST LEG TOTAL: 345

PEAK HOUR FACTORS

NORTH LEG = 0.80
SOUTH LEG = 0.78
EAST LEG = 0.86
WEST LEG = 0.96

ALL LEGS = 0.94

	Lt	Thru	Rt	
1st	5	21	1	
2nd	3	15	4	
3rd	0	10	3	
4th	5	9	8	
Total	13	55	16	TOTAL: 84

SOUTH LEG

HOUR TOTAL: 673

Prepared by NEWPORT TRAFFIC STUDIES

APPENDIX 3.2

SANBAG Classification Count Summary

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : SAN TIMETEO CYN YUCAIPA

EAST-WEST STREET : LIVE OAK CYN 02-21-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
2	72	1	0	0	0	0	0	0	0	1	0	76
1	102	0	0	0	0	0	0	0	0	0	0	103
0	96	4	0	0	0	0	2	0	0	1	0	103
1	70	2	0	1	0	0	0	0	0	0	0	74
1	55	0	0	0	1	0	0	0	0	0	0	57
1	69	3	0	0	0	0	1	0	0	1	0	75
0	52	2	0	0	0	0	1	0	0	0	0	55
0	45	0	0	0	0	1	1	0	0	1	0	48
6	561	12	0	1	1	1	5	0	0	4	0	591
						SOUTH LEG						
23	156	0	0	2	0	0	0	0	0	0	0	181
12	155	0	0	0	0	0	0	0	0	1	0	168
6	136	0	0	1	0	0	2	0	0	0	0	145
17	141	0	1	1	0	0	1	0	0	1	0	162
29	160	0	0	1	0	0	1	0	0	1	0	192
35	139	0	2	1	0	0	1	0	0	1	0	179
27	103	1	0	2	0	0	1	0	0	0	0	134
13	93	0	1	1	0	0	1	0	0	0	0	109
162	1083	1	4	9	0	0	7	0	0	4	0	1270
						EAST LEG						
14	1	58	0	0	0	0	0	0	0	0	0	73
17	1	43	0	0	0	0	0	0	0	0	1	62
29	0	35	2	0	1	0	0	1	0	0	1	69
6	0	26	0	0	0	0	0	2	0	0	1	35
5	0	31	0	0	0	0	0	0	0	0	1	37
12	2	34	0	0	0	0	0	0	0	0	0	48
3	0	38	1	0	0	0	0	0	0	0	1	43
5	3	26	0	0	1	0	0	0	0	0	1	36
91	7	291	3	0	2	0	0	3	0	0	6	403
						WEST LEG						
0	1	0	0	0	0	0	0	0	0	0	0	1
1	2	0	0	0	0	0	0	0	0	0	0	3
0	1	1	0	0	0	0	0	0	0	0	0	2
0	0	1	0	0	0	1	0	0	0	0	0	2
1	2	1	0	0	0	0	0	0	0	0	0	4
0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	2	0	0	0	0	0	0	0	0	0	5
2	0	2	0	0	0	0	0	0	0	0	0	4
7	6	8	0	0	0	1	0	0	0	0	0	22

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : SAN TEMOTEO CYN YUCAIPA

EAST-WEST STREET : LIVE OAK CYN 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
1	149	3	0	3	0	0	1	0	0	1	0	158
1	152	5	0	1	0	0	0	0	0	0	0	159
3	141	11	0	0	0	0	1	0	0	0	0	156
1	167	5	0	1	0	0	1	0	0	1	0	176
1	169	7	0	1	0	0	0	0	0	1	0	179
2	150	4	0	0	0	0	0	0	0	0	0	156
1	174	5	0	0	0	0	0	1	0	0	0	181
1	176	1	0	0	0	0	0	0	0	0	0	178
11	1278	41	0	6	0	0	3	1	0	3	0	1343
						SOUTH LEG						
50	102	0	1	1	0	0	1	0	0	1	0	156
57	96	0	0	0	0	0	0	0	0	0	0	153
57	105	2	0	1	0	0	0	0	0	0	0	165
56	106	0	1	1	0	0	0	0	0	0	0	164
47	89	0	2	0	0	0	0	0	0	0	0	138
43	97	0	0	0	0	0	0	0	1	0	0	141
49	97	0	0	0	0	0	0	0	1	0	0	147
46	85	0	0	1	0	0	0	0	0	1	0	133
405	777	2	4	4	0	0	1	0	2	2	0	1197
						EAST LEG						
7	0	35	0	0	0	0	0	0	0	0	0	42
0	0	31	0	0	0	1	0	0	0	0	0	32
4	0	34	1	0	0	1	0	0	0	0	1	41
5	0	31	1	0	2	0	0	0	0	0	1	40
2	1	26	0	0	1	0	0	0	0	0	0	30
3	1	49	0	0	0	0	0	0	0	0	1	54
0	0	22	0	0	0	0	0	0	0	0	0	22
0	1	23	0	0	0	0	0	0	0	0	0	24
21	3	251	2	0	3	2	0	0	0	0	3	285
						WEST LEG						
0	1	2	0	0	0	0	0	0	0	0	0	3
0	0	1	0	0	0	0	0	0	0	1	0	2
0	1	4	0	0	0	0	0	0	0	0	0	5
1	0	3	0	0	0	0	0	0	0	0	0	4
1	0	1	0	0	0	0	0	0	0	0	0	2
0	2	0	0	0	0	0	0	0	0	0	0	2
-1	2	0	0	0	0	0	0	0	1	0	0	2
0	1	0	0	0	0	0	0	0	0	0	0	1
1	7	11	0	0	0	0	0	0	1	1	0	21

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : JUDSON/FORD YUCAIPA

EAST-WEST STREET : CITRUS 02-26-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
23	33	1	0	1	0	0	1	0	0	0	0	59
35	39	4	1	0	0	0	0	0	0	0	0	79
24	55	1	3	1	0	1	1	0	0	0	0	86
31	43	10	0	2	0	0	1	0	0	0	0	87
23	22	5	1	0	0	0	0	0	0	0	0	51
23	49	4	1	2	0	0	0	1	0	0	0	80
8	47	4	2	1	0	0	0	0	0	0	0	62
17	23	4	0	0	0	1	0	0	0	0	0	45
184	311	33	8	7	0	2	3	1	0	0	0	549
						SOUTH LEG						
16	35	34	0	0	0	0	2	0	0	0	0	87
12	35	32	0	0	0	0	0	0	0	0	0	79
8	30	25	0	1	2	0	0	0	0	0	0	66
12	49	33	0	2	0	0	0	0	0	1	0	97
11	53	25	0	1	0	0	0	0	0	0	0	90
5	39	25	0	1	1	0	0	0	0	0	0	71
4	33	21	0	0	3	0	0	0	0	0	0	61
6	15	15	0	3	5	0	0	0	0	0	0	44
74	289	210	0	8	11	0	2	0	0	1	0	595
						EAST LEG						
7	113	13	0	1	0	0	0	0	0	1	0	135
13	144	34	1	0	0	0	0	0	0	0	0	192
10	120	8	0	1	1	1	0	2	0	0	0	143
11	123	13	0	5	0	0	0	1	0	0	0	153
12	113	11	0	3	3	1	2	0	0	0	0	145
6	92	3	3	5	1	0	0	1	0	1	0	112
10	116	4	0	2	1	1	2	0	0	0	0	136
2	60	1	0	2	2	0	0	0	0	0	0	67
71	881	87	4	19	8	3	4	4	0	2	0	1083
						WEST LEG						
5	95	7	0	1	0	0	0	0	0	2	0	110
8	53	12	0	2	0	0	0	0	0	2	0	77
14	47	14	0	3	0	0	0	0	0	0	0	78
4	85	12	0	0	0	0	0	0	0	1	0	102
8	62	16	0	1	0	0	0	0	0	2	0	89
19	71	11	0	0	0	0	0	1	0	0	0	102
19	70	11	0	6	0	0	0	0	0	0	0	106
7	34	7	0	5	0	0	0	0	0	0	0	53
84	517	90	0	18	0	0	0	1	0	7	0	717

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : JUDSON/FORD — YUCAIPA

EAST-WEST STREET : CITRUS — 02-26-08

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
NORTH LEG												
18	31	8	0	1	0	0	1	0	0	0	0	59
20	45	5	0	0	0	0	1	1	0	1	0	73
17	44	6	0	0	0	0	1	0	0	0	0	68
11	36	9	0	0	0	0	0	0	0	0	0	56
19	40	3	0	0	0	0	0	0	0	0	0	62
28	51	5	0	0	0	0	0	0	0	0	0	84
17	44	1	0	0	0	0	0	0	0	0	0	62
21	38	7	0	0	0	0	0	0	0	0	0	66
151	329	44	0	1	0	0	3	1	0	1	0	530
SOUTH LEG												
15	36	14	0	1	0	0	0	0	0	0	0	66
16	43	15	0	1	0	0	0	0	0	0	0	75
16	45	15	0	1	0	0	1	0	0	0	0	78
12	42	11	1	0	1	0	0	0	1	0	0	68
15	42	20	0	0	0	0	2	0	0	0	0	79
28	55	14	0	0	1	0	0	0	0	0	0	98
12	50	9	0	0	0	0	1	0	0	0	0	72
22	42	16	0	0	0	0	0	0	0	0	0	80
136	355	114	1	3	2	0	4	0	1	0	0	616
EAST LEG												
9	71	9	0	2	0	0	0	0	0	1	0	92
4	62	8	0	2	0	0	0	0	0	2	0	78
7	75	5	0	2	0	0	1	0	0	0	0	90
1	75	13	0	1	0	0	2	1	1	0	0	94
2	84	6	0	3	0	0	0	0	0	1	0	96
4	67	7	0	2	0	0	0	0	0	0	0	80
4	65	9	0	2	0	0	1	0	0	0	1	82
3	73	8	1	0	0	0	0	0	0	0	0	85
34	572	65	1	14	0	0	4	1	1	4	1	697
WEST LEG												
20	115	22	0	3	0	0	0	0	0	1	0	161
20	149	33	1	2	1	0	1	0	0	0	0	207
33	144	26	0	1	0	0	0	0	0	2	0	206
20	155	28	0	0	0	0	0	0	0	1	0	204
19	146	34	0	0	1	0	0	0	0	0	0	200
14	151	41	0	1	0	0	0	0	0	1	0	208
28	137	32	0	0	0	0	1	0	0	1	0	199
23	141	35	0	0	0	0	0	0	0	1	0	200
177	1138	251	1	7	2	0	2	0	0	7	0	1585

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH — YUCAIPA

EAST-WEST STREET : LUGONIA/MENTONE — 02-26-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
						NORTH LEG						
1	30	22	0	0	0	0	0	0	0	0	0	53
1	26	30	0	0	0	0	0	0	0	1	0	58
1	20	16	0	0	0	0	0	0	0	0	0	37
1	11	6	0	0	0	0	0	1	0	0	0	19
2	10	5	0	0	0	0	0	0	0	0	0	17
3	7	5	0	1	1	0	0	0	0	0	0	17
3	9	6	0	0	0	0	0	0	0	0	0	18
3	8	5	0	0	0	0	0	0	0	0	0	16
15	121	95	0	1	1	0	0	1	0	1	0	235
						SOUTH LEG						
13	32	50	0	1	0	0	0	0	0	0	0	96
16	38	59	0	0	0	0	0	0	0	0	0	113
15	30	36	0	0	0	0	0	0	0	0	6	87
16	17	26	2	1	0	0	0	0	0	0	0	62
20	11	24	0	0	1	0	0	0	0	0	0	56
19	6	22	0	0	2	0	0	0	0	0	1	50
16	9	20	0	0	2	0	0	0	0	0	0	47
16	6	20	0	0	0	0	0	0	0	0	0	42
131	149	257	2	2	5	0	0	0	0	0	7	553
						EAST LEG						
3	200	15	0	0	0	0	0	0	0	0	1	219
3	198	12	1	3	1	0	0	0	0	0	1	219
10	186	12	0	2	0	0	0	0	0	0	0	210
9	181	24	0	2	0	0	3	0	0	0	0	219
2	143	20	0	1	0	0	0	0	0	0	0	166
3	115	22	0	1	0	0	0	0	0	2	0	143
5	123	16	0	0	0	0	0	0	0	0	0	144
3	122	13	0	0	0	0	0	0	0	0	0	138
38	1268	134	1	9	1	0	3	0	0	2	2	1458
						WEST LEG						
47	58	3	0	0	0	0	0	0	0	0	0	108
51	64	3	0	1	1	0	0	0	1	1	0	122
23	59	5	0	0	0	0	0	0	0	1	0	88
16	63	4	1	3	0	0	0	0	0	1	0	88
16	54	3	0	1	0	0	0	0	0	0	0	74
11	45	2	1	0	0	0	0	0	0	1	0	60
10	38	3	0	2	0	0	0	0	0	0	0	53
11	38	1	0	1	0	0	0	0	0	0	0	51
185	419	24	2	8	1	0	0	0	1	4	0	644

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH YUCAIPA

EAST-WEST STREET : LUGONIA/MENTONE 02-26-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
1	10	10	0	0	0	0	0	0	0	0	0	21
2	14	13	0	0	0	0	0	0	0	0	0	29
1	12	12	0	0	0	0	0	0	0	0	0	25
3	16	10	0	0	0	0	0	0	0	0	0	29
4	21	9	0	0	0	0	0	0	0	0	0	34
4	20	8	0	0	0	0	0	0	0	0	0	32
4	14	9	0	0	0	0	0	0	0	0	0	27
3	15	7	0	0	0	0	0	0	0	0	0	25
22	122	78	0	0	0	0	0	0	0	0	0	222
						SOUTH LEG						
26	13	11	0	0	0	0	0	0	0	0	0	50
33	14	13	0	0	0	0	0	0	0	0	0	60
38	11	18	0	0	0	0	0	0	0	0	0	67
40	17	20	0	0	0	0	0	0	0	0	0	77
43	21	23	0	0	0	0	0	0	0	0	0	87
24	19	19	0	0	0	0	0	0	0	0	0	62
20	19	10	0	0	0	0	0	0	0	0	0	49
21	17	11	0	0	0	0	0	0	0	0	0	49
245	131	125	0	0	0	0	0	0	0	0	0	501
						EAST LEG						
2	88	16	0	0	0	0	0	0	0	0	0	106
1	96	17	0	1	0	0	0	0	0	0	0	115
2	97	20	0	0	0	0	1	0	0	1	0	121
3	101	26	0	1	0	0	0	0	0	0	0	131
4	98	36	0	0	0	0	0	0	0	1	0	139
2	81	27	0	1	0	0	0	0	0	0	0	111
1	63	19	0	1	0	0	0	0	0	0	0	84
0	61	21	0	0	0	0	0	0	0	0	0	82
15	685	182	0	4	0	0	1	0	0	2	0	889
						WEST LEG						
23	128	6	0	0	0	0	0	0	0	2	0	159
26	133	6	0	1	0	0	0	0	0	0	0	166
29	134	8	0	0	0	0	0	0	0	0	0	171
21	125	6	0	0	0	0	0	0	0	1	0	153
35	112	5	0	0	0	0	0	0	0	0	0	152
26	119	4	0	3	0	0	0	0	0	0	0	152
17	112	4	0	0	0	0	0	0	0	0	0	133
16	114	3	0	0	0	0	0	0	0	1	0	134
193	977	42	0	4	0	0	0	0	0	4	0	1220

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH — YUCAIPA

EAST-WEST STREET : CITRUS — 02-26-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
8	15	1	0	4	0	0	0	0	1	0	0	29
16	22	9	1	1	0	0	0	1	1	1	0	52
22	35	4	0	0	0	0	0	0	0	0	0	61
51	21	8	0	0	0	0	0	0	1	0	0	81
47	18	4	0	0	0	0	0	0	0	0	0	69
17	19	0	0	0	1	0	0	0	0	1	0	38
12	24	1	1	0	0	0	0	0	0	0	0	38
9	25	1	0	0	0	0	0	0	0	0	0	35
182	179	28	2	5	1	0	0	1	3	2	0	403
					SOUTH LEG							
24	48	9	0	1	0	0	0	0	0	1	0	83
7	39	8	0	0	0	0	1	0	0	0	0	55
0	33	14	0	0	0	0	0	0	0	1	0	48
3	33	12	0	0	0	0	0	0	0	0	0	48
2	23	11	0	0	1	0	0	0	0	0	0	37
5	29	5	0	0	0	0	0	0	0	0	0	39
4	16	7	0	0	0	0	0	0	0	0	0	27
0	14	3	0	0	0	0	0	0	0	0	0	17
45	235	69	0	1	1	0	1	0	0	2	0	354
					EAST LEG							
6	79	14	0	3	0	0	0	0	0	1	0	103
9	106	22	0	0	1	0	0	0	0	0	0	138
5	55	8	0	2	0	1	0	0	0	1	0	72
6	41	6	0	0	0	0	0	0	0	1	0	54
1	27	8	0	1	0	0	0	0	0	0	0	37
1	43	4	0	1	0	0	0	0	0	0	0	49
1	31	8	0	2	0	0	0	0	0	0	0	42
1	17	0	0	0	0	0	0	0	0	0	0	18
30	399	70	0	9	1	1	0	0	0	3	0	513
					WEST LEG							
3	118	15	1	1	0	0	0	0	0	0	1	139
7	57	15	0	0	0	0	0	0	0	0	0	79
5	20	19	0	0	2	0	0	0	0	0	0	46
5	26	44	1	1	0	0	0	0	0	0	0	77
2	22	18	0	1	2	0	0	0	0	0	0	45
4	39	8	0	3	2	0	0	0	0	0	0	56
2	27	17	0	0	0	0	0	0	0	0	0	46
7	18	10	0	0	1	0	0	0	0	0	0	36
35	327	146	2	6	7	0	0	0	0	0	1	524

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH — YUCAIPA

EAST-WEST STREET : CITRUS — 02-26-08

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
23	37	5	0	0	0	0	1	0	0	0	0	66
18	20	1	0	0	0	0	0	0	0	0	0	39
16	42	2	0	0	0	0	0	0	0	0	0	60
13	44	4	0	0	0	0	0	0	0	0	0	61
14	37	2	1	0	0	0	0	0	0	0	0	54
19	47	1	0	1	0	0	0	0	0	0	0	68
16	33	1	0	0	0	0	0	0	0	0	0	50
14	16	4	0	0	0	0	0	0	0	0	0	34
133	276	20	1	1	0	0	1	0	0	0	0	432
					SOUTH LEG							
3	21	3	0	1	0	0	0	0	0	0	0	28
2	28	3	0	0	1	0	0	0	0	0	0	34
6	28	2	0	0	0	0	0	0	0	0	0	36
7	43	9	0	1	0	0	0	0	0	0	0	60
4	26	5	0	2	0	0	0	0	0	0	0	37
2	22	4	0	0	0	0	0	0	0	0	0	28
1	31	4	0	0	0	0	0	0	0	0	0	36
5	10	3	0	0	0	0	0	0	0	0	0	18
30	209	33	0	4	1	0	0	0	0	0	0	277
					EAST LEG							
4	22	11	0	1	0	0	0	0	0	0	0	38
1	19	5	0	1	0	0	1	0	0	0	0	27
2	23	4	0	0	0	0	0	0	0	0	0	29
1	22	6	0	0	0	0	0	0	0	0	0	29
2	26	6	0	0	0	0	0	0	0	0	0	34
2	27	3	0	1	0	0	0	0	0	0	0	33
0	19	5	0	0	0	0	0	0	0	0	0	24
2	21	5	0	0	0	0	0	0	0	0	0	28
14	179	45	0	3	0	0	1	0	0	0	0	242
					WEST LEG							
3	39	23	0	0	3	0	0	0	0	0	0	68
10	41	29	0	0	2	0	0	0	0	0	0	82
14	48	27	0	0	2	0	0	1	0	0	0	92
5	64	32	0	1	0	0	0	1	0	0	0	103
11	47	25	1	0	0	0	0	2	0	0	0	86
10	57	32	0	1	1	0	0	0	0	0	0	101
8	35	25	0	2	1	0	0	0	0	0	0	71
5	44	35	0	0	0	0	0	0	0	0	0	84
66	375	228	1	4	9	0	0	4	0	0	0	687

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH YUCAIPA

EAST-WEST STREET : 5TH 02-26-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
15	5	15	1	0	1	0	0	0	0	0	0	37
31	3	15	1	0	0	0	0	0	0	0	1	51
20	4	21	0	0	0	0	0	0	0	0	0	45
12	2	13	0	0	1	0	0	0	0	0	0	28
11	0	15	0	0	0	0	0	0	0	0	0	26
10	3	13	0	0	0	0	0	0	0	0	0	26
10	2	20	0	0	0	0	0	0	0	0	0	32
7	5	20	0	0	0	0	0	0	0	0	0	32
116	24	132	2	0	2	0	0	0	0	0	1	277
					SOUTH LEG							
2	6	13	0	0	0	0	0	0	0	0	0	21
0	0	13	0	0	0	0	0	0	0	0	0	13
1	4	12	0	0	0	0	0	0	0	0	0	17
1	5	16	0	0	0	0	0	1	0	0	0	23
0	4	18	0	0	0	0	0	0	0	0	0	22
1	7	13	0	0	0	0	0	0	0	0	0	21
0	1	5	0	0	0	0	0	0	0	0	0	6
2	1	5	0	0	0	0	0	0	0	0	0	8
7	28	95	0	0	0	0	0	1	0	0	0	131
					EAST LEG							
24	166	0	0	1	1	0	0	0	0	0	0	192
35	195	0	0	1	0	0	0	0	0	0	0	231
33	196	0	0	0	0	0	0	0	0	0	0	229
34	158	0	0	0	0	0	0	0	0	0	0	192
24	116	0	1	0	0	0	0	0	0	0	0	141
17	79	3	0	0	0	0	0	0	0	0	0	99
14	72	0	0	0	0	0	1	0	0	0	0	87
14	62	1	0	0	0	0	1	0	0	0	0	78
195	1044	4	1	2	1	0	2	0	0	0	0	1249
					WEST LEG							
4	68	55	0	1	0	0	0	0	0	2	0	130
2	48	20	0	0	0	0	0	0	0	0	0	70
4	45	10	0	0	1	0	0	0	0	0	0	60
5	46	8	0	0	0	0	0	0	0	0	0	59
5	35	3	0	1	0	0	0	0	0	0	0	44
4	44	13	0	0	0	0	0	0	0	0	0	61
1	48	10	1	0	0	0	0	0	0	0	0	60
2	54	4	0	0	0	0	0	0	0	0	0	60
27	388	123	1	2	1	0	0	0	0	2	0	544

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : WABASH YUCAIPA

EAST-WEST STREET : 5TH 02-26-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
16	7	23	0	0	0	0	0	0	0	0	0	46
15	2	18	0	0	0	0	0	0	0	0	0	35
10	3	34	0	0	0	0	0	0	0	0	0	47
19	2	25	0	0	0	0	0	0	0	0	0	46
13	3	32	0	0	1	0	0	0	0	0	0	49
15	3	39	0	0	0	0	0	0	0	0	0	57
10	6	28	0	0	0	0	0	0	0	0	0	44
2	1	15	0	0	0	0	0	0	0	0	0	18
100	27	214	0	0	1	0	0	0	0	0	0	342
						SOUTH LEG						
1	2	6	0	0	0	0	0	0	0	0	0	9
0	2	5	0	0	0	0	0	0	0	0	0	7
2	2	3	0	0	0	0	0	0	0	0	0	7
0	7	1	0	0	0	0	0	0	0	0	0	8
0	7	1	0	0	0	0	0	0	0	0	0	8
1	4	3	0	0	0	0	0	0	0	0	0	8
0	5	9	0	0	0	0	0	0	0	0	0	14
1	1	1	0	0	0	0	0	0	0	0	0	3
5	30	29	0	0	0	0	0	0	0	0	0	64
						EAST LEG						
12	47	0	0	1	0	0	0	0	0	1	0	61
16	38	0	0	0	0	0	0	0	0	0	0	54
14	37	1	0	0	0	0	0	0	0	0	0	52
28	52	1	0	1	0	0	0	0	0	0	0	82
20	41	0	0	0	0	0	0	0	0	0	0	61
12	44	1	0	0	0	0	0	0	0	0	0	57
14	44	0	0	0	0	0	0	0	0	0	0	58
8	22	0	0	0	0	0	0	0	0	0	0	30
124	325	3	0	2	0	0	0	0	0	1	0	455
						WEST LEG						
3	54	9	0	0	0	0	0	0	0	0	0	66
1	68	7	0	0	0	0	0	0	0	0	0	76
8	81	13	0	0	0	0	0	0	0	0	0	102
13	82	26	0	0	0	0	0	0	0	0	0	121
4	86	11	0	0	0	0	0	0	0	0	0	101
7	84	8	0	0	0	0	0	0	0	0	0	99
9	77	22	0	0	0	0	0	0	0	0	0	108
4	30	5	0	0	0	0	0	0	0	0	0	39
49	562	101	0	0	0	0	0	0	0	0	0	712

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CRAFTON YUCAIPA

EAST-WEST STREET : 5TH/SAND CANYON 02-27-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
					NORTH LEG							
6	0	42	0	0	2	0	0	0	0	0	0	50
8	1	47	0	0	2	0	0	0	0	0	0	58
10	0	61	0	0	1	0	0	0	0	0	0	72
6	0	61	0	0	1	0	0	0	0	0	0	68
13	0	35	0	0	2	0	0	0	0	0	0	50
4	0	43	0	0	2	0	0	0	0	0	0	49
6	0	45	0	0	3	0	0	0	0	0	0	54
3	0	49	0	0	0	0	0	0	0	0	0	52
56	1	383	0	0	13	0	0	0	0	0	0	453
					SOUTH LEG							
2	0	1	0	0	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	0	0	0	2	3
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	3	0	0	0	0	0	0	0	0	1	4
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	0	0	0	0	1
1	0	1	0	0	0	0	0	0	0	0	0	2
5	0	7	0	0	0	0	0	0	0	0	3	15
					EAST LEG							
68	145	9	0	5	0	0	0	0	0	1	0	228
83	217	0	1	1	0	0	0	0	0	0	0	302
71	247	0	0	0	0	0	0	0	0	0	0	318
74	169	0	0	0	0	0	0	0	0	0	0	243
35	98	0	1	1	0	0	0	0	0	0	0	135
35	94	0	2	0	0	0	0	0	0	0	0	131
37	68	1	5	6	1	0	0	0	0	0	0	118
31	91	2	0	0	0	0	0	0	0	0	0	124
434	1129	12	9	13	1	0	0	0	0	1	0	1599
					WEST LEG							
2	27	5	0	2	0	0	0	0	0	0	0	36
1	39	3	0	0	1	0	0	0	0	0	0	44
0	57	7	0	0	0	0	0	0	0	0	0	64
0	75	5	0	0	0	0	0	1	0	0	1	82
0	36	4	0	2	1	0	0	0	0	0	0	43
0	38	5	0	0	1	0	0	0	0	0	0	44
0	65	6	0	2	0	0	0	0	0	0	0	73
0	89	0	0	1	0	0	0	0	0	0	0	90
3	426	35	0	7	3	0	0	1	0	0	1	476

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CRAFTON YUCAIPA

EAST-WEST STREET : 5TH/SAND CANYON 02-27-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
3	1	45	0	0	0	0	0	0	0	0	0	49
6	0	47	0	0	2	0	0	0	0	0	0	55
9	0	56	1	0	1	0	0	0	0	0	0	67
9	0	81	1	0	2	0	0	0	0	0	0	93
3	1	67	0	0	0	0	0	0	0	0	0	71
4	0	53	0	0	2	0	0	0	0	0	0	59
2	0	52	0	0	2	0	0	0	0	0	0	56
4	0	42	0	0	1	0	0	0	0	0	0	47
40	2	443	2	0	10	0	0	0	0	0	0	497
						SOUTH LEG						
0	1	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	2
1	0	2	0	0	0	0	0	0	0	0	0	3
0	0	1	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	1
5	1	4	0	0	0	0	0	0	0	0	0	10
						EAST LEG						
36	44	0	0	1	0	0	0	0	0	0	0	81
41	43	0	2	0	0	0	0	0	0	0	0	86
40	52	1	0	0	0	0	0	0	0	0	0	93
46	57	0	0	1	0	0	0	0	0	0	0	104
46	45	0	0	1	0	0	0	0	0	0	0	92
41	42	0	1	0	0	0	0	0	0	0	0	84
37	66	1	1	0	0	0	0	0	0	0	0	105
36	57	0	0	0	0	0	0	0	0	0	0	93
323	406	2	4	3	0	0	0	0	0	0	0	738
						WEST LEG						
0	69	4	0	1	0	0	0	0	0	0	0	74
1	58	9	0	0	0	0	0	0	0	0	0	68
0	86	10	0	1	0	0	0	0	0	0	0	97
3	121	6	0	0	0	0	0	0	0	0	0	130
0	119	4	0	1	0	0	0	0	0	0	0	124
2	110	10	0	0	1	0	0	0	0	0	0	123
4	84	12	0	0	1	0	0	0	0	0	0	101
0	70	10	0	0	0	0	0	0	0	0	0	80
10	717	65	0	3	2	0	0	0	0	0	0	797

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : ALTA VISTA — YUCAIPA

EAST-WEST STREET : OUTER HIGHWAY — 02-21-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH LEG												
3	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	2
2	0	2	0	0	0	0	0	0	0	0	0	4
5	0	2	0	0	0	0	0	0	0	0	0	7
2	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	4
8	0	2	0	0	0	0	0	0	0	0	0	10
8	0	0	0	0	0	0	0	0	0	0	0	8
34	0	6	0	0	0	0	0	0	0	0	0	40
EAST LEG												
0	12	2	0	0	0	0	0	0	0	0	0	14
0	10	4	0	0	0	0	0	0	0	1	0	15
0	16	4	0	0	0	0	0	0	0	0	0	20
0	2	9	0	0	0	0	0	0	0	2	0	13
0	8	5	0	0	0	0	0	0	0	0	0	13
0	8	6	0	0	0	0	0	0	0	1	0	15
0	6	6	0	0	0	0	0	0	0	0	0	12
0	8	3	0	0	0	0	0	0	0	1	0	12
0	70	39	0	0	0	0	0	0	0	5	0	114
WEST LEG												
0	14	0	0	1	0	0	0	0	0	2	0	17
0	21	0	0	0	0	0	0	0	0	0	0	21
2	19	0	0	0	0	0	0	0	0	0	0	21
2	20	0	0	0	0	0	0	0	0	1	0	23
4	9	0	0	0	0	0	0	0	0	0	0	13
2	3	0	0	0	0	0	0	0	0	2	0	7
3	8	0	0	0	0	0	0	0	0	0	0	11
0	6	0	0	0	0	0	0	0	0	0	0	6
13	100	0	0	1	0	0	0	0	0	5	0	119

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : ALTA VISTA YUCAIPA

EAST-WEST STREET : OUTER HIGHWAY 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH LEG												
3	0	0	0	0	0	0	0	0	0	0	0	3
3	0	2	0	0	0	0	0	0	0	0	0	5
4	0	1	0	0	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	0	0	0	0	2
3	0	4	0	0	0	0	0	0	0	0	0	7
2	0	6	0	0	0	0	0	0	0	0	0	8
5	0	6	0	0	0	0	0	0	0	0	0	11
3	0	4	0	0	1	0	0	0	0	0	0	8
25	0	23	0	0	1	0	0	0	0	0	0	49
EAST LEG												
0	24	5	0	0	0	0	0	0	0	0	0	29
0	26	3	0	0	0	0	0	0	0	0	0	29
0	20	0	0	0	0	0	0	0	0	0	0	20
0	18	2	0	0	0	0	0	0	0	0	0	20
0	23	0	0	0	0	0	0	0	0	0	0	23
0	13	4	0	0	0	0	0	0	0	0	0	17
0	16	2	0	0	0	0	0	0	0	0	0	18
0	18	3	0	0	0	0	0	0	0	0	0	21
0	158	19	0	0	0	0	0	0	0	0	0	177
WEST LEG												
0	16	0	0	0	0	0	0	0	0	0	0	16
2	15	0	0	0	0	0	0	0	0	0	0	17
2	13	0	0	0	0	0	0	0	0	0	0	15
0	23	0	0	0	0	0	0	0	0	0	0	23
0	20	0	0	0	0	0	0	0	0	0	0	20
0	20	0	0	0	0	0	0	0	0	0	0	20
2	9	0	0	0	0	0	0	0	0	0	0	11
1	11	0	0	0	0	0	0	0	0	0	0	12
7	127	0	0	0	0	0	0	0	0	0	0	134

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 16TH YUCAIPA

EAST-WEST STREET : SAND CANYON 02-27-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH LEG												
4	0	25	0	0	0	0	0	0	0	0	0	29
3	0	29	0	0	0	0	0	0	0	0	0	32
7	0	26	0	0	0	0	0	0	0	0	0	33
5	0	49	1	0	0	0	0	0	0	0	0	55
1	0	26	0	0	0	0	0	0	0	0	0	27
7	0	30	0	0	1	0	0	0	0	0	0	38
5	0	39	0	0	2	0	0	0	0	0	0	46
4	0	35	0	0	0	0	0	0	0	0	0	39
36	0	259	1	0	3	0	0	0	0	0	0	299
EAST LEG												
0	244	1	0	0	0	0	0	0	0	0	0	245
0	269	4	0	1	1	0	0	1	0	0	0	276
0	263	0	0	0	0	0	0	0	0	0	0	263
0	222	1	0	1	0	0	0	0	0	0	0	224
0	111	2	0	1	0	0	0	0	0	0	0	114
0	115	2	0	1	0	0	0	0	0	0	0	118
0	104	3	0	5	0	0	0	0	0	0	0	112
0	97	3	0	4	0	0	0	0	0	0	0	104
0	1425	16	0	13	1	0	0	1	0	0	0	1456
WEST LEG												
8	66	0	0	0	0	0	0	0	0	0	0	74
7	78	0	0	2	0	0	0	0	0	0	0	87
14	100	0	0	0	0	0	0	0	0	0	0	114
19	111	0	0	0	0	0	0	0	0	0	0	130
16	49	0	0	1	0	0	0	0	0	1	0	67
12	63	0	0	2	0	0	0	0	0	0	0	77
11	100	0	0	4	0	0	0	0	0	0	0	115
13	124	0	0	2	0	0	0	0	0	0	0	139
100	691	0	0	11	0	0	0	0	0	1	0	803

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 16TH YUCAIPA

EAST-WEST STREET : SAND CANYON 02-27-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH LEG												
1	0	10	0	0	0	0	0	0	0	0	0	11
2	0	11	0	0	0	0	0	0	0	0	0	13
7	0	19	0	0	0	0	0	0	0	0	0	26
4	0	27	0	0	0	0	0	0	0	0	0	31
3	0	14	0	0	0	0	0	0	0	0	0	17
2	0	16	0	0	0	0	0	0	0	0	0	18
2	0	14	0	0	0	0	0	0	0	0	0	16
1	0	13	0	0	0	0	0	0	0	0	0	14
22	0	124	0	0	0	0	0	0	0	0	0	146
EAST LEG												
0	64	2	0	0	0	0	0	0	0	0	0	66
0	54	0	0	1	0	0	0	0	0	0	0	55
0	62	3	0	0	0	0	0	0	0	0	0	65
0	77	3	0	0	0	0	0	0	0	0	0	80
0	60	5	0	0	0	0	0	0	0	0	0	65
0	79	4	0	1	0	0	0	0	0	0	0	84
0	68	3	0	0	0	0	0	0	0	0	0	71
0	71	2	0	0	0	0	0	0	0	0	0	73
0	535	22	0	2	0	0	0	0	0	0	0	559
WEST LEG												
22	92	0	0	0	0	0	0	0	0	0	0	114
12	89	0	1	0	0	0	0	0	0	0	0	102
16	122	0	0	1	0	0	0	0	0	0	0	139
18	143	0	1	3	0	0	0	0	0	0	0	165
20	140	0	0	0	0	0	0	0	0	0	0	160
19	144	0	1	1	0	0	0	0	0	0	0	165
20	117	0	0	0	0	0	0	0	0	0	0	137
13	94	0	1	0	0	0	0	0	0	0	0	108
140	941	0	4	5	0	0	0	0	0	0	0	1090

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 16TH YUCAIPA

EAST-WEST STREET : YUCAIPA 02-21-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
6	4	0	0	0	0	0	1	0	0	0	0	11
5	1	0	0	0	0	0	0	0	0	0	0	6
6	5	0	0	0	0	1	0	0	0	0	0	12
5	5	0	0	0	0	0	0	0	0	0	0	10
12	3	3	0	0	0	0	0	0	0	0	0	18
12	0	0	0	0	0	0	0	0	0	0	0	12
14	3	1	0	0	0	0	0	0	0	0	0	18
12	3	0	0	0	0	0	0	0	0	0	0	15
72	24	4	0	0	0	1	1	0	0	0	0	102
						SOUTH LEG						
5	2	0	1	0	0	0	0	0	0	0	0	8
12	4	2	0	0	0	0	0	0	0	0	0	18
12	4	3	0	0	0	0	0	0	0	0	0	19
6	5	2	0	0	0	0	0	1	0	0	1	15
10	6	2	0	0	0	1	0	1	0	0	0	20
3	4	2	0	0	0	0	0	0	0	0	0	9
7	3	2	0	0	0	0	0	0	0	0	0	12
11	4	1	0	0	0	0	0	0	0	0	0	16
66	32	14	1	0	0	1	0	2	0	0	1	117
						EAST LEG						
0	253	5	0	1	1	0	0	0	0	0	0	260
0	214	0	0	0	1	0	0	0	0	2	0	217
1	223	12	0	0	0	0	1	0	0	4	0	241
0	230	7	0	0	0	0	2	0	0	2	0	241
0	184	5	0	1	0	0	0	0	0	3	0	193
0	216	6	0	0	0	0	0	0	0	1	0	223
1	220	5	0	2	0	0	0	0	0	6	0	234
0	230	5	0	0	0	0	0	0	0	0	0	235
2	1770	45	0	4	2	0	3	0	0	18	0	1844
						WEST LEG						
1	102	23	0	2	0	0	1	0	0	1	1	131
2	123	32	0	2	1	0	0	0	0	1	0	161
3	173	21	0	0	0	0	2	0	0	5	0	204
1	122	21	0	1	0	0	0	0	0	0	0	145
1	130	18	0	0	0	0	0	0	0	1	0	150
3	133	20	0	0	0	0	0	0	0	1	0	157
1	138	39	0	1	0	0	0	0	0	1	0	180
2	157	42	0	1	0	0	0	0	0	1	0	203
14	1078	216	0	7	1	0	3	0	0	11	1	1331

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 16TH YUCAIPA

EAST-WEST STREET : YUCAIPA 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
7	2	0	0	0	0	0	0	0	0	0	0	9
19	1	0	0	0	0	0	0	0	0	0	0	20
13	3	0	0	0	0	0	0	0	0	0	0	16
19	1	2	0	0	0	0	0	0	0	0	0	22
18	4	0	0	0	0	0	0	0	0	0	0	22
24	0	1	0	0	0	0	0	0	0	0	0	25
12	1	0	0	0	0	0	0	0	0	0	0	13
14	1	0	0	0	0	0	0	0	0	0	0	15
126	13	3	0	0	0	0	0	0	0	0	0	142
						SOUTH LEG						
5	0	2	0	0	0	1	0	0	0	0	0	8
10	3	2	0	0	0	0	0	0	0	0	0	15
9	3	2	0	0	0	0	0	0	0	0	0	14
7	3	2	0	0	0	0	0	0	0	0	0	12
8	6	1	0	0	0	0	0	0	0	0	0	15
7	2	2	0	0	0	0	0	0	0	0	0	11
6	0	0	0	0	0	0	0	0	0	0	0	6
9	3	2	0	0	0	0	0	0	0	0	0	14
61	20	13	0	0	0	1	0	0	0	0	0	95
						EAST LEG						
0	180	7	0	0	0	0	1	0	0	1	0	189
0	150	8	0	0	0	0	0	0	0	0	0	158
1	134	7	0	0	0	0	2	0	0	0	0	144
0	142	11	0	0	0	0	0	0	0	0	0	153
4	190	7	0	0	0	0	0	0	0	0	0	201
0	186	5	0	0	0	0	0	0	0	0	0	191
0	173	5	0	0	0	0	0	0	0	0	0	178
0	171	2	0	0	0	0	0	0	0	0	2	175
5	1326	52	0	0	0	0	3	0	0	1	2	1389
						WEST LEG						
7	328	7	0	0	0	0	1	0	0	2	0	345
0	352	13	0	0	0	0	0	0	0	0	0	365
7	352	17	0	0	0	1	1	1	0	0	0	379
2	333	21	0	0	0	0	0	0	0	1	0	357
2	351	15	0	0	0	0	1	0	0	1	0	370
3	375	17	0	0	0	0	0	0	0	1	0	396
2	360	12	0	0	0	0	0	0	0	0	0	374
6	337	9	0	0	0	0	0	0	0	2	0	354
29	2788	111	0	0	0	1	3	1	0	7	0	2940

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : SAND CANYON/14TH YUCAIPA

EAST-WEST STREET : YUCAIPA 02-21-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
21	7	5	0	1	2	0	0	1	0	0	0	37
11	31	23	0	0	0	0	0	0	0	0	0	65
14	20	12	0	0	1	0	0	0	0	0	0	47
10	16	19	1	0	0	0	0	0	0	0	0	46
20	27	21	0	0	1	0	0	0	0	0	0	69
13	19	26	0	0	0	0	0	0	0	0	0	58
18	23	26	0	0	1	0	0	1	0	0	0	69
15	27	27	0	0	0	0	0	0	0	0	0	69
122	170	159	1	1	5	0	0	2	0	0	0	460
					SOUTH LEG							
8	82	9	0	0	0	0	0	0	0	1	0	100
14	99	6	0	0	0	0	0	0	0	0	0	119
10	105	6	0	0	0	0	0	0	0	0	1	122
6	66	14	0	0	0	0	0	0	0	0	0	86
7	45	14	0	0	0	0	0	0	0	0	0	66
4	48	8	0	0	0	0	0	0	0	0	0	60
4	43	8	0	1	0	0	0	0	0	0	0	56
3	60	16	1	0	0	0	0	0	0	0	0	80
56	548	81	1	1	0	0	0	0	0	1	1	689
					EAST LEG							
64	217	7	1	0	0	0	1	0	0	0	0	290
51	189	14	0	1	0	0	0	0	0	2	0	257
46	179	11	0	0	0	0	1	0	0	2	0	239
37	220	25	1	0	0	0	1	0	0	0	0	284
33	149	8	0	0	0	0	0	0	0	1	0	191
34	196	4	2	0	0	0	1	0	0	0	0	237
31	205	4	0	1	0	0	0	0	0	3	0	244
31	188	8	1	1	0	0	0	0	0	0	0	229
327	1543	81	5	3	0	0	4	0	0	8	0	1971
					WEST LEG							
2	92	9	0	0	2	0	1	1	0	1	0	108
5	89	28	0	2	0	0	0	0	0	1	0	125
4	139	33	1	0	0	0	2	0	1	2	0	182
7	119	33	0	0	0	0	0	0	0	3	0	162
4	105	33	1	0	0	0	0	0	0	1	0	144
6	117	13	0	0	0	0	0	0	0	0	0	136
4	98	37	1	1	0	0	0	0	0	2	0	143
1	125	37	0	1	0	0	0	0	0	1	0	165
33	884	223	3	4	2	0	3	1	1	11	0	1165

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : SAND CANYON/14TH YUCAIPA

EAST-WEST STREET : YUCAIPA 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
14	37	42	0	0	0	0	0	0	0	0	0	93
13	36	34	0	0	1	0	0	0	0	0	0	84
10	38	30	0	0	0	0	0	0	0	0	0	78
17	47	48	0	0	1	0	0	0	0	0	0	113
17	35	43	0	0	0	0	0	0	0	0	0	95
27	37	53	0	0	1	0	0	0	0	0	0	118
15	47	37	0	0	0	0	0	0	0	0	0	99
10	10	19	0	0	1	0	0	0	0	0	0	40
123	287	306	0	0	4	0	0	0	0	0	0	720
						SOUTH LEG						
5	30	6	0	0	0	0	0	0	0	0	0	41
9	30	3	0	0	0	0	0	0	0	1	0	43
14	42	7	0	1	0	0	0	0	0	0	0	64
12	43	6	0	0	0	0	0	0	0	0	0	61
9	28	6	0	0	0	0	0	0	0	0	0	43
10	24	4	0	0	0	0	0	0	0	0	0	38
5	20	12	0	0	0	0	0	0	0	0	0	37
9	9	7	0	0	0	0	0	0	0	0	0	25
73	226	51	0	1	0	0	0	0	0	1	0	352
						EAST LEG						
15	164	6	0	3	0	0	0	0	0	0	0	188
28	127	8	1	0	0	0	0	0	0	0	0	164
29	125	10	0	1	0	0	1	0	0	0	0	166
31	153	11	1	0	0	0	0	0	0	0	0	196
24	176	9	0	0	0	0	0	0	0	0	0	209
20	154	10	1	0	0	0	0	0	0	0	0	185
22	188	9	0	0	0	0	0	0	0	0	0	219
9	162	6	0	0	0	0	0	0	0	0	0	177
178	1249	69	3	4	0	0	1	0	0	0	0	1504
						WEST LEG						
15	293	26	0	0	0	0	1	0	0	0	1	336
11	330	31	0	0	0	0	0	0	0	0	0	372
8	297	33	0	0	0	0	0	0	0	0	0	338
7	312	52	0	0	0	0	0	0	0	0	0	371
13	300	42	0	0	0	0	0	0	0	0	0	355
26	303	43	0	0	0	0	0	0	0	0	0	372
10	338	37	0	0	0	0	0	0	0	0	0	385
13	308	28	0	0	0	0	0	0	0	1	0	350
103	2481	292	0	0	0	0	1	0	0	1	1	2879

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : OAK GLEN YUCAIPA

EAST-WEST STREET : 14TH/CALIMESA 02-21-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
49	91	3	0	0	0	0	0	0	0	0	0	143
56	100	3	0	0	0	0	0	0	0	1	0	160
43	93	4	0	0	0	0	0	0	0	0	0	140
34	88	18	0	1	0	0	0	1	0	0	0	142
10	81	17	0	0	0	0	1	0	0	0	0	109
14	89	3	0	0	0	0	0	0	0	0	0	106
21	99	9	0	0	0	0	0	1	0	0	0	130
10	104	15	0	0	0	0	0	0	0	0	0	129
237	745	72	0	1	0	0	1	2	0	1	0	1059
						SOUTH LEG						
14	48	39	0	0	0	0	0	1	0	0	0	102
10	55	27	0	0	0	0	0	0	0	0	0	92
21	73	40	0	0	0	0	0	0	0	0	0	134
13	62	22	0	0	1	0	0	0	0	0	0	98
19	62	14	0	0	0	0	0	0	0	0	0	95
15	89	20	0	0	0	0	0	0	0	1	0	125
18	56	19	0	0	0	0	0	0	0	1	0	94
15	58	30	0	1	0	0	0	0	0	1	0	105
125	503	211	0	1	1	0	0	1	0	3	0	845
						EAST LEG						
4	49	83	1	1	0	0	0	0	0	1	0	139
19	52	67	0	0	0	0	0	0	0	0	0	138
15	37	67	0	0	0	0	0	0	0	0	1	120
14	37	48	0	0	0	0	0	0	0	0	1	100
10	27	58	0	0	0	0	0	0	1	1	0	97
4	22	46	0	1	0	0	0	0	1	0	1	75
11	27	65	0	1	1	0	0	0	0	0	0	105
16	36	39	0	0	0	0	0	0	0	0	0	91
93	287	473	1	3	1	0	0	0	2	2	3	865
						WEST LEG						
21	10	1	0	1	0	0	0	0	0	0	0	33
24	12	3	0	1	0	0	0	0	0	0	1	41
25	19	3	0	0	0	0	1	0	2	0	0	50
23	33	8	0	0	0	0	0	0	0	0	0	64
12	12	1	0	0	0	0	0	0	0	0	0	25
27	17	2	0	0	0	0	0	0	1	0	0	47
21	10	5	0	0	0	0	0	0	0	0	0	36
16	12	5	0	0	0	0	0	0	0	0	0	33
169	125	28	0	2	0	0	1	0	3	0	1	329

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : OAK GLEN YUCAIPA

EAST-WEST STREET : 14TH/CALIMESA 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
11	79	8	0	0	0	0	0	0	0	1	0	99
13	80	8	0	0	0	0	1	0	0	1	0	103
12	83	6	0	0	0	0	0	0	0	0	0	101
5	84	15	0	0	0	0	0	0	0	0	0	104
5	94	15	0	0	0	0	1	0	0	0	0	115
13	84	19	0	0	0	0	1	0	0	0	0	117
10	84	9	0	0	0	0	0	0	0	0	0	103
5	65	5	0	0	0	0	0	0	0	0	0	75
74	653	85	0	0	0	0	3	0	0	2	0	817
						SOUTH LEG						
37	107	9	0	0	0	0	0	0	0	0	0	153
28	93	23	0	0	0	0	2	0	0	0	1	147
42	87	32	0	0	0	0	0	0	0	0	0	161
35	112	27	0	0	0	0	0	0	0	0	0	174
35	105	18	0	0	0	0	0	0	0	0	0	158
34	115	14	0	0	0	0	0	0	0	0	0	163
46	99	16	0	0	0	0	0	0	0	0	0	161
19	68	21	0	0	0	0	0	0	0	0	0	108
276	786	160	0	0	0	0	2	0	0	0	1	1225
						EAST LEG						
13	16	36	0	0	0	0	0	0	0	0	0	65
16	22	35	0	0	0	0	0	0	0	0	0	73
21	23	42	0	0	0	0	0	0	0	0	0	86
16	24	17	0	0	0	0	0	0	0	0	0	57
15	18	37	0	0	0	0	0	0	0	0	0	70
21	28	36	0	0	0	0	0	0	0	0	0	85
5	20	43	0	0	0	0	0	0	0	0	0	68
4	4	25	0	0	0	0	0	0	0	0	0	33
111	155	271	0	0	0	0	0	0	0	0	0	537
						WEST LEG						
24	51	9	0	0	0	0	0	0	0	0	0	84
19	59	9	0	0	0	0	0	0	0	0	0	87
22	50	16	0	0	0	0	0	0	0	0	0	88
29	52	9	0	0	0	0	0	0	0	0	0	90
21	47	22	0	0	0	0	0	0	0	0	0	90
15	46	15	0	0	0	0	0	0	0	0	0	76
28	70	13	0	0	0	0	0	0	0	0	0	111
4	22	9	0	0	0	0	0	0	0	0	0	35
162	397	102	0	0	0	0	0	0	0	0	0	661

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : LIVE OAK CANYON YUCAIPA

EAST-WEST STREET : I-10 WB RAMPS 02-26-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
122	88	0	0	1	0	0	0	0	0	0	0	211
99	69	0	0	1	0	0	0	0	2	1	0	172
90	88	0	0	0	0	0	1	0	0	1	0	180
66	74	0	1	1	0	0	0	0	2	0	0	144
99	79	0	1	0	0	0	0	0	0	1	0	180
78	56	0	1	8	0	0	0	0	1	1	0	145
113	45	0	0	3	0	0	2	0	0	0	0	163
109	46	0	1	2	0	0	1	0	2	0	0	161
776	545	0	4	16	0	0	4	0	7	4	0	1356
						SOUTH LEG						
0	52	2	0	0	0	0	1	0	0	0	0	55
0	61	2	0	0	0	0	0	0	0	1	0	64
0	71	1	0	0	0	0	0	1	0	0	0	73
0	58	2	0	0	0	0	3	0	0	0	0	63
0	45	2	0	0	0	0	0	0	0	0	0	47
0	75	3	0	1	0	0	0	0	0	0	0	79
0	59	3	0	1	0	0	0	0	0	1	0	64
0	63	4	0	4	0	0	0	0	0	0	0	71
0	484	19	0	6	0	0	4	1	0	2	0	516
						EAST LEG						
41	2	26	0	0	0	0	0	0	0	0	4	73
58	1	41	1	0	0	0	0	1	1	0	9	112
50	1	26	0	0	1	0	0	0	0	0	3	81
54	1	37	1	0	1	1	0	0	1	0	10	106
37	0	20	1	0	0	1	0	0	1	0	5	65
27	0	9	1	0	0	0	0	0	2	0	8	47
21	2	10	1	0	1	0	0	0	0	0	7	42
39	2	7	0	0	0	1	0	0	0	0	8	57
327	9	176	5	0	3	3	0	1	5	0	54	583
						WEST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : LIVE OAK CANYON YUCAIPA

EAST-WEST STREET : I-10 WB RAMPS 02-26-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
78	60	0	1	0	0	0	0	0	0	0	0	139
74	39	0	1	2	0	3	0	0	0	0	0	119
75	61	0	1	1	0	0	0	0	0	0	0	138
60	72	0	0	0	0	0	0	0	0	0	0	132
75	77	0	0	0	0	1	0	0	0	0	0	153
76	71	0	1	1	0	0	0	0	0	0	0	149
82	61	0	1	1	0	0	0	0	0	0	0	145
78	53	0	2	0	0	0	0	0	0	0	0	133
598	494	0	7	5	0	4	0	0	0	0	0	1108
						SOUTH LEG						
0	117	7	0	0	0	0	0	0	0	0	0	124
0	102	3	0	1	0	0	0	0	0	0	0	106
0	115	2	0	1	0	0	0	0	0	0	0	118
0	109	3	0	2	0	0	0	0	0	0	0	114
0	119	1	0	3	0	0	0	0	0	0	0	123
0	109	6	0	1	0	0	0	0	0	0	0	116
0	123	5	0	0	0	0	0	0	0	1	0	129
0	134	3	0	3	0	0	0	0	0	0	0	140
0	928	30	0	11	0	0	0	0	0	1	0	970
						EAST LEG						
44	0	9	0	0	0	0	0	0	0	0	0	53
53	1	8	1	0	0	0	0	0	0	0	1	64
49	1	8	1	0	0	1	0	0	0	0	0	60
43	1	10	1	0	1	1	0	0	1	0	0	58
48	0	4	1	0	0	0	0	0	0	0	1	54
65	0	10	0	0	0	0	0	0	0	0	0	75
45	4	5	1	0	0	0	0	0	0	0	1	56
49	0	7	0	0	0	0	0	0	0	0	1	57
396	7	61	5	0	1	2	0	0	1	0	4	477
						WEST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	3

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SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : LIVE OAK CANYON YUCAIPA

EAST-WEST STREET : I-10 EB RAMPS 02-26-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
0	92	27	0	0	0	0	0	0	0	0	0	119
0	95	26	0	0	0	0	0	0	0	1	0	122
0	79	39	0	0	0	0	1	0	0	1	0	120
0	77	46	0	0	0	0	0	0	0	0	0	123
0	71	33	0	0	0	0	0	0	0	1	0	105
0	46	32	0	4	0	0	0	0	0	0	0	82
0	39	25	0	3	0	0	1	0	0	0	0	68
0	29	33	0	1	0	0	1	0	0	0	0	64
0	528	261	0	8	0	0	3	0	0	3	0	803
						SOUTH LEG						
13	246	0	2	0	0	0	1	0	0	0	0	262
7	12	0	3	0	0	0	0	0	0	0	0	22
14	7	0	0	0	0	0	1	0	0	0	0	22
9	15	0	3	0	0	0	2	0	0	0	0	29
6	9	0	1	0	0	0	0	0	0	0	0	16
12	26	0	2	1	0	0	0	0	0	0	0	41
11	17	0	1	1	0	0	0	0	0	0	0	30
8	7	0	1	2	0	0	0	0	0	0	0	18
80	339	0	13	4	0	0	4	0	0	0	0	440
						EAST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
						WEST LEG						
7	0	32	2	0	0	0	0	0	0	0	0	41
6	1	51	1	0	0	0	0	0	0	6	0	65
8	1	66	1	0	0	0	0	0	0	11	0	87
6	0	46	2	0	0	0	0	0	0	10	0	64
8	0	39	1	0	0	0	0	0	0	7	0	55
1	0	51	1	0	0	0	0	0	0	8	0	61
0	0	45	2	0	0	0	0	0	0	8	0	55
6	0	63	1	0	0	0	0	0	0	11	0	81
42	2	393	11	0	0	0	0	0	0	61	0	509

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : LIVE OAK CANYON YUCAIPA

EAST-WEST STREET : I-10 EB RAMPS 02-26-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
0	28	39	0	0	0	0	0	0	0	1	0	68
0	29	24	0	0	0	0	0	0	0	0	0	53
0	24	48	0	0	0	0	0	0	0	0	0	72
0	28	50	0	0	0	0	0	0	0	0	0	78
0	37	45	0	0	0	0	0	0	0	0	0	82
0	38	43	0	0	0	0	0	0	0	1	0	82
0	30	38	0	0	0	0	0	0	0	0	0	68
0	28	33	0	0	0	0	0	0	0	0	0	61
0	242	320	0	0	0	0	0	0	0	2	0	564
						SOUTH LEG						
17	32	0	0	0	0	0	0	0	0	0	0	49
11	34	0	0	0	0	0	0	0	0	0	0	45
16	41	0	0	0	0	0	0	0	0	0	0	57
20	36	0	0	1	0	0	0	0	0	0	0	57
18	37	0	0	0	0	0	0	0	0	0	0	55
18	43	0	1	0	0	0	0	0	0	0	0	62
9	47	0	0	0	0	0	0	0	0	0	0	56
7	60	0	0	0	0	0	0	0	0	0	0	67
116	330	0	1	1	0	0	0	0	0	0	0	448
						EAST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
						WEST LEG						
10	0	82	0	0	0	0	0	0	0	0	0	92
10	0	83	0	0	0	0	0	0	0	0	0	93
9	0	81	0	0	0	0	0	0	0	0	0	90
6	0	75	0	0	0	0	0	0	0	0	0	81
8	1	86	0	0	0	0	0	0	0	0	0	95
10	2	73	0	0	0	0	0	0	0	0	0	85
9	5	81	0	0	0	0	0	0	0	0	1	96
8	0	80	0	0	0	0	0	0	0	0	0	88
70	8	641	0	0	0	0	0	0	0	0	1	720

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : LIVE OAK CANYON YUCAIPA

EAST-WEST STREET : OUTER HIGHWAY 02-21-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
7	88	0	1	0	0	0	1	0	0	1	0	98
9	85	0	0	1	0	0	0	0	0	0	0	95
15	75	0	0	1	0	0	0	0	0	0	0	91
10	70	0	1	1	0	0	1	0	0	0	0	83
8	36	0	0	0	0	0	1	0	0	1	0	46
6	41	0	0	1	0	0	0	0	0	1	0	49
5	40	0	0	1	0	0	0	0	0	1	0	47
5	23	0	0	0	0	0	1	0	0	0	0	29
65	458	0	2	5	0	0	4	0	0	4	0	538
						SOUTH LEG						
0	17	5	0	0	0	0	0	0	0	0	0	22
0	9	6	0	0	0	0	0	0	0	0	0	15
0	17	4	0	0	0	0	0	0	0	0	0	21
0	10	1	0	0	0	0	0	0	0	0	0	11
0	17	4	0	0	0	0	0	0	0	1	0	22
0	41	9	0	3	0	0	0	0	0	0	0	53
0	29	7	0	1	0	0	0	0	0	0	0	37
0	17	6	0	0	0	0	0	0	0	1	0	24
0	157	42	0	4	0	0	0	0	0	2	0	205
						EAST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
						WEST LEG						
13	0	4	0	0	1	0	0	0	0	0	1	19
9	0	11	1	0	0	0	0	0	1	0	0	22
11	0	6	0	0	0	0	0	1	0	0	1	19
8	0	10	0	0	4	1	0	0	1	0	0	24
4	0	5	0	0	0	0	0	0	1	0	0	10
2	0	6	0	0	0	0	0	0	0	0	0	8
7	0	7	0	0	1	0	0	0	0	0	0	15
5	0	6	0	0	1	0	0	0	0	0	0	12
59	0	55	1	0	7	1	0	1	3	0	2	129

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET :

EAST-WEST STREET :

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
2	19	0	1	0	0	0	1	0	0	0	0	23
9	32	0	0	0	0	0	1	0	0	1	0	43
8	25	0	0	1	0	0	0	0	0	1	0	35
7	24	0	0	2	0	0	0	0	0	0	0	33
6	44	0	0	0	0	0	0	0	0	0	0	50
7	27	0	0	1	0	0	0	0	1	1	0	37
6	10	0	0	0	0	0	0	0	0	0	0	16
6	13	0	0	0	0	0	0	0	0	0	0	19
51	194	0	1	4	0	0	2	0	1	3	0	256
						SOUTH LEG						
0	31	5	0	0	0	0	0	0	0	0	0	36
0	50	21	0	1	0	0	1	0	0	0	0	73
0	62	12	0	1	1	0	1	0	0	1	0	78
0	33	13	0	0	1	0	0	0	0	0	0	47
0	54	16	0	0	0	0	0	0	0	0	0	70
0	27	9	0	0	0	0	0	0	0	0	0	36
0	33	12	0	0	0	0	1	0	0	0	1	47
0	36	16	0	0	0	0	0	0	0	0	0	52
0	326	104	0	2	2	0	3	0	0	1	1	439
						EAST LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
						WEST LEG						
1	0	17	0	0	1	0	0	0	0	0	0	19
10	0	6	0	0	1	0	0	0	0	0	0	17
8	0	8	0	0	0	0	0	0	0	0	0	16
10	0	16	0	0	0	0	0	0	0	0	0	26
10	0	12	0	0	0	0	0	0	0	0	1	23
11	0	11	1	0	0	0	0	0	0	0	0	23
4	0	7	0	0	0	0	0	0	1	0	0	12
6	0	4	0	0	0	0	0	0	0	0	0	10
60	0	81	1	0	2	0	0	0	1	0	1	146

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CALIMESA YUCAIPA

EAST-WEST STREET : AVE L 02-19-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
1	21	3	0	0	0	0	0	0	0	0	0	25
1	17	4	0	0	0	0	0	0	0	0	0	22
3	10	5	0	0	1	0	1	0	0	0	0	20
9	24	3	0	0	0	0	0	0	0	0	0	36
3	26	8	0	0	0	0	0	0	0	0	0	37
5	21	9	0	0	0	0	1	0	0	0	0	36
5	20	9	0	0	0	0	0	0	0	0	0	34
9	22	9	0	0	0	0	1	0	0	1	0	42
36	161	50	0	0	1	0	3	0	0	1	0	252
						SOUTH LEG						
9	27	1	0	0	0	0	0	0	0	0	0	37
7	23	4	0	0	0	0	0	0	0	0	0	34
16	39	2	0	0	0	0	1	0	0	0	0	58
11	31	5	0	0	0	0	0	0	0	0	0	47
14	28	5	0	0	0	0	0	0	0	0	0	47
11	36	6	1	0	0	1	0	0	0	0	0	55
16	41	4	0	0	0	0	0	0	0	0	0	61
8	43	7	0	1	0	0	0	0	0	0	0	59
92	268	34	1	1	0	1	1	0	0	0	0	398
						EAST LEG						
19	1	15	0	0	0	0	0	0	0	0	0	35
23	4	5	0	0	0	0	0	0	0	0	0	32
27	1	11	0	0	0	0	0	0	0	0	0	39
18	2	14	0	0	0	0	0	0	0	0	0	34
27	6	18	0	1	0	0	0	0	0	0	0	52
14	3	15	0	0	0	0	0	0	0	0	0	32
20	9	19	0	0	0	0	0	0	0	0	0	48
23	3	15	0	0	0	0	0	0	0	0	0	41
171	29	112	0	1	0	0	0	0	0	0	0	313
						WEST LEG						
8	1	5	0	0	0	0	0	0	0	0	0	14
3	0	3	0	0	0	0	0	0	0	0	0	6
2	1	4	0	0	0	0	0	0	0	0	0	7
6	4	4	0	0	1	0	0	1	0	0	0	16
5	3	4	0	1	0	0	0	0	0	0	0	13
6	2	6	0	0	0	0	0	0	0	0	0	14
8	3	4	0	0	0	0	0	0	0	0	0	15
7	4	7	0	0	0	0	0	0	0	0	0	18
45	18	37	0	1	1	0	0	1	0	0	0	103

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CALIMESA YUCAIPA

EAST-WEST STREET : AVE L 02-19-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
11	37	6	0	0	0	0	0	0	0	0	0	54
13	55	10	0	0	0	0	0	0	0	0	0	78
5	66	12	0	0	0	0	0	0	0	0	0	83
11	37	15	0	0	0	0	0	0	0	1	0	64
10	46	15	0	0	0	0	0	0	0	0	0	71
3	44	13	0	0	0	0	1	0	0	0	0	61
6	50	14	0	0	0	0	0	0	0	0	0	70
3	22	11	0	0	0	0	0	0	0	0	0	36
62	357	96	0	0	0	0	1	0	0	1	0	517
SOUTH LEG												
25	54	8	0	0	0	0	0	0	0	0	0	87
27	60	20	0	0	0	0	0	0	0	0	0	107
16	64	11	0	0	0	0	0	0	0	0	0	91
12	57	1	0	0	0	0	0	0	0	0	0	70
15	64	7	0	1	0	0	0	0	0	0	0	87
23	48	8	0	0	0	0	0	0	0	0	0	79
21	68	5	0	0	0	0	0	0	0	1	0	95
12	40	4	0	0	0	0	1	0	0	0	0	57
151	455	64	0	1	0	0	1	0	0	1	0	673
EAST LEG												
16	4	18	0	0	0	0	0	0	0	0	0	38
16	4	16	0	0	0	0	0	0	0	0	0	36
21	5	18	0	0	0	0	0	0	0	0	0	44
14	2	16	0	0	0	0	0	0	0	0	0	32
6	1	20	0	0	0	0	0	0	0	0	0	27
17	2	15	0	0	0	0	0	0	0	0	0	34
16	6	7	0	0	0	0	0	0	0	0	0	29
6	0	11	0	0	0	0	0	0	0	0	0	17
112	24	121	0	0	0	0	0	0	0	0	0	257
WEST LEG												
9	5	10	0	0	0	0	0	0	0	0	0	24
19	15	8	0	0	0	0	0	0	0	0	0	42
11	7	10	0	0	0	0	0	0	0	0	0	28
8	8	5	0	0	0	0	0	0	0	0	0	21
6	2	3	0	0	0	0	0	0	0	0	0	11
7	8	6	0	0	0	0	0	0	0	0	0	21
7	7	5	0	0	0	0	0	0	0	0	0	19
3	6	5	0	0	0	0	0	0	0	0	0	14
70	58	52	0	0	0	0	0	0	0	0	0	180

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH YUCAIPA

EAST-WEST STREET : WILDWOOD 02-21-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
29	32	6	0	0	0	0	0	0	0	0	0	67
32	43	13	0	1	1	0	0	0	0	0	0	90
33	37	12	0	0	0	0	0	0	0	0	0	82
37	34	10	0	0	0	0	0	0	0	0	0	81
40	36	9	0	0	0	0	0	0	0	0	0	85
30	32	9	0	1	0	0	0	0	0	0	0	72
34	41	11	0	0	0	0	0	0	0	0	0	86
32	34	11	0	0	1	0	0	0	0	0	0	78
267	289	81	0	2	2	0	0	0	0	0	0	641
					SOUTH LEG							
4	31	26	0	1	0	0	0	0	0	0	0	62
9	30	14	0	0	0	0	0	0	0	0	0	53
5	25	22	1	1	0	0	0	0	0	0	0	54
4	29	20	2	0	0	0	0	0	0	0	0	55
9	32	16	0	1	0	0	0	0	0	0	0	58
10	40	29	0	1	0	0	0	0	0	0	0	80
11	34	29	0	0	0	0	0	0	0	0	0	74
11	35	22	0	0	0	0	0	0	0	0	0	68
63	256	178	3	4	0	0	0	0	0	0	0	504
					EAST LEG							
9	89	6	0	0	0	0	0	0	0	0	0	104
10	97	6	0	2	0	0	0	0	0	0	0	115
8	109	14	0	0	0	0	0	0	0	0	0	131
10	100	12	0	0	0	0	0	0	0	1	0	123
12	100	11	0	0	0	0	0	0	0	0	0	123
16	94	10	0	0	0	0	0	0	0	0	0	120
14	95	10	0	0	0	0	0	0	0	0	0	119
10	86	7	0	0	0	0	0	0	0	0	0	103
89	770	76	0	2	0	0	0	0	0	1	0	938
					WEST LEG							
24	27	10	0	0	0	0	0	0	0	0	0	61
27	31	12	0	1	0	0	0	0	0	0	0	71
33	30	12	0	0	0	0	0	0	0	0	0	75
46	29	13	0	0	0	0	0	0	0	0	0	88
39	30	12	0	2	0	0	0	0	0	0	0	83
42	30	14	0	1	0	0	0	0	0	0	0	87
44	28	16	0	0	0	0	0	0	0	0	0	88
29	30	10	0	0	0	0	0	0	0	0	0	69
284	235	99	0	4	0	0	0	0	0	0	0	622

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH YUCIAPA

EAST-WEST STREET : WILDWOOD CYN 02-21-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
16	42	27	0	0	0	0	0	0	0	0	0	85
22	47	22	0	0	0	0	0	0	0	0	0	91
20	44	20	0	0	0	0	0	0	0	0	0	84
19	42	16	0	0	0	0	0	0	0	0	0	77
22	40	21	0	0	0	0	0	0	0	0	0	83
16	37	20	0	0	0	0	0	0	0	0	0	73
15	41	19	0	0	0	0	0	0	0	0	0	75
13	36	16	0	0	0	0	0	0	0	0	0	65
143	329	161	0	0	0	0	0	0	0	0	0	633
						SOUTH LEG						
10	42	29	0	0	0	0	0	0	0	0	0	81
12	37	34	0	0	0	0	0	0	0	0	0	83
17	33	32	0	1	1	0	0	0	0	0	0	84
12	39	39	0	0	0	0	0	0	0	0	0	90
14	44	37	0	0	0	0	0	0	0	0	0	95
6	37	33	0	0	0	0	0	0	0	0	0	76
16	45	41	0	0	0	0	0	0	0	0	0	102
11	41	30	0	0	0	0	0	0	0	0	0	82
98	318	275	0	1	1	0	0	0	0	0	0	693
						EAST LEG						
8	30	14	0	1	0	0	0	0	0	0	0	53
14	42	13	0	0	0	0	0	0	0	0	0	69
9	38	19	0	1	0	0	0	0	0	0	0	67
9	44	16	0	0	0	0	0	0	0	0	0	69
10	44	14	0	2	0	0	0	0	0	0	0	70
14	40	21	0	0	0	0	0	0	0	0	0	75
11	37	17	0	0	0	0	0	0	0	0	0	65
10	33	14	0	0	0	0	0	0	0	0	0	57
85	308	128	0	4	0	0	0	0	0	0	0	525
						WEST LEG						
29	51	32	0	0	0	0	0	0	0	0	0	112
37	68	26	0	1	0	0	0	0	0	0	0	132
33	66	29	0	0	0	0	0	0	0	0	0	128
42	63	27	0	2	0	0	0	0	0	0	0	134
47	55	22	0	0	0	0	0	0	0	0	0	124
40	47	31	0	2	0	0	0	0	0	0	0	120
44	47	28	0	0	0	0	0	0	0	0	0	119
39	46	22	0	0	0	0	0	0	0	0	0	107
311	443	217	0	5	0	0	0	0	0	0	0	976

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
71	21	2	0	2	0	0	0	0	0	0	0	96
56	26	3	0	0	1	0	0	0	0	0	0	86
40	21	4	0	0	0	0	0	0	0	0	0	65
54	19	4	0	1	0	0	0	0	1	0	0	79
33	30	10	0	0	0	0	0	0	0	0	0	73
42	22	9	1	1	1	0	0	0	1	0	0	77
52	17	5	3	0	1	0	0	0	0	0	0	78
41	29	4	0	0	0	0	0	0	0	0	0	74
389	185	41	4	4	3	0	0	0	2	0	0	628
						SOUTH LEG						
1	16	6	0	1	0	0	0	0	0	0	0	24
3	20	5	1	0	0	0	0	0	0	0	0	29
5	28	5	1	0	0	0	0	0	0	0	0	39
5	25	1	0	0	0	0	0	0	0	0	0	31
9	22	2	0	0	0	0	0	0	0	0	0	33
6	21	2	1	1	0	0	0	0	0	0	0	31
5	12	6	0	0	0	0	0	0	0	1	0	24
1	20	3	0	0	0	0	0	0	0	0	0	24
35	164	30	3	2	0	0	0	0	0	1	0	235
						EAST LEG						
7	120	3	0	2	0	0	0	0	0	0	0	132
15	128	5	0	0	0	0	0	0	0	0	0	148
16	98	4	0	1	0	0	0	0	0	0	0	119
10	78	4	0	0	0	0	0	0	0	0	0	92
12	86	10	0	0	0	0	0	0	0	0	0	108
9	77	6	0	0	1	0	0	0	0	0	0	93
15	75	3	0	0	1	0	0	0	0	1	0	95
8	55	14	0	0	0	0	0	0	0	0	0	77
92	717	49	0	3	2	0	0	0	0	1	0	864
						WEST LEG						
2	31	12	0	0	0	0	0	0	0	0	0	45
4	49	30	0	0	0	0	0	0	0	0	0	83
3	29	23	0	0	0	0	0	0	0	0	0	55
0	54	26	0	1	0	0	0	0	0	0	0	81
1	49	25	1	0	0	0	0	0	0	0	0	76
2	47	24	1	1	0	0	0	0	0	0	0	75
3	33	22	0	0	0	0	0	0	0	0	0	58
3	43	23	0	0	0	0	0	0	0	0	0	69
18	335	185	2	2	0	0	0	0	0	0	0	542

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
38	39	7	0	0	1	0	0	0	0	0	0	85
34	39	10	0	0	0	0	0	0	0	0	0	83
40	22	6	0	0	0	0	0	0	0	0	0	68
34	23	7	0	0	0	0	0	0	0	0	0	64
39	32	6	0	0	0	0	0	0	0	0	0	77
38	31	13	0	0	0	0	0	0	0	0	0	82
34	43	7	0	0	0	0	0	0	0	0	0	84
41	32	16	0	0	0	0	0	0	0	0	0	89
298	261	72	0	0	1	0	0	0	0	0	0	632
						SOUTH LEG						
6	32	4	0	0	0	0	0	0	0	0	0	42
10	37	2	0	0	0	0	0	0	0	0	0	49
9	41	4	0	0	0	0	0	0	0	0	0	54
9	39	3	0	0	0	0	0	0	0	0	0	51
11	32	3	0	0	0	0	0	0	0	0	0	46
15	37	5	0	0	0	0	0	0	0	0	0	57
6	28	2	0	0	0	0	0	0	0	0	0	36
10	42	5	0	0	0	0	0	0	0	0	0	57
76	288	28	0	0	0	0	0	0	0	0	0	392
						EAST LEG						
7	57	15	0	0	0	0	0	0	0	0	0	79
7	44	11	0	0	0	0	0	0	0	0	0	62
11	49	8	0	0	0	0	0	0	0	0	0	68
7	40	6	0	0	0	0	0	0	0	0	0	53
8	65	6	0	0	0	0	0	0	0	0	0	79
10	46	7	0	0	0	0	0	0	0	0	0	63
8	53	11	0	1	0	0	0	0	0	1	0	74
11	39	8	0	0	0	0	0	0	0	0	0	58
69	393	72	0	1	0	0	0	0	0	1	0	536
						WEST LEG						
4	87	47	0	0	0	0	1	0	0	1	0	140
7	88	36	0	0	0	0	0	0	0	0	0	131
4	83	42	0	1	0	0	0	0	0	0	0	130
3	56	33	0	0	0	0	0	0	0	0	0	92
0	98	57	0	0	0	0	0	0	0	1	0	156
4	84	35	0	0	0	0	0	0	0	0	0	123
2	82	49	0	0	0	0	0	0	0	0	0	133
2	90	44	0	0	0	0	0	0	0	0	0	136
26	668	343	0	1	0	0	1	0	0	2	0	1041

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH — YUCAIPA

EAST-WEST STREET : AVE L — 02-19-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
5	19	1	0	1	0	0	0	0	0	0	0	26
6	20	3	0	0	0	0	0	0	0	0	0	29
6	15	7	0	0	0	0	0	0	0	0	0	28
4	12	2	1	0	0	0	0	0	0	0	0	19
6	21	0	0	1	0	0	0	0	0	0	0	28
5	27	3	0	0	0	0	0	0	0	0	0	35
5	11	2	0	0	0	0	0	0	0	0	0	18
13	22	8	0	0	0	0	0	0	0	0	0	43
50	147	26	1	2	0	0	0	0	0	0	0	226
						SOUTH LEG						
4	9	1	1	0	0	0	0	0	0	0	0	15
12	14	3	1	1	0	0	0	0	0	0	0	31
8	19	2	0	0	0	0	0	0	0	0	0	29
18	21	1	0	0	0	0	0	0	0	0	0	40
14	17	0	0	2	0	0	0	1	0	0	0	34
12	21	1	0	0	0	0	0	0	0	0	0	34
12	14	0	0	0	0	0	0	0	0	1	0	27
3	15	2	0	0	0	1	0	0	1	0	0	22
83	130	10	2	3	0	1	0	1	1	1	0	232
						EAST LEG						
5	32	14	0	0	0	0	0	0	0	0	0	51
7	28	18	0	0	0	0	0	0	0	0	0	53
10	39	13	0	0	0	0	0	0	0	0	0	62
3	30	22	0	0	0	0	0	0	0	0	0	55
5	42	19	0	0	1	0	0	0	0	0	0	67
5	29	15	0	0	0	0	0	0	0	0	0	49
7	34	17	0	0	0	0	0	0	0	0	0	58
6	30	19	0	0	0	0	0	0	0	0	0	55
48	264	137	0	0	1	0	0	0	0	0	0	450
						WEST LEG						
3	6	1	0	0	0	0	0	0	0	0	0	10
1	15	0	0	0	0	0	0	0	0	0	0	16
2	18	3	1	0	1	0	0	0	0	0	0	25
1	26	0	0	0	1	0	0	0	0	0	0	28
0	21	12	0	0	0	0	0	0	0	0	0	33
3	14	4	0	0	0	0	0	0	1	0	0	22
7	17	1	0	0	1	0	0	0	0	0	0	26
3	8	4	0	0	0	0	0	0	0	0	0	15
20	125	25	1	0	3	0	0	0	1	0	0	175

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : 5TH — YUCAIPA

EAST-WEST STREET : AVE L — 02-19-08

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
9	46	4	0	0	0	0	0	0	0	0	0	59
15	33	4	0	0	0	0	0	0	0	0	0	52
10	16	4	0	0	0	0	0	0	0	0	0	30
3	17	7	0	0	0	0	0	0	0	0	0	27
7	24	3	0	0	0	0	0	0	0	0	0	34
7	24	5	0	0	0	0	0	0	0	0	0	36
8	31	2	0	0	1	0	0	0	0	0	0	42
3	27	6	0	0	0	0	0	0	0	0	0	36
62	218	35	0	0	1	0	0	0	0	0	0	316
					SOUTH LEG							
36	24	1	0	0	0	0	0	0	0	0	0	61
33	42	6	0	0	0	0	0	0	0	0	0	81
16	30	1	0	0	0	0	0	0	0	0	0	47
29	39	1	0	0	0	0	0	0	0	0	0	69
24	40	0	0	0	0	0	0	0	0	0	0	64
36	39	2	0	0	0	0	0	0	0	0	0	77
22	27	3	0	0	0	0	0	0	0	0	0	52
30	51	2	0	0	0	0	0	0	0	0	0	83
226	292	16	0	0	0	0	0	0	0	0	0	534
					EAST LEG							
7	34	11	0	0	0	0	0	0	0	0	0	52
6	26	12	0	0	0	0	0	0	0	0	0	44
4	19	13	0	0	0	0	0	0	0	0	0	36
9	17	18	0	0	0	0	0	0	0	0	0	44
5	23	14	0	0	0	0	0	0	0	0	0	42
2	29	12	0	0	0	0	0	0	0	0	0	43
4	18	24	0	0	0	0	0	0	0	0	0	46
5	25	22	0	0	0	0	0	0	0	0	0	52
42	191	126	0	0	0	0	0	0	0	0	0	359
					WEST LEG							
7	15	12	0	0	0	0	0	0	0	0	0	34
1	33	4	0	0	0	0	1	0	0	0	0	39
11	27	11	0	0	0	0	0	0	0	0	0	49
4	26	5	0	0	0	0	0	0	0	0	0	35
4	21	3	0	0	0	0	0	0	0	0	0	28
1	19	9	0	0	0	0	0	0	0	0	0	29
2	19	7	0	0	0	0	0	0	0	0	0	28
2	14	10	0	0	0	0	0	0	0	0	0	26
32	174	61	0	0	0	0	1	0	0	0	0	268

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CALIFORNIA YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
14	7	0	0	0	0	0	0	0	0	0	0	21
24	7	5	0	1	0	0	0	0	1	0	0	38
13	9	3	0	1	0	0	0	0	0	0	0	26
10	9	8	1	0	0	0	0	0	0	0	0	28
14	10	3	0	1	0	0	0	0	0	0	0	28
18	13	4	3	1	1	0	0	0	0	0	0	40
14	9	2	1	0	0	0	0	0	0	0	0	26
16	9	4	1	1	0	0	0	0	0	0	0	31
123	73	29	6	5	1	0	0	0	1	0	0	238
					SOUTH LEG							
2	9	1	1	1	0	0	0	0	0	0	0	14
2	9	1	1	2	0	0	0	0	0	0	0	15
6	14	5	0	1	0	0	0	0	0	0	0	26
4	22	4	0	0	1	0	0	0	0	0	0	31
1	11	4	0	0	0	0	0	0	0	0	0	16
5	18	4	0	1	0	0	0	0	0	0	0	28
2	10	0	0	1	0	0	0	0	0	0	0	13
3	9	5	0	0	0	0	0	0	0	0	0	17
25	102	24	2	6	1	0	0	0	0	0	0	160
					EAST LEG							
4	114	1	0	1	0	0	0	0	0	2	0	122
7	101	1	0	1	0	0	0	0	0	0	0	110
6	96	4	0	1	0	0	1	0	0	0	0	108
5	74	2	0	2	1	0	1	0	0	0	0	85
4	91	1	0	1	0	0	0	0	0	1	0	98
5	67	3	0	3	0	0	0	0	0	1	0	79
5	79	2	0	1	2	0	0	0	0	0	0	89
6	55	6	0	0	0	0	0	0	0	0	0	67
42	677	20	0	10	3	0	2	0	0	4	0	758
					WEST LEG							
1	25	5	0	2	0	0	1	0	0	0	0	34
1	45	9	0	1	1	0	0	0	0	0	0	57
1	33	1	0	2	1	0	0	0	0	0	1	39
1	44	15	0	3	0	0	0	0	0	1	0	64
0	52	10	0	2	1	0	1	0	0	0	0	66
4	37	15	0	1	1	0	1	0	0	1	1	61
2	28	11	0	0	0	0	0	1	0	0	1	43
5	28	11	0	1	1	0	0	0	0	0	1	47
15	292	77	0	12	5	0	3	1	0	2	4	411

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : CALIFORNIA YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
21	19	5	0	0	0	0	0	0	0	0	0	45
12	12	4	0	1	0	0	0	0	1	0	0	30
17	10	5	1	0	0	0	0	0	0	0	0	33
16	17	2	0	0	1	0	0	0	0	0	0	36
25	13	5	0	0	0	0	1	0	0	0	0	44
14	14	5	0	1	0	0	0	0	0	0	0	34
19	14	4	1	1	0	0	0	0	1	0	0	40
13	12	4	0	0	0	0	0	0	0	0	0	29
137	111	34	2	3	1	0	1	0	2	0	0	291
						SOUTH LEG						
9	15	5	0	1	0	0	0	0	0	0	0	30
1	18	4	0	1	0	0	0	0	0	0	0	24
3	17	3	0	0	0	0	0	0	0	0	0	23
4	17	5	0	1	0	0	0	0	0	0	0	27
5	23	5	0	0	0	0	0	0	0	0	0	33
4	19	2	0	0	0	0	0	0	0	0	0	25
4	14	9	0	1	0	0	0	0	0	0	0	28
4	29	2	0	1	0	0	0	0	0	0	0	36
34	152	35	0	5	0	0	0	0	0	0	0	226
						EAST LEG						
4	49	2	0	0	0	0	0	0	0	0	0	55
3	42	3	0	1	0	0	0	0	0	0	0	49
2	45	1	0	0	0	0	0	0	0	0	0	48
4	33	1	0	0	0	0	0	0	0	0	0	38
2	45	2	0	0	0	0	0	0	0	0	0	49
4	45	2	1	0	0	0	0	0	0	0	0	52
3	42	5	0	1	0	0	0	0	0	0	0	51
4	40	3	0	1	0	0	0	0	0	0	0	48
26	341	19	1	3	0	0	0	0	0	0	0	390
						WEST LEG						
9	70	17	0	2	0	0	2	2	0	0	0	102
5	79	19	0	2	0	0	2	0	0	1	0	108
4	65	23	0	2	0	0	2	3	0	1	0	100
8	73	19	0	1	0	0	1	0	0	1	1	104
7	78	26	0	2	0	0	0	0	0	0	1	114
7	81	26	0	0	0	0	0	0	0	0	0	114
4	73	18	0	3	0	0	0	0	0	0	0	98
3	96	21	0	0	0	0	0	0	0	0	0	120
47	615	169	0	12	0	0	7	5	0	3	2	860

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : MILL CREEK 02-20-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
						SOUTH LEG						
17	0	130	0	0	2	0	0	0	0	0	0	149
8	0	156	0	0	2	0	0	1	0	0	0	167
6	0	145	0	0	1	0	0	1	0	0	0	153
9	0	140	1	0	1	0	0	0	0	0	0	151
7	0	158	0	0	2	0	0	2	0	0	0	169
5	0	142	0	0	2	0	0	0	0	0	0	149
9	0	135	0	0	1	0	0	1	0	0	0	146
11	0	148	0	0	1	0	0	0	0	0	0	160
72	01	154	1	0	12	0	0	5	0	0	0	1244
						EAST LEG						
0	54	13	0	0	0	0	0	0	0	0	0	67
0	37	17	0	0	0	0	0	0	0	0	0	54
0	43	11	0	0	0	0	0	0	0	0	0	54
0	38	14	0	0	0	0	0	0	0	0	0	52
0	48	12	0	0	0	0	0	0	0	0	0	60
0	33	15	0	0	0	0	0	0	0	0	0	48
0	44	17	0	0	0	0	0	0	0	0	0	61
0	39	11	0	0	0	0	0	0	0	0	0	50
0	336	110	0	0	0	0	0	0	0	0	0	446
						WEST LEG						
19	9	0	0	0	0	0	0	0	0	0	0	28
19	9	0	0	0	0	0	0	0	0	0	0	28
24	10	0	0	0	0	0	0	0	0	0	0	34
21	7	0	0	0	0	0	0	0	0	0	0	28
18	11	0	0	0	0	0	0	0	0	0	0	29
22	15	0	0	0	0	0	0	0	0	0	0	37
25	8	0	0	0	0	0	0	0	0	0	0	33
17	12	0	0	0	0	0	0	0	0	0	0	29
165	81	0	0	0	0	0	0	0	0	0	0	246

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : MILL CREEK 02-20-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTH LEG												
12	0	28	0	0	0	0	0	0	0	0	0	40
7	0	30	0	0	0	0	0	0	0	0	0	37
13	0	32	0	0	0	0	0	0	0	0	0	45
14	0	39	0	0	0	0	0	0	0	0	0	53
10	0	42	0	0	0	0	0	0	0	0	0	52
12	0	33	0	0	0	0	0	0	0	0	0	45
19	0	38	0	0	0	0	0	0	0	0	0	57
11	0	35	0	0	0	0	0	0	0	0	0	46
98	0	277	0	0	0	0	0	0	0	0	0	375
EAST LEG												
0	11	8	0	0	0	0	0	0	0	0	0	19
0	12	21	0	0	0	0	0	0	0	0	0	33
0	18	5	0	0	0	0	0	0	0	0	0	23
0	25	9	0	0	0	0	0	0	0	0	0	34
0	21	11	0	0	0	0	0	0	0	0	0	32
0	29	23	0	0	0	0	0	0	0	0	0	52
0	23	14	0	0	0	0	0	0	0	0	0	37
0	20	12	0	0	0	0	0	0	0	0	0	32
0	159	103	0	0	0	0	0	0	0	0	0	262
WEST LEG												
78	36	0	0	0	0	0	0	0	0	0	0	114
73	38	0	0	0	0	0	0	0	0	0	0	111
93	39	0	0	0	0	0	0	0	0	0	0	132
109	45	0	0	0	0	0	0	0	0	0	0	154
91	37	0	0	0	0	0	0	0	0	0	0	128
82	31	0	0	0	0	0	0	0	0	0	0	113
101	42	0	0	0	0	0	0	0	0	0	0	143
77	34	0	0	0	0	0	0	0	0	0	0	111
704	302	0	0	0	0	0	0	0	0	0	0	1006

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : OAK GLEN 02-20-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
47	49	4	0	2	0	0	0	0	0	0	0	102
35	59	3	1	0	0	0	0	0	0	0	0	98
44	77	5	0	1	0	0	0	0	0	0	0	127
34	64	4	0	0	0	0	0	0	0	0	0	102
40	56	6	0	2	0	0	0	0	0	0	0	104
64	55	9	1	0	0	0	0	0	0	0	0	129
58	48	7	1	0	0	0	0	0	0	0	0	114
45	51	6	0	0	0	0	0	0	0	0	0	102
367	459	44	3	5	0	0	0	0	0	0	0	878
						SOUTH LEG						
11	62	34	0	1	0	0	0	0	0	0	0	108
10	68	31	0	1	0	0	1	0	0	0	0	111
8	81	44	0	0	0	0	0	0	0	0	0	133
6	88	37	0	2	0	0	0	0	0	0	0	133
16	72	49	0	0	0	0	1	0	0	0	0	138
10	73	88	0	1	0	0	0	0	0	0	0	172
14	59	76	0	1	0	0	1	0	0	0	0	151
10	64	71	0	0	0	0	0	0	0	0	0	145
85	567	430	0	6	0	0	3	0	0	0	0	1091
						EAST LEG						
7	25	9	0	0	0	0	0	0	0	0	0	41
5	23	10	0	0	0	0	0	0	0	0	0	38
4	31	12	0	0	0	0	0	0	0	0	0	47
8	29	14	0	0	0	0	0	0	0	0	0	51
6	28	14	0	0	0	0	0	0	0	0	0	48
4	33	12	0	0	0	0	0	0	0	0	0	49
6	30	13	0	0	0	0	0	0	0	0	0	49
5	27	11	0	0	0	0	0	0	0	0	0	43
45	226	95	0	0	0	0	0	0	0	0	0	366
						WEST LEG						
27	10	27	0	0	1	0	0	0	0	0	0	65
30	9	25	0	0	1	0	0	0	0	0	0	65
33	13	30	0	0	0	0	0	1	0	0	0	77
35	10	35	0	0	1	0	0	0	0	0	0	81
25	6	31	0	0	1	0	0	1	0	0	0	64
35	19	20	0	0	1	0	0	0	0	0	0	75
31	14	26	0	0	0	0	0	0	0	0	0	71
28	11	22	0	0	1	0	0	0	0	0	0	62
244	92	216	0	0	6	0	0	2	0	0	0	560

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : OAK GLEN 02-20-08

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
						NORTH LEG						
31	79	14	0	0	0	0	0	0	0	0	0	124
22	66	7	0	0	0	0	0	0	0	0	0	95
27	76	12	0	0	0	0	0	0	0	0	0	115
35	71	10	0	0	0	0	0	0	0	0	0	116
30	73	10	0	0	0	0	0	0	0	0	0	113
34	81	16	0	0	0	0	0	0	0	0	0	131
30	75	9	0	0	0	0	0	0	0	0	0	114
33	70	13	0	0	0	0	0	0	0	0	0	116
242	591	91	0	0	0	0	0	0	0	0	0	924
						SOUTH LEG						
2	42	30	0	0	0	0	0	0	0	0	0	74
1	53	24	0	0	0	0	0	0	0	0	0	78
2	64	28	0	0	0	0	0	0	0	0	0	94
8	57	23	0	0	0	0	0	0	0	0	0	88
9	76	31	0	0	0	0	0	0	0	0	0	116
8	51	32	0	0	0	0	0	0	0	0	0	91
8	41	24	0	0	0	0	0	0	0	0	0	73
1	45	20	0	0	0	0	0	0	0	0	0	66
39	429	212	0	0	0	0	0	0	0	0	0	680
						EAST LEG						
13	19	13	0	0	0	0	0	0	0	0	0	45
9	22	9	0	0	0	0	0	0	0	0	0	40
14	26	10	0	0	0	0	0	0	0	0	0	50
11	23	7	0	0	0	0	0	0	0	0	0	41
15	20	16	0	0	0	0	0	0	0	0	0	51
10	13	3	0	0	0	0	0	0	0	0	0	26
13	20	8	0	0	0	0	0	0	0	0	0	41
12	21	10	0	0	0	0	0	0	0	0	0	43
97	164	76	0	0	0	0	0	0	0	0	0	337
						WEST LEG						
27	31	37	0	0	0	0	0	0	0	0	0	95
31	33	42	0	0	0	0	0	0	0	0	0	106
40	40	55	0	0	0	0	0	0	0	0	0	135
36	31	49	0	0	0	0	0	0	0	0	0	116
35	34	59	0	0	0	0	0	0	0	0	0	128
41	43	57	0	0	0	0	0	0	0	0	0	141
38	36	48	0	0	0	0	0	0	0	0	0	122
35	30	52	0	0	0	0	0	0	0	0	0	117
283	278	399	0	0	0	0	0	0	0	0	0	960

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : YUCAIPA 02-19-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
21	23	6	0	0	0	0	0	0	0	0	0	50
39	27	6	0	0	0	0	0	0	0	0	0	72
44	26	3	0	0	0	0	0	0	0	0	0	73
37	36	8	0	1	1	0	0	0	0	0	0	83
26	36	14	0	1	0	0	0	0	0	0	0	77
32	29	10	1	0	0	0	0	0	0	0	0	72
34	30	6	0	1	0	0	0	0	0	0	0	71
24	25	9	0	0	0	0	0	0	0	0	0	58
257	232	62	1	3	1	0	0	0	0	0	0	556
SOUTH LEG												
4	26	24	0	1	0	0	0	0	0	0	0	55
8	50	22	0	0	0	0	0	0	0	0	0	80
11	43	40	0	0	0	0	0	0	0	0	0	94
10	46	19	1	0	0	0	1	0	0	0	0	77
12	47	23	0	0	0	0	0	0	0	0	0	82
9	41	20	1	0	0	0	0	0	0	0	0	71
12	33	22	0	0	0	0	0	0	0	0	0	67
7	32	17	0	0	0	0	0	0	0	0	0	56
73	318	187	2	1	0	0	1	0	0	0	0	582
EAST LEG												
7	58	10	0	0	0	0	0	0	0	4	0	79
5	76	14	0	0	0	0	0	0	0	3	0	98
12	85	16	0	1	0	0	0	0	0	2	0	116
9	91	15	0	0	0	0	0	0	0	3	0	118
13	104	12	0	0	0	0	0	0	0	2	0	131
10	96	19	0	3	0	0	0	0	0	1	0	129
11	96	16	0	0	0	0	0	0	0	0	0	123
11	82	10	0	0	0	0	0	0	0	1	0	104
78	688	112	0	4	0	0	0	0	0	16	0	898
WEST LEG												
14	39	16	0	2	0	0	0	0	0	3	0	74
20	35	16	0	5	0	0	0	0	0	0	0	76
19	34	22	0	2	0	0	0	0	0	1	0	78
14	50	19	0	0	0	0	0	0	0	2	0	85
21	56	23	0	1	0	0	0	0	0	0	0	101
16	56	16	0	2	0	0	0	0	0	1	0	91
10	65	20	0	0	0	0	0	0	0	1	0	96
10	49	15	0	0	0	0	0	0	0	0	0	74
124	384	147	0	12	0	0	0	0	0	8	0	675

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : YUCAIPA 02-19-08

BEGINNING TIME : 04:00PM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
14	59	5	0	0	0	0	0	0	0	0	0	78
23	56	7	0	0	0	0	0	0	0	0	0	86
20	58	7	0	0	0	0	0	0	0	0	0	85
12	44	11	0	0	0	0	0	0	0	0	0	67
10	50	9	0	0	0	0	0	0	0	0	0	69
15	43	12	1	0	0	0	0	0	0	0	0	71
15	51	5	0	0	1	0	0	0	0	0	0	72
11	56	6	0	0	0	0	0	0	0	0	0	73
120	417	62	1	0	1	0	0	0	0	0	0	601
					SOUTH LEG							
9	52	20	0	1	0	0	0	0	0	0	0	82
6	54	16	0	0	0	0	0	0	0	0	0	76
4	49	20	0	0	1	0	0	0	0	0	0	74
14	22	19	0	0	0	0	0	0	0	0	0	55
10	22	20	0	2	0	0	0	0	0	0	0	54
16	37	26	0	0	0	0	0	0	0	0	0	79
17	34	12	0	1	0	0	0	0	0	0	0	64
12	32	10	0	0	0	0	0	0	0	0	0	54
88	302	143	0	4	1	0	0	0	0	0	0	538
					EAST LEG							
7	38	19	0	1	0	0	0	0	0	5	0	70
11	55	20	0	0	0	0	0	0	0	6	0	92
4	53	15	0	1	1	0	0	0	0	3	0	77
5	64	19	0	0	0	0	0	0	0	0	0	88
5	70	21	0	3	0	0	0	0	0	0	0	99
6	66	10	0	0	0	0	0	0	0	0	0	82
6	57	19	0	0	0	0	0	0	0	0	0	82
9	60	13	0	0	0	0	0	0	0	0	0	82
53	463	136	0	5	1	0	0	0	0	14	0	672
					WEST LEG							
20	66	22	0	0	0	0	0	0	0	3	0	111
14	72	34	0	1	0	0	0	0	0	4	0	125
18	88	42	1	1	0	0	0	0	0	4	0	154
24	99	28	0	1	0	0	0	0	0	0	0	152
33	99	31	0	0	0	0	0	0	0	0	0	163
29	112	30	0	2	0	0	0	0	0	0	0	173
20	89	22	0	0	0	0	0	0	0	0	0	131
20	73	20	0	0	0	0	0	0	0	0	0	113
178	698	229	1	5	0	0	0	0	0	11	0	1122

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SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT — YUCAIPA

EAST-WEST STREET : WILDWOOD — 02-19-08

BEGINNING TIME : 07:00AM

AUTOS RT	AUTOS THRU	AUTOS LT	LARGE 2 AXLE RT	LARGE 2 AXLE THRU	LARGE 2 AXLE LT	3 AXLE RT	3 AXLE THRU	3 AXLE LT	4(+) AXLE RT	4(+) AXLE THRU	4(+) AXLE LT	TOTALS
					NORTH LEG							
11	17	6	0	0	0	0	0	0	0	0	0	34
10	20	7	0	0	0	0	0	0	0	0	0	37
9	28	6	0	0	0	0	0	0	0	0	0	43
7	25	5	2	2	0	0	0	0	0	0	0	41
6	21	8	0	0	0	0	0	0	0	0	0	35
11	20	5	0	0	0	0	0	0	0	0	0	36
10	8	5	0	0	0	0	0	0	0	0	0	23
10	16	7	0	0	0	0	0	0	0	0	0	33
74	155	49	2	2	0	0	0	0	0	0	0	282
					SOUTH LEG							
2	13	6	0	0	0	0	0	0	0	0	0	21
3	15	6	0	0	1	0	0	0	0	0	0	25
2	35	4	0	0	2	0	0	0	0	0	0	43
2	12	9	0	0	0	0	0	0	0	0	0	23
3	22	11	0	0	1	0	0	0	0	0	0	37
4	7	9	0	0	0	0	0	0	0	0	0	20
4	6	6	0	0	0	0	0	0	0	0	0	16
2	8	6	0	0	0	0	0	0	0	0	0	16
22	118	57	0	0	4	0	0	0	0	0	0	201
					EAST LEG							
20	72	6	0	0	0	0	0	0	0	0	0	98
26	88	7	0	1	0	0	0	0	0	0	0	122
22	94	6	0	0	0	0	0	0	0	0	0	122
30	96	8	0	0	0	0	0	0	0	0	0	134
34	103	6	0	0	0	0	0	0	0	0	0	143
29	89	6	0	0	0	0	0	0	0	0	0	124
30	94	9	0	0	0	0	0	0	0	0	0	133
32	82	3	0	3	0	0	0	0	0	0	0	120
223	718	51	0	4	0	0	0	0	0	0	0	996
					WEST LEG							
2	19	4	0	1	0	0	0	0	0	0	0	26
4	26	8	0	0	0	0	0	0	0	0	0	38
2	32	12	0	1	0	0	0	0	0	0	0	47
5	30	7	0	0	0	0	0	0	0	0	0	42
6	34	6	0	0	0	0	0	0	0	0	0	46
3	46	5	0	2	0	0	0	0	0	0	0	56
7	37	4	0	0	0	0	0	0	0	0	0	48
2	30	4	0	0	0	0	0	0	0	0	0	36
31	254	50	0	4	0	0	0	0	0	0	0	339

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : WILDWOOD 02-19-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
					NORTH LEG							
13	18	10	1	0	0	0	0	0	0	0	0	42
23	6	10	0	1	0	0	0	0	0	0	0	40
16	7	20	0	0	0	0	0	0	0	0	0	43
13	5	14	0	0	0	0	0	0	0	0	0	32
25	8	9	2	1	0	0	0	0	0	0	0	45
20	5	16	0	1	0	0	0	0	0	0	0	42
15	12	8	1	0	0	0	0	0	0	0	0	36
12	8	8	0	0	0	0	0	0	0	0	0	28
137	69	95	4	3	0	0	0	0	0	0	0	308
					SOUTH LEG							
6	19	14	0	2	0	0	0	0	0	0	0	41
6	15	10	0	0	0	0	0	0	0	0	0	31
9	14	9	0	0	1	0	0	0	0	0	0	33
20	4	16	0	1	0	0	0	0	0	0	0	41
17	10	21	0	0	1	0	0	0	0	0	0	49
10	14	10	0	0	0	0	0	0	0	0	0	34
14	7	14	0	0	0	0	0	0	0	0	0	35
6	6	13	1	0	0	0	0	0	0	0	0	26
88	89	107	1	3	2	0	0	0	0	0	0	290
					EAST LEG							
6	44	2	0	0	0	0	0	0	0	0	0	52
2	55	2	0	1	0	0	1	0	0	0	0	61
2	55	5	0	0	0	0	0	0	0	0	0	62
4	63	3	0	0	0	0	0	0	0	0	0	70
3	51	7	0	3	0	0	0	0	0	0	0	64
7	49	7	0	0	0	0	0	0	0	0	0	63
2	44	5	0	0	0	0	0	0	0	0	0	51
2	45	2	0	0	0	0	0	0	0	0	0	49
28	406	33	0	4	0	0	1	0	0	0	0	472
					WEST LEG							
9	59	4	0	3	0	0	0	0	0	0	0	75
21	69	3	0	4	0	0	0	0	0	0	0	97
11	94	6	0	0	0	0	0	0	0	0	0	111
16	82	6	0	0	0	0	0	0	0	0	0	104
14	90	9	0	0	0	0	0	0	0	0	0	113
14	77	7	0	0	0	0	0	0	0	0	0	98
10	62	10	0	0	0	0	0	0	0	0	0	82
5	55	6	0	0	0	0	0	0	0	0	0	66
100	588	51	0	7	0	0	0	0	0	0	0	746

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SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 07:00AM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
						NORTH LEG						
12	7	1	0	2	3	0	1	1	0	0	0	27
15	9	7	0	0	0	0	0	0	0	0	0	31
19	12	6	0	0	0	0	0	0	0	0	0	37
10	11	10	0	0	0	0	0	0	0	0	0	31
19	5	11	0	0	0	0	0	0	0	0	0	35
14	10	5	0	0	0	0	0	0	0	0	0	29
9	9	4	0	0	0	0	0	0	0	0	0	22
9	6	8	0	0	0	0	0	0	0	0	0	23
107	69	52	0	2	3	0	1	1	0	0	0	235
						SOUTH LEG						
5	5	4	1	1	1	1	2	0	0	0	0	20
13	8	12	0	0	0	0	0	0	0	0	0	33
0	10	3	0	0	0	0	0	0	0	0	0	13
3	7	1	0	0	0	0	0	0	0	0	0	11
3	11	3	0	0	0	0	0	0	0	0	0	17
4	6	5	0	0	0	0	0	0	0	0	0	15
2	8	7	0	0	0	0	0	0	0	0	0	17
3	7	3	0	0	0	0	0	0	0	0	0	13
33	62	38	1	1	1	1	2	0	0	0	0	139
						EAST LEG						
3	85	3	0	4	0	0	3	0	0	4	0	102
9	84	3	0	0	1	0	0	0	0	0	0	97
10	79	5	0	0	0	0	0	0	0	0	0	94
6	71	2	0	0	0	0	0	0	0	0	0	79
9	75	3	0	0	0	0	0	0	0	0	0	87
4	57	2	0	0	0	0	0	0	0	0	0	63
0	61	6	0	0	0	0	0	0	0	0	0	67
1	49	5	0	0	0	0	0	0	0	0	0	55
42	561	29	0	4	1	0	3	0	0	4	0	644
						WEST LEG						
1	8	5	0	8	2	0	2	2	0	2	0	30
1	36	7	0	6	0	0	0	0	0	0	0	50
2	34	11	0	0	0	0	0	0	0	0	0	47
3	47	8	0	0	0	0	0	0	0	0	0	58
2	34	15	0	0	0	0	0	0	0	0	0	51
3	31	7	0	0	0	0	0	0	0	0	0	41
3	21	7	0	0	0	0	0	0	0	0	0	31
4	24	7	0	0	0	0	0	0	0	0	0	35
19	235	67	0	14	2	0	2	2	0	2	0	343

Prepared by Newport Traffic Studies

SANBAG CLASSIFICATION SUMMARY

NORTH-SOUTH STREET : BRYANT YUCAIPA

EAST-WEST STREET : COUNTY LINE RD 02-19-08

BEGINNING TIME : 04:00PM

AUTOS			LARGE 2 AXLE			3 AXLE			4(+) AXLE			TOTALS
RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
NORTH LEG												
9	18	3	0	0	0	0	0	0	0	0	0	30
10	9	3	0	0	0	0	0	0	0	0	0	22
4	9	2	0	0	0	0	1	0	0	0	0	16
11	7	5	0	0	0	0	0	0	0	0	0	23
5	13	9	0	0	0	0	0	0	0	0	0	27
11	6	2	0	0	0	0	0	0	0	0	0	19
10	11	6	0	0	0	0	0	0	0	0	0	27
5	7	1	0	0	0	0	0	0	0	0	0	13
65	80	31	0	0	0	0	1	0	0	0	0	177
SOUTH LEG												
1	15	5	0	0	0	0	0	0	1	0	0	22
4	6	5	0	0	0	0	0	0	0	0	0	15
2	11	5	0	0	0	0	0	0	0	0	0	18
6	10	2	0	0	0	0	0	0	0	0	0	18
1	21	5	0	0	0	0	0	0	0	0	0	27
4	14	3	0	0	0	0	0	0	0	1	0	22
3	10	0	0	0	0	0	0	0	0	0	0	13
8	9	5	0	0	0	0	0	0	0	0	0	22
29	96	30	0	0	0	0	0	0	1	1	0	157
EAST LEG												
5	39	2	0	0	1	0	0	0	0	0	0	47
1	35	0	0	1	0	0	0	0	0	0	0	37
3	38	1	0	0	0	0	0	0	0	0	0	42
4	23	0	0	0	0	0	0	0	0	0	0	27
1	38	3	0	0	0	0	0	0	0	0	0	42
2	35	3	0	1	0	0	0	0	0	0	0	41
2	42	1	0	1	0	0	0	0	0	0	0	46
3	25	1	0	0	0	0	0	0	0	0	0	29
21	275	11	0	3	1	0	0	0	0	0	0	311
WEST LEG												
8	57	19	0	0	3	0	1	0	0	0	0	88
6	64	12	0	1	1	0	0	0	0	1	0	85
11	55	6	0	0	0	0	0	1	0	1	0	74
5	65	11	0	1	0	0	0	0	0	0	0	82
7	57	17	0	1	0	0	0	0	0	0	1	83
8	66	16	0	0	0	0	0	0	0	0	0	90
3	64	15	0	0	0	0	0	0	0	0	0	82
3	78	9	0	0	0	0	0	0	0	0	0	90
51	506	105	0	3	4	0	1	1	0	2	1	674

Prepared by Newport Traffic Studies

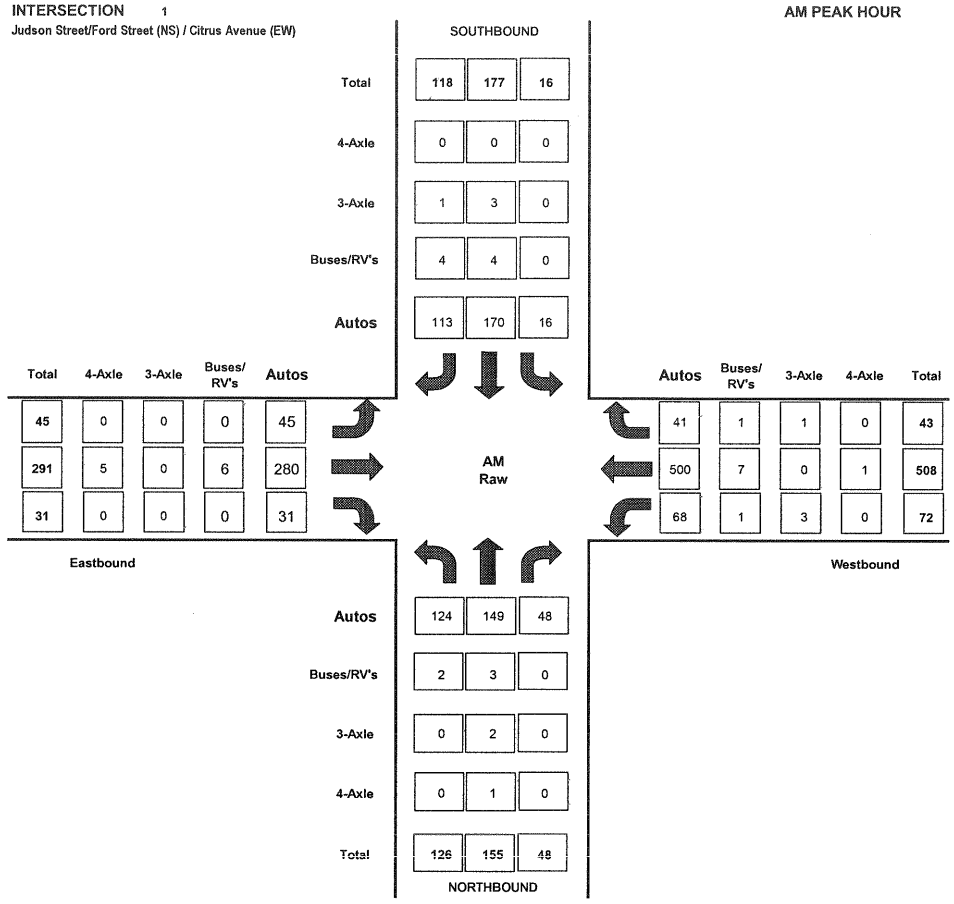
APPENDIX 3.3

Peak Hour Intersection Volumes by Vehicle Type

RAW PEAK HOUR COUNT SUMMARY

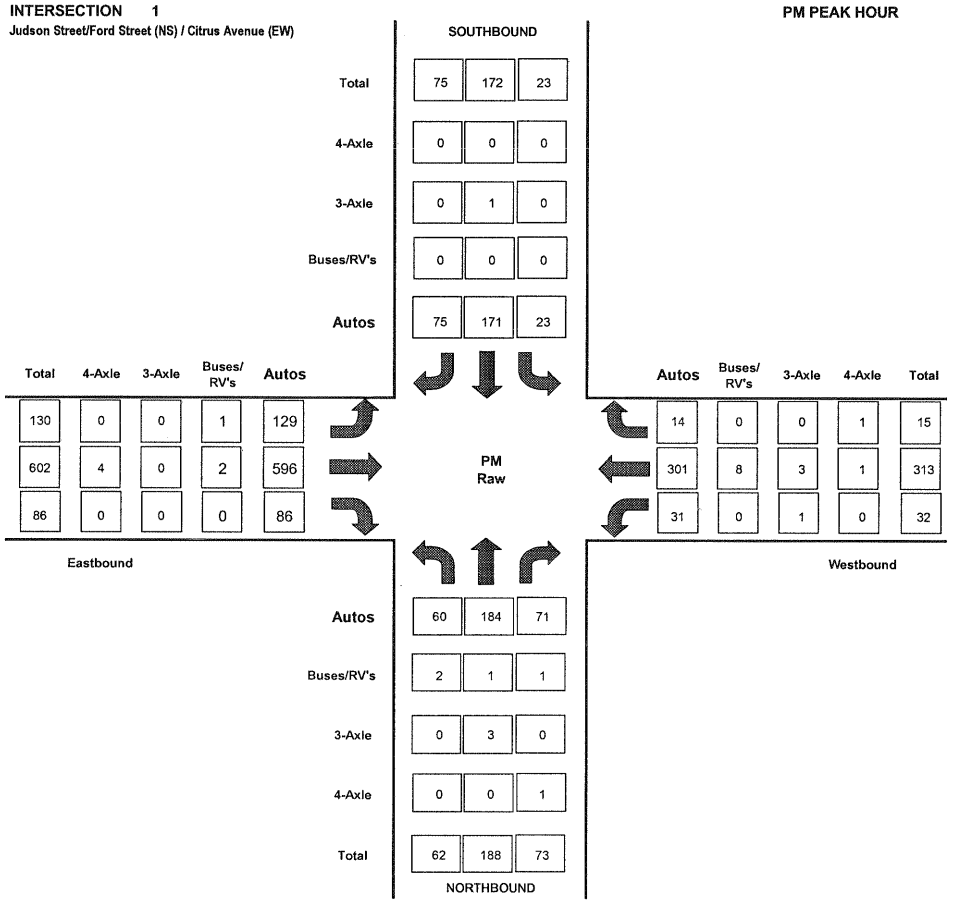
INTERSECTION 1
Judson Street/Ford Street (NS) / Citrus Avenue (EW)

AM PEAK HOUR



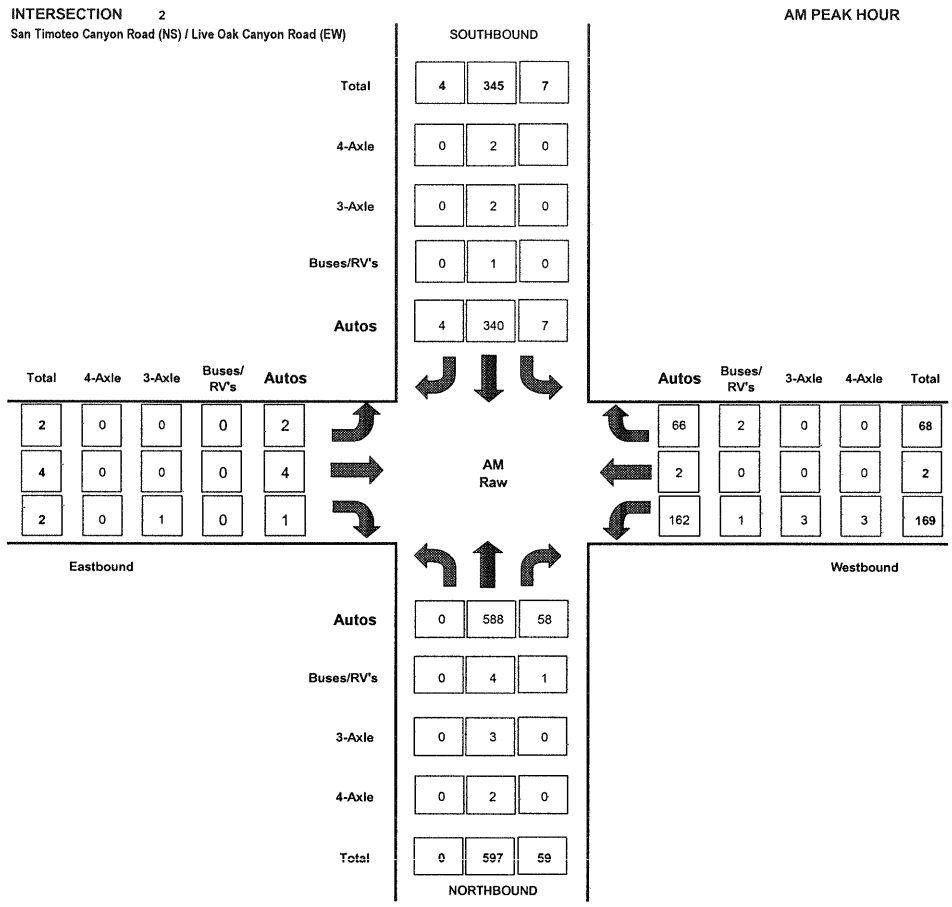
INTERSECTION 1
Judson Street/Ford Street (NS) / Citrus Avenue (EW)

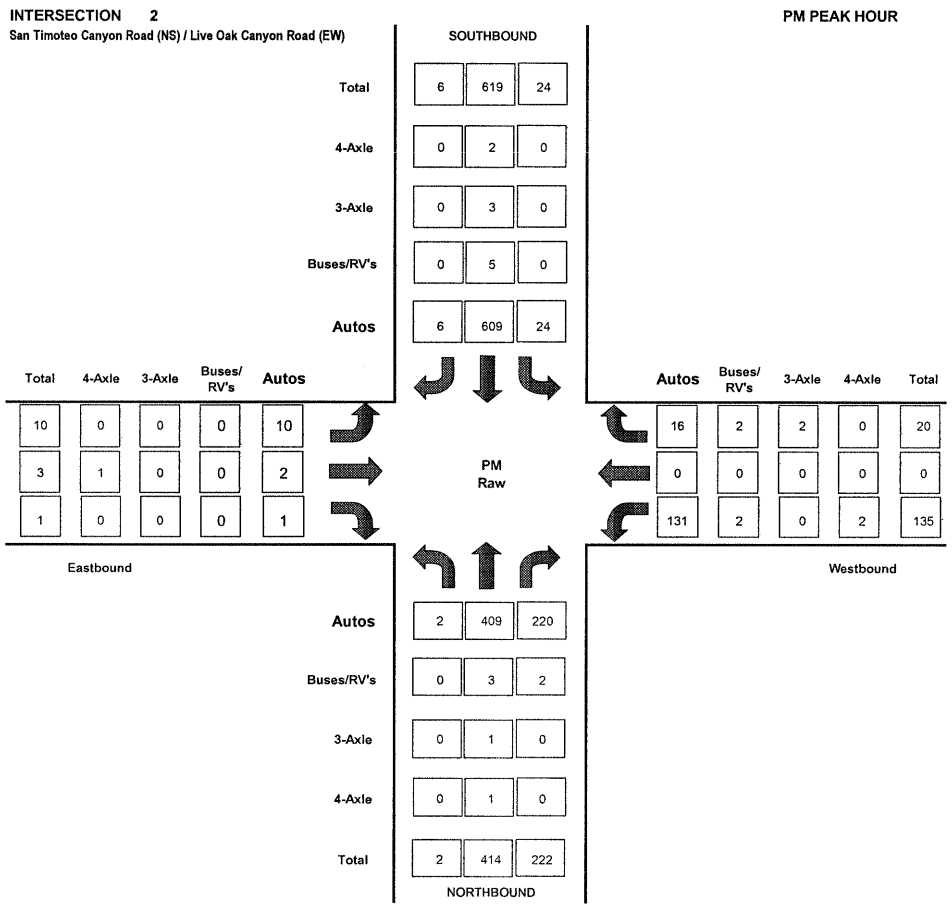
PM PEAK HOUR



URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

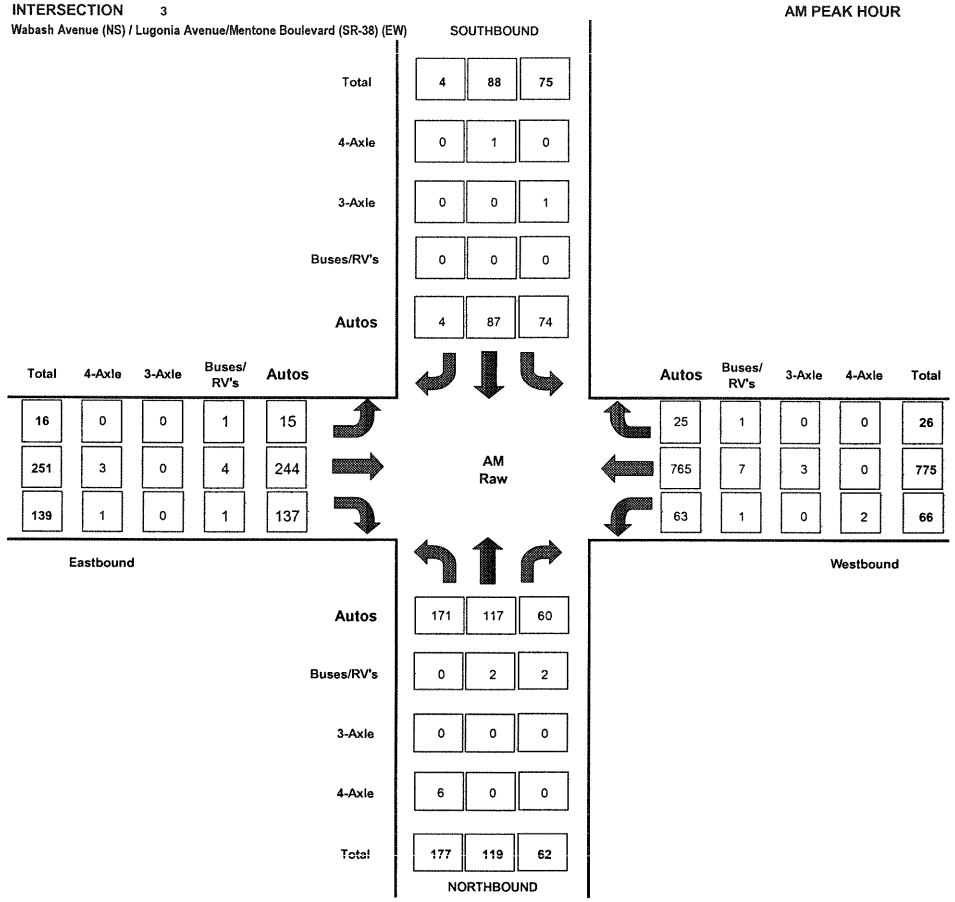




RAW PEAK HOUR COUNT SUMMARY

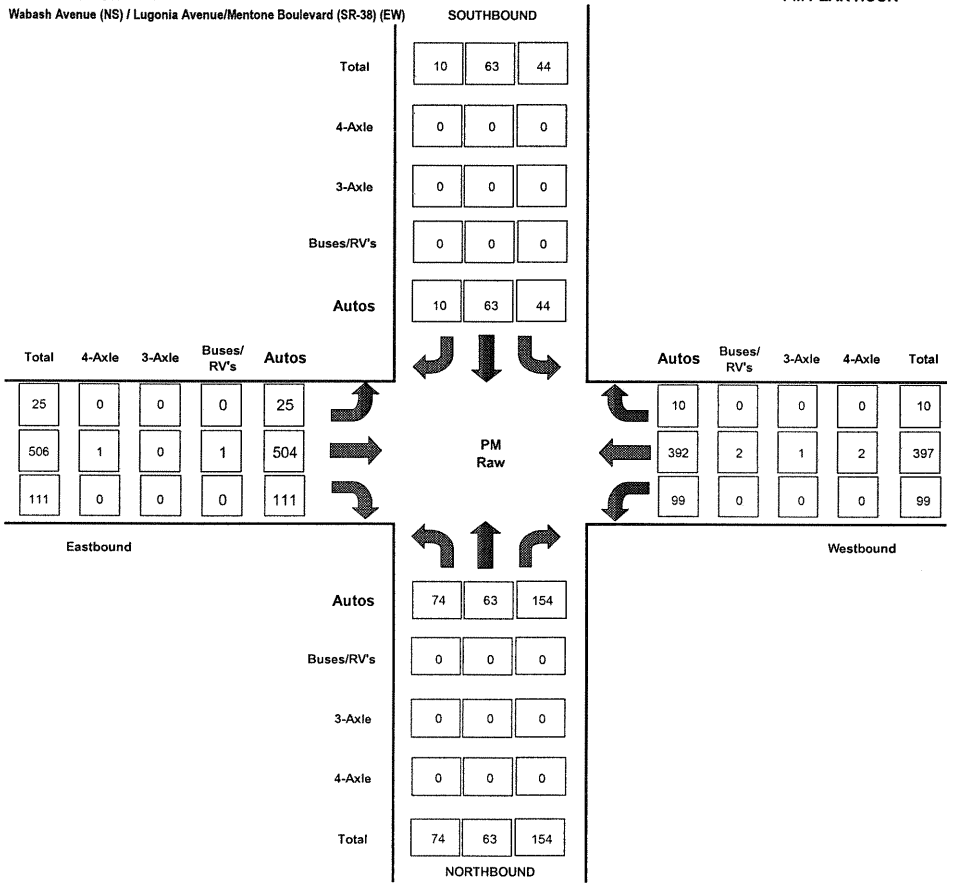
INTERSECTION 3
Wabash Avenue (NS) / Lugonia Avenue/Mentone Boulevard (SR-38) (EW)

AM PEAK HOUR



INTERSECTION 3
Wabash Avenue (NS) / Lugonia Avenue/Mentone Boulevard (SR-38) (EW)

PM PEAK HOUR

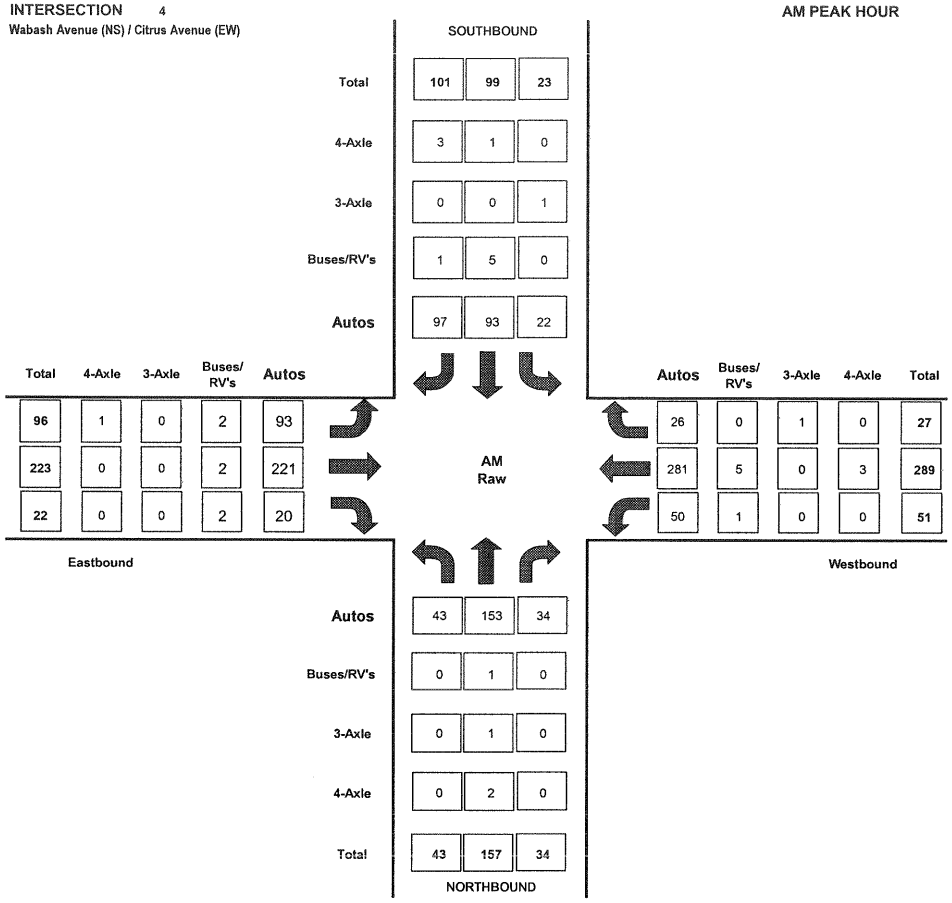


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

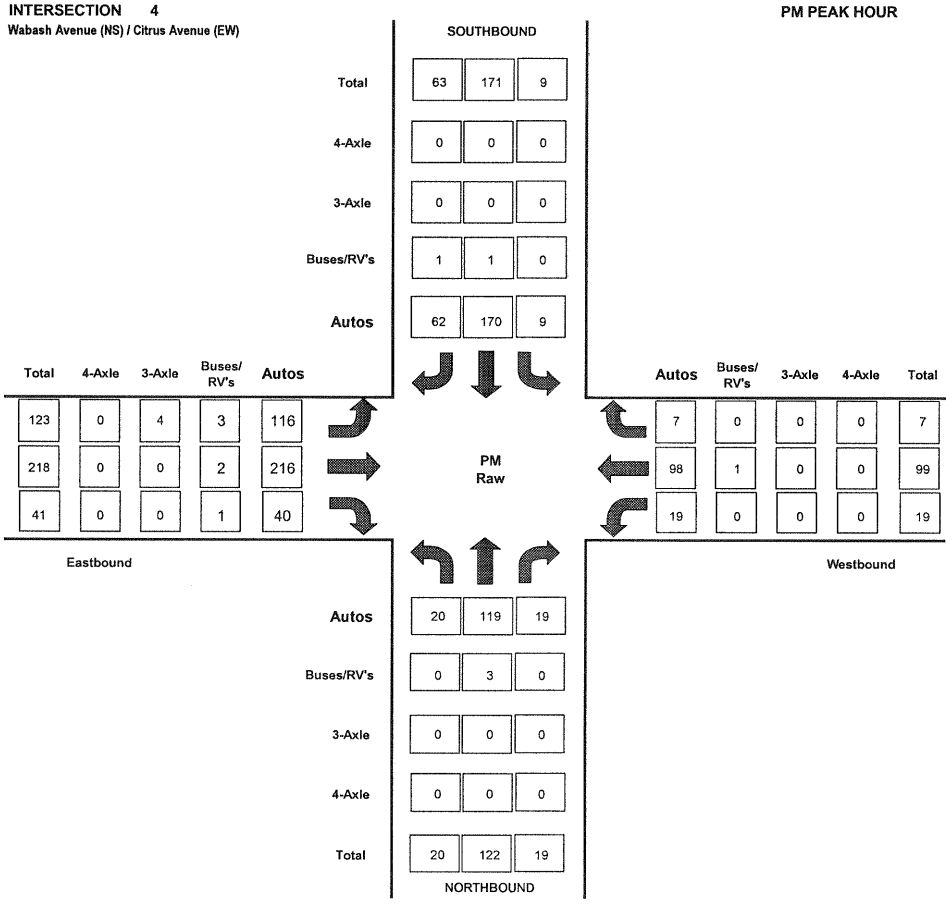
INTERSECTION 4
Wabash Avenue (NS) / Citrus Avenue (EW)

AM PEAK HOUR



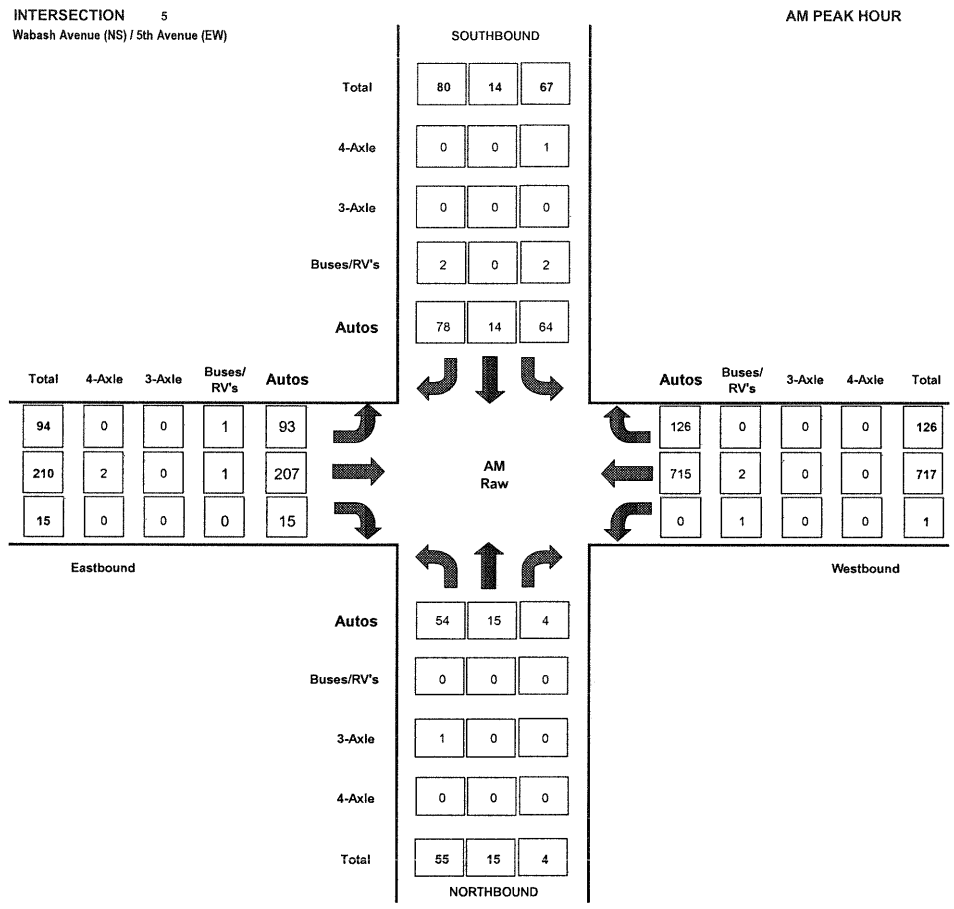
INTERSECTION 4
Wabash Avenue (NS) / Citrus Avenue (EW)

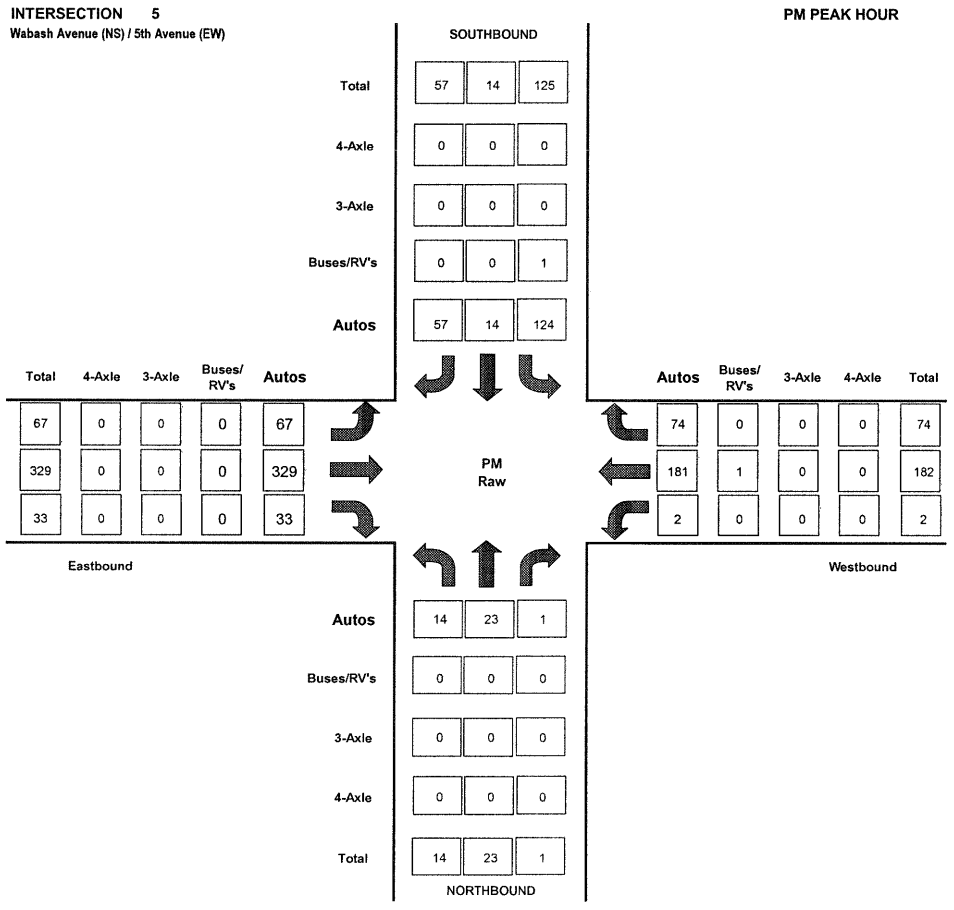
PM PEAK HOUR



URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

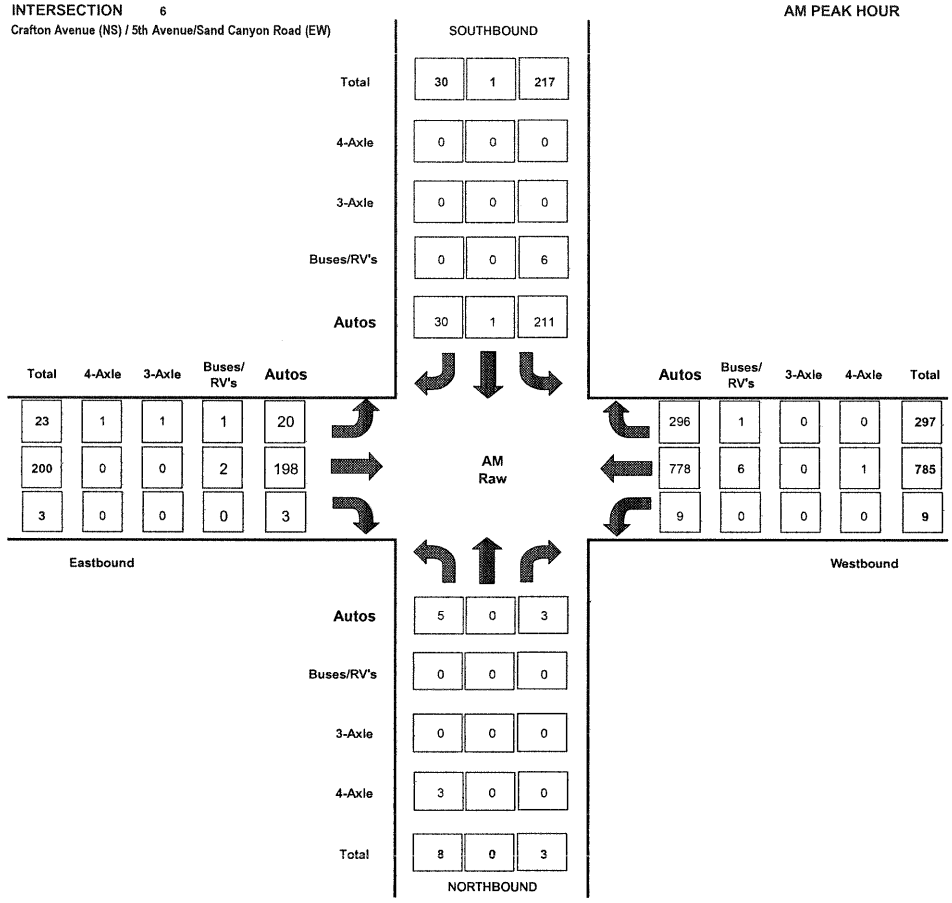




RAW PEAK HOUR COUNT SUMMARY

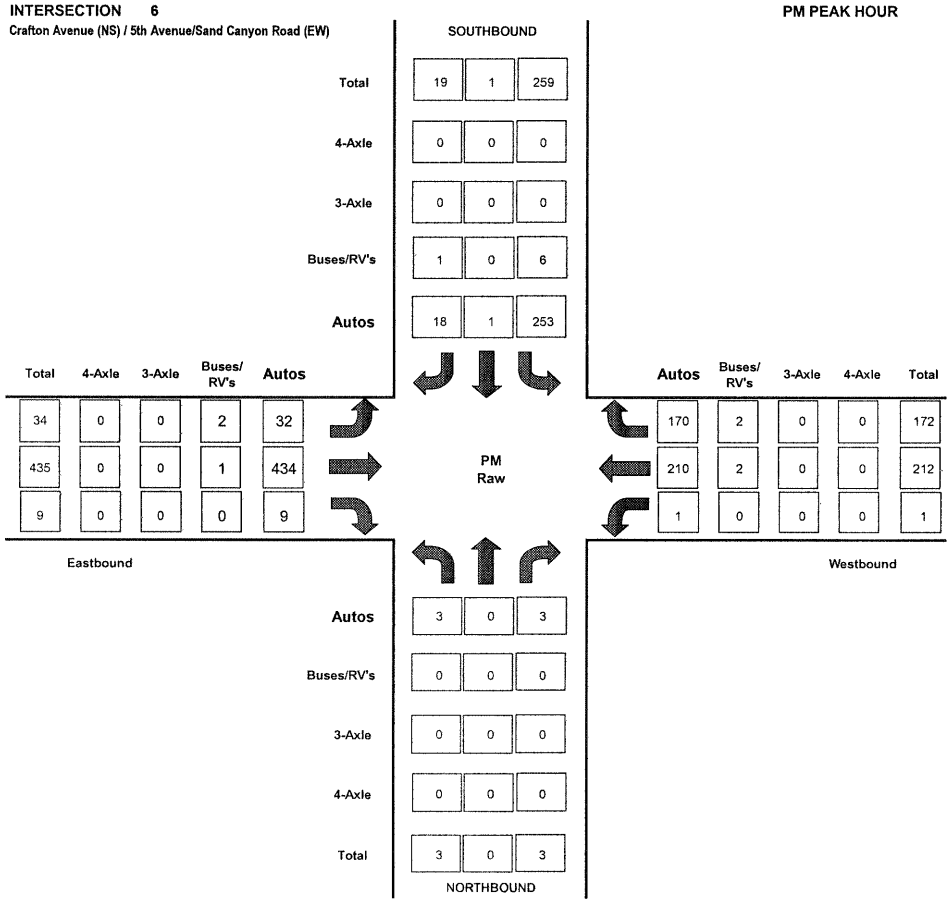
INTERSECTION 6 — **AM PEAK HOUR**

Crafton Avenue (NS) / 5th Avenue/Sand Canyon Road (EW)

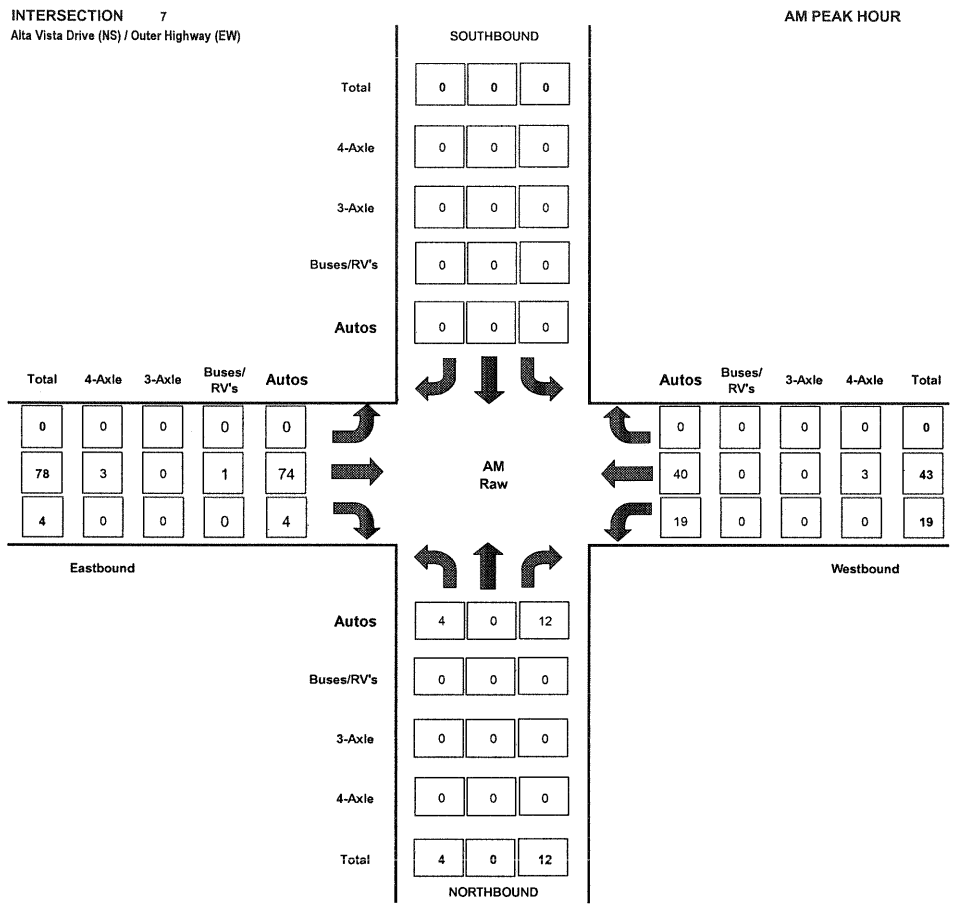


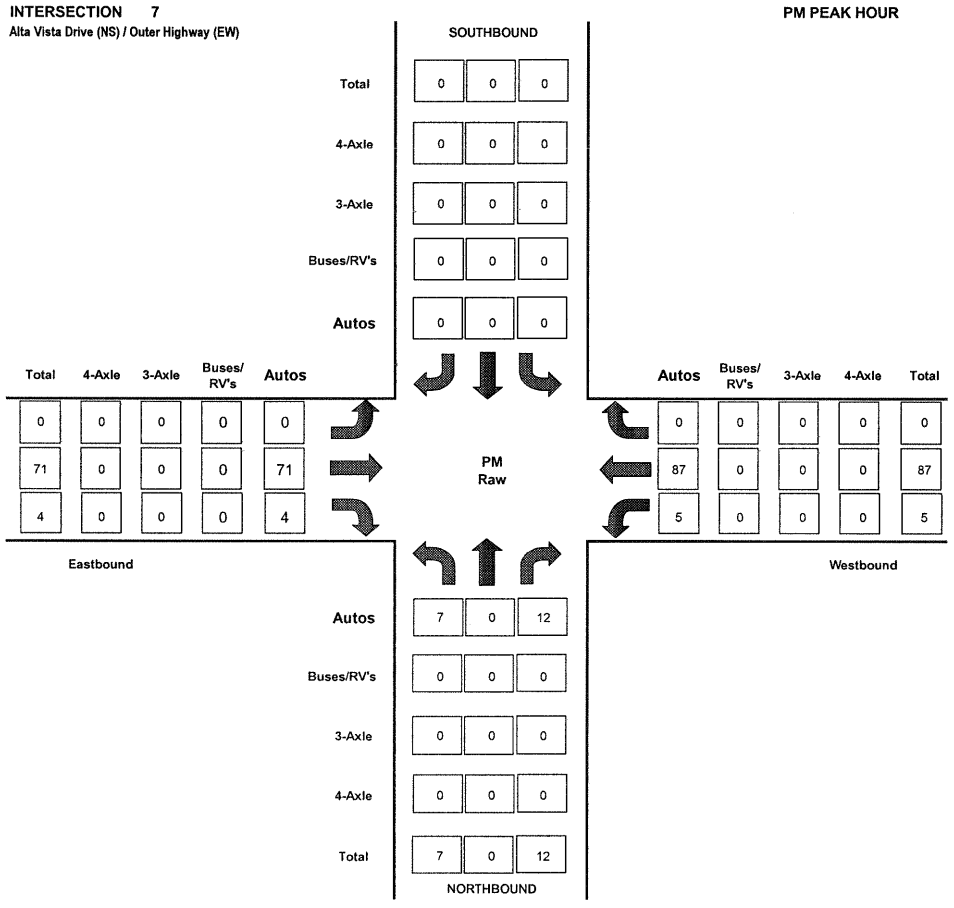
INTERSECTION 6 — **PM PEAK HOUR**

Crafton Avenue (NS) / 5th Avenue/Sand Canyon Road (EW)



RAW PEAK HOUR COUNT SUMMARY

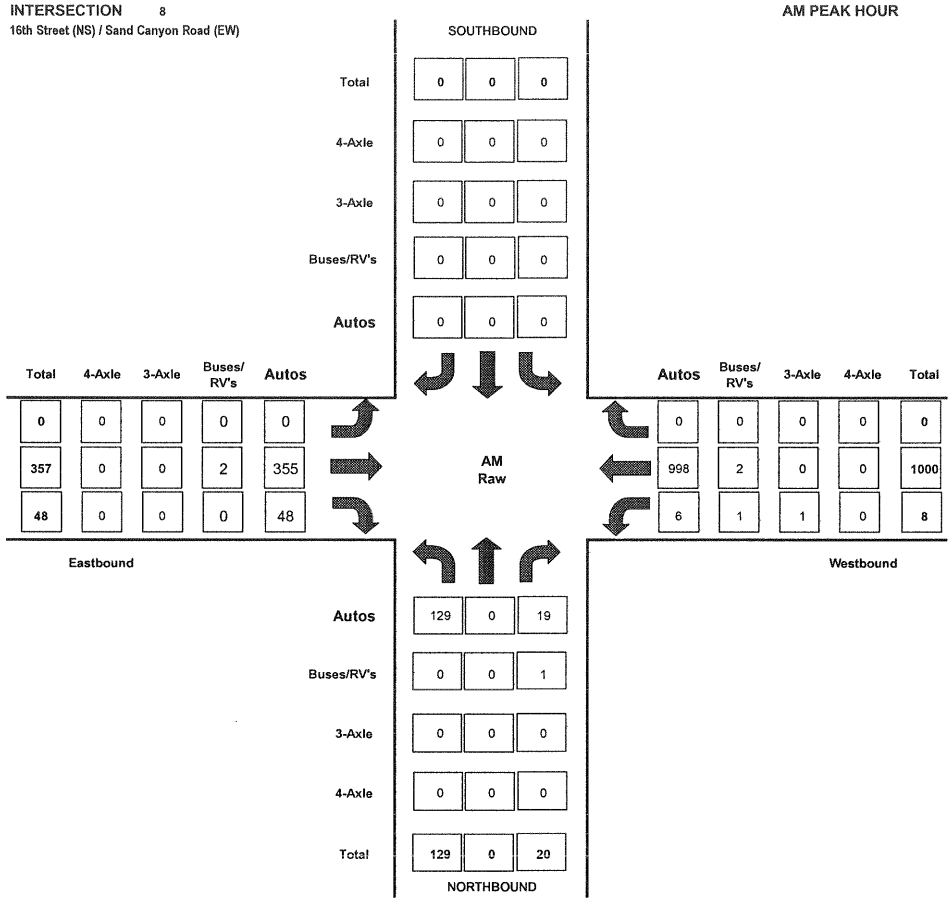




RAW PEAK HOUR COUNT SUMMARY

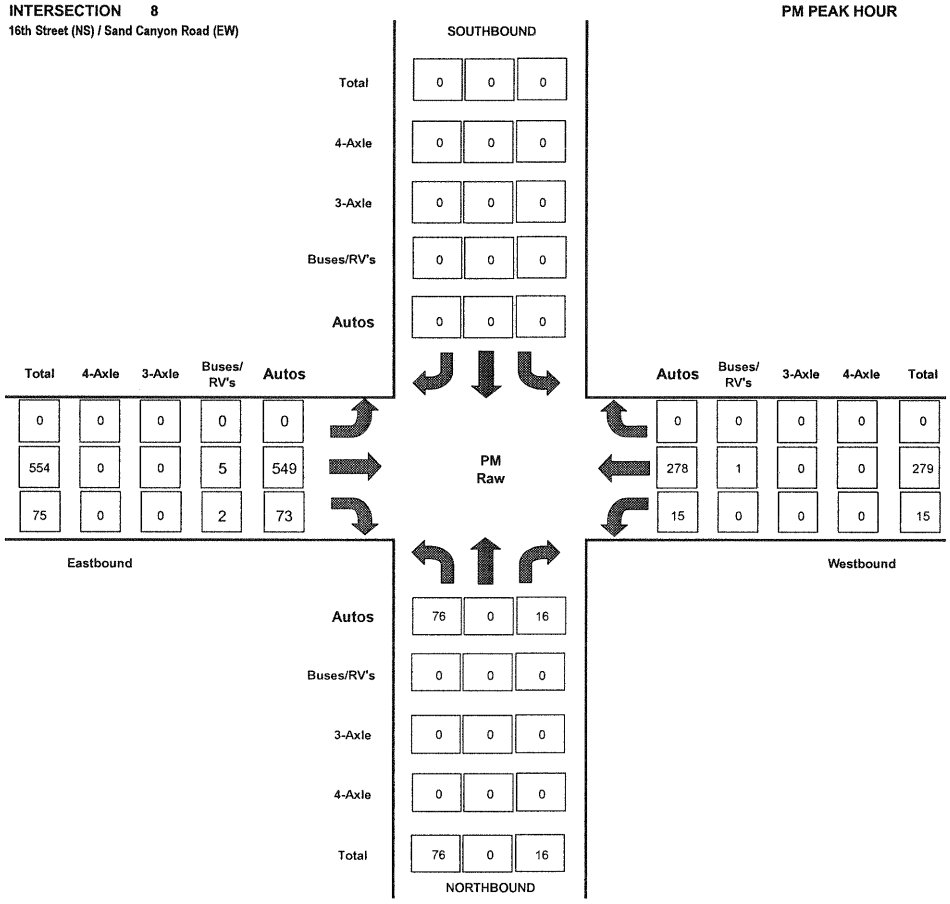
INTERSECTION 8
16th Street (NS) / Sand Canyon Road (EW)

AM PEAK HOUR



INTERSECTION 8
16th Street (NS) / Sand Canyon Road (EW)

PM PEAK HOUR

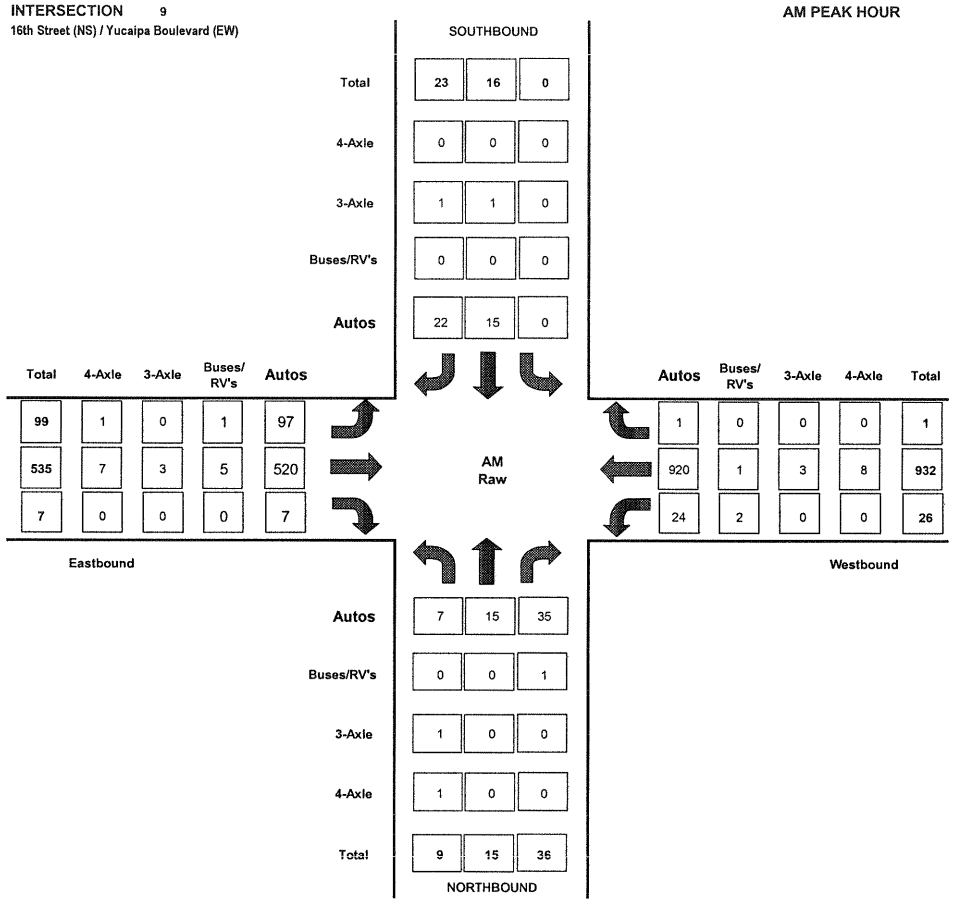


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

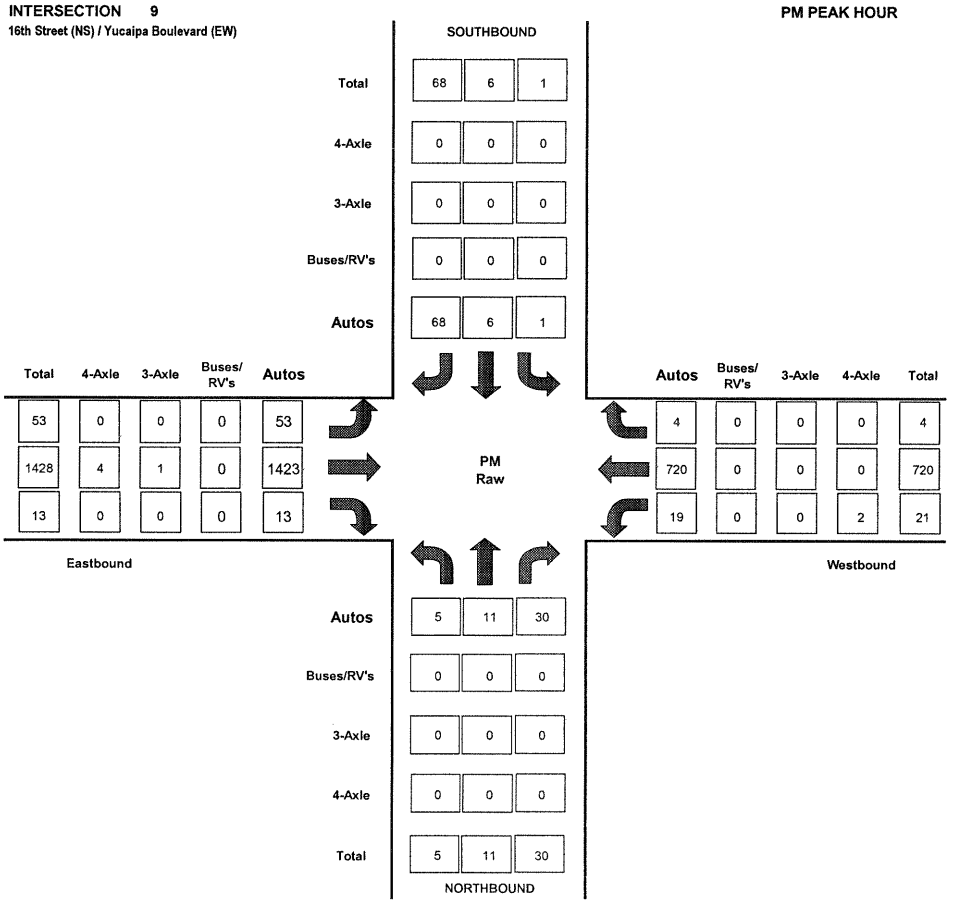
INTERSECTION 9
16th Street (NS) / Yucaipa Boulevard (EW)

AM PEAK HOUR



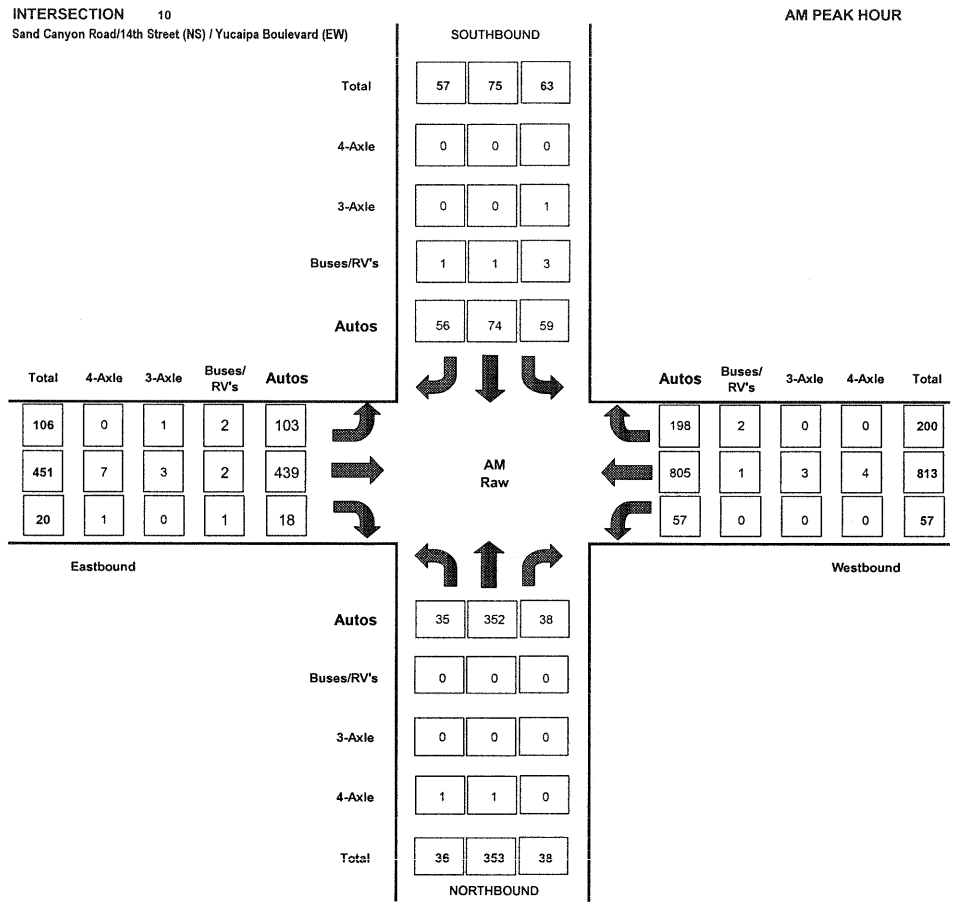
INTERSECTION 9
16th Street (NS) / Yucaipa Boulevard (EW)

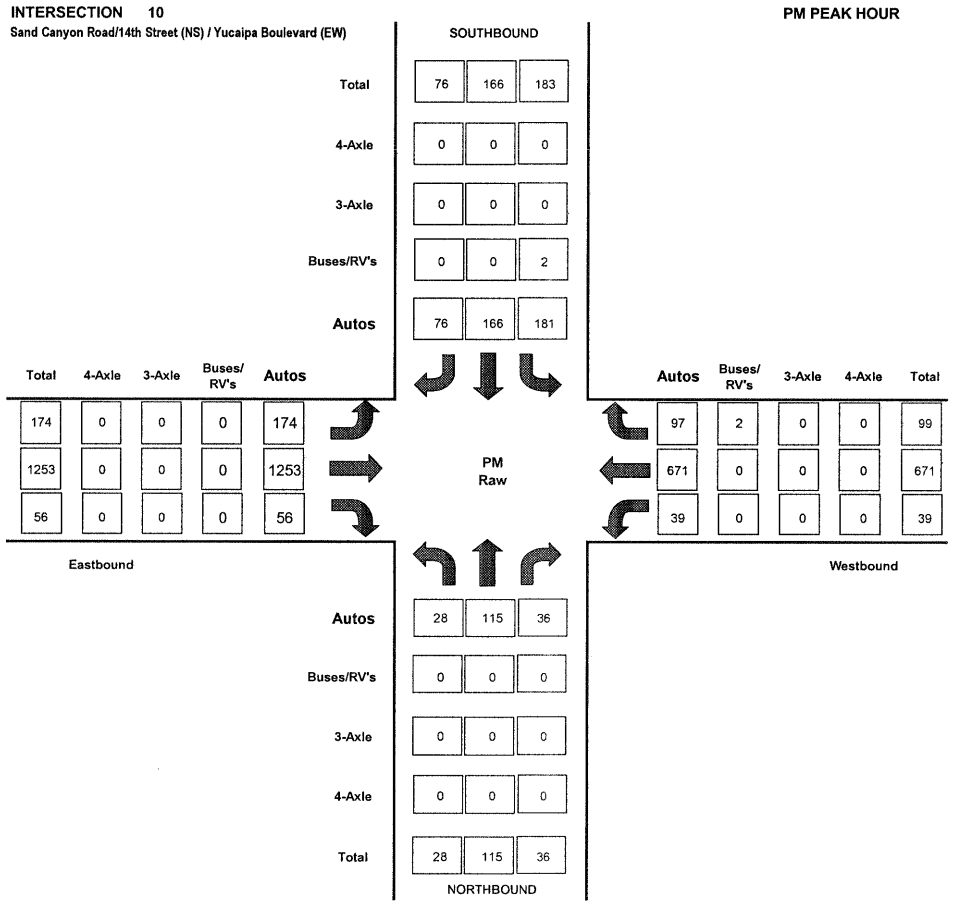
PM PEAK HOUR



URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY



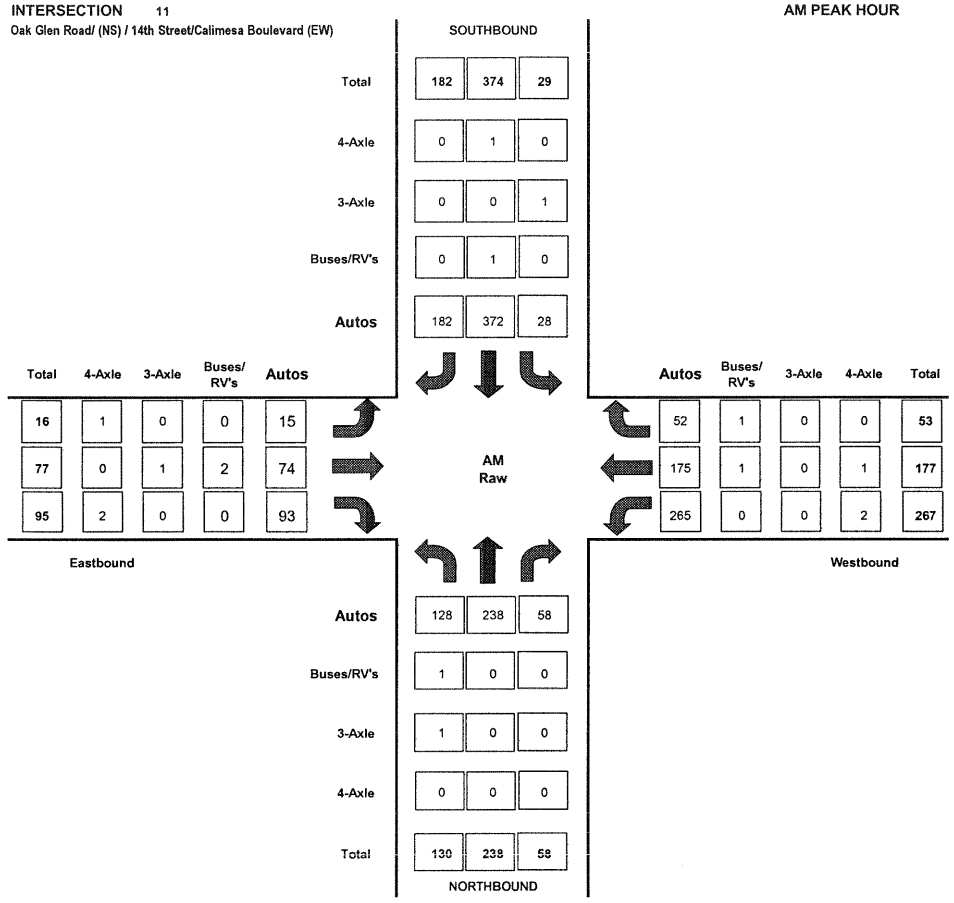


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

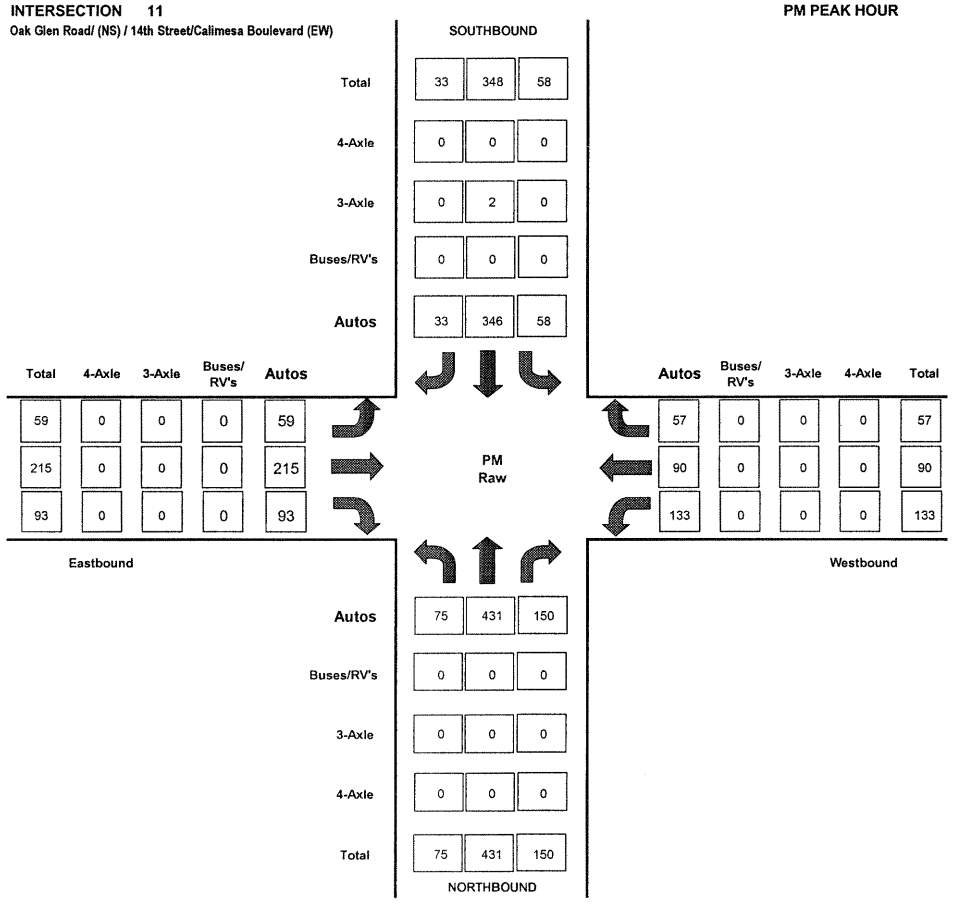
INTERSECTION 11
Oak Glen Road/ (NS) / 14th Street/Calimesa Boulevard (EW)

AM PEAK HOUR



INTERSECTION 11
Oak Glen Road/ (NS) / 14th Street/Calimesa Boulevard (EW)

PM PEAK HOUR

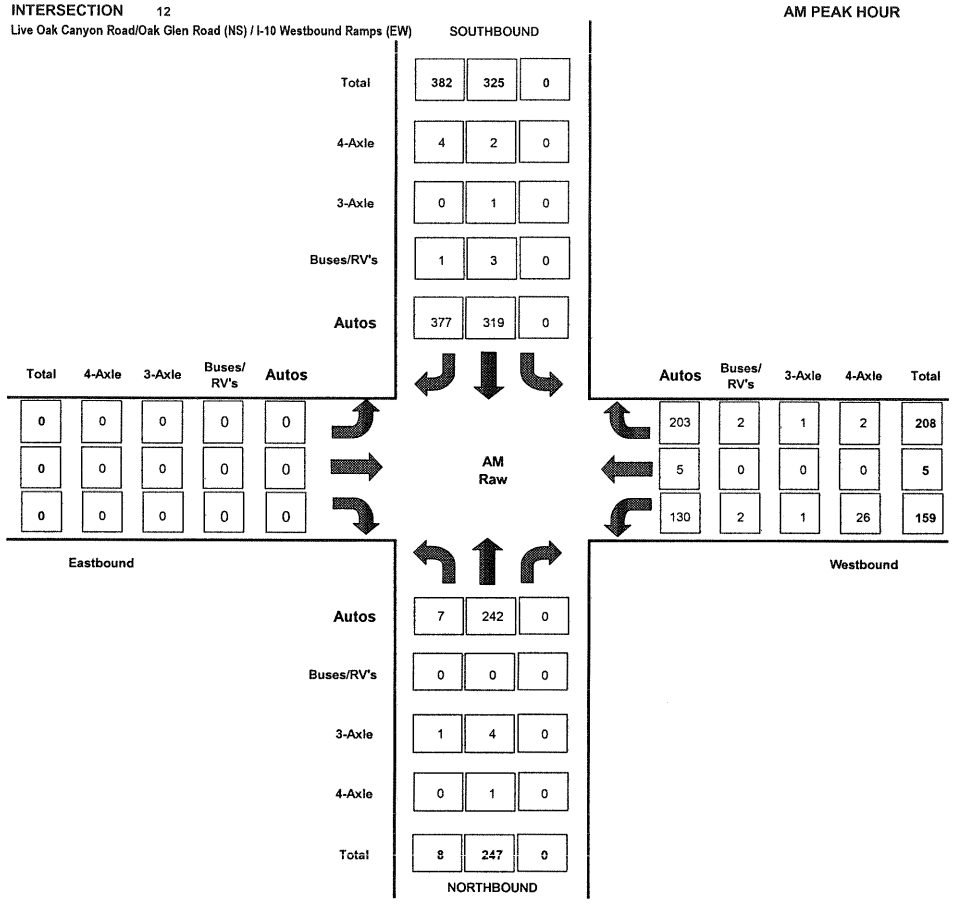


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

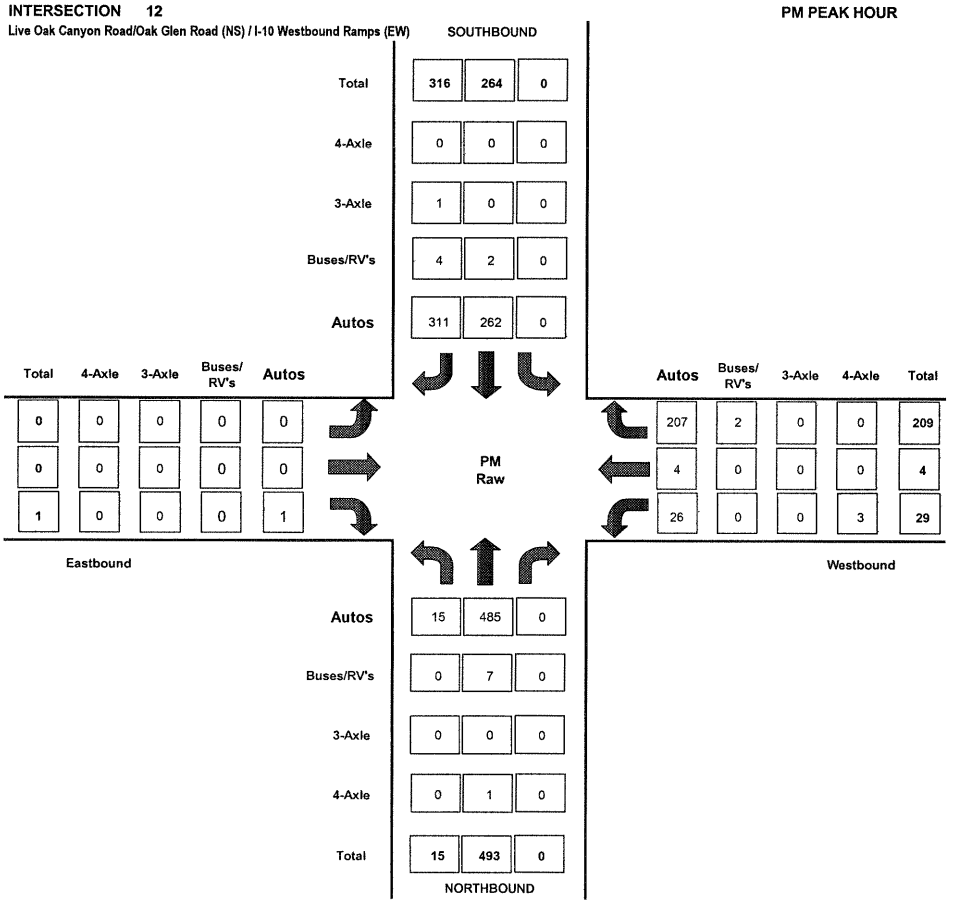
INTERSECTION 12
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Westbound Ramps (EW)

AM PEAK HOUR



INTERSECTION 12
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Westbound Ramps (EW)

PM PEAK HOUR

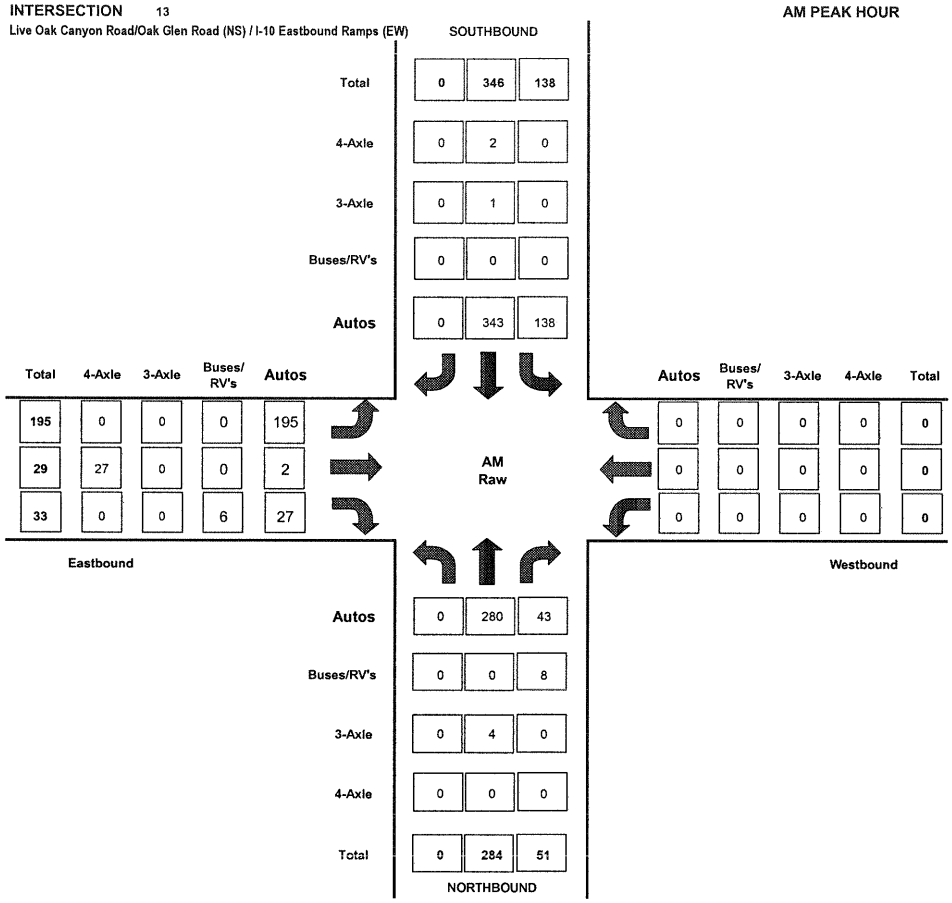


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

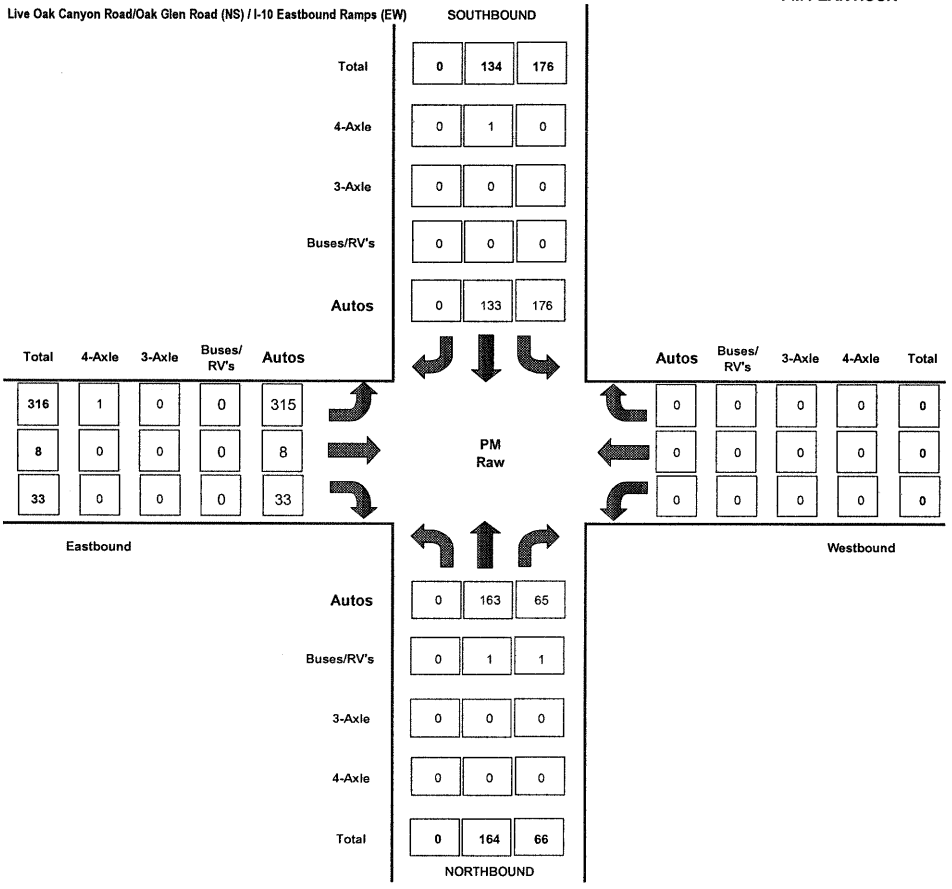
INTERSECTION 13 — **AM PEAK HOUR**

Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Eastbound Ramps (EW)



INTERSECTION 13 — **PM PEAK HOUR**

Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Eastbound Ramps (EW)

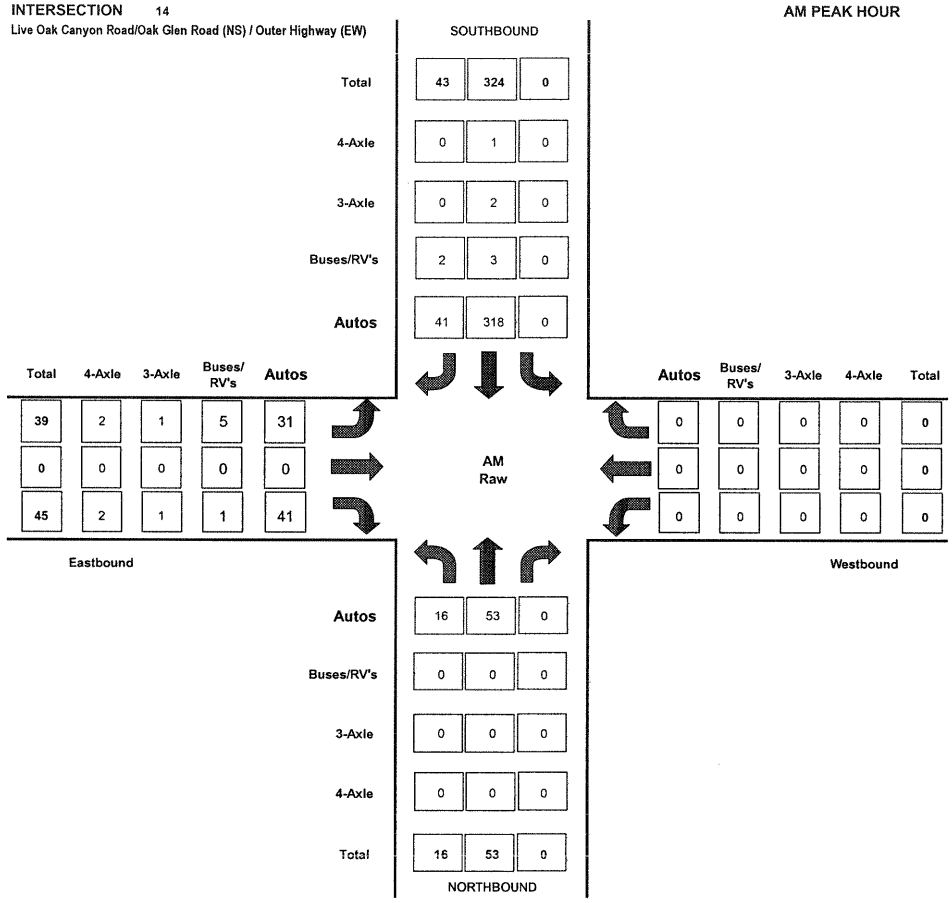


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

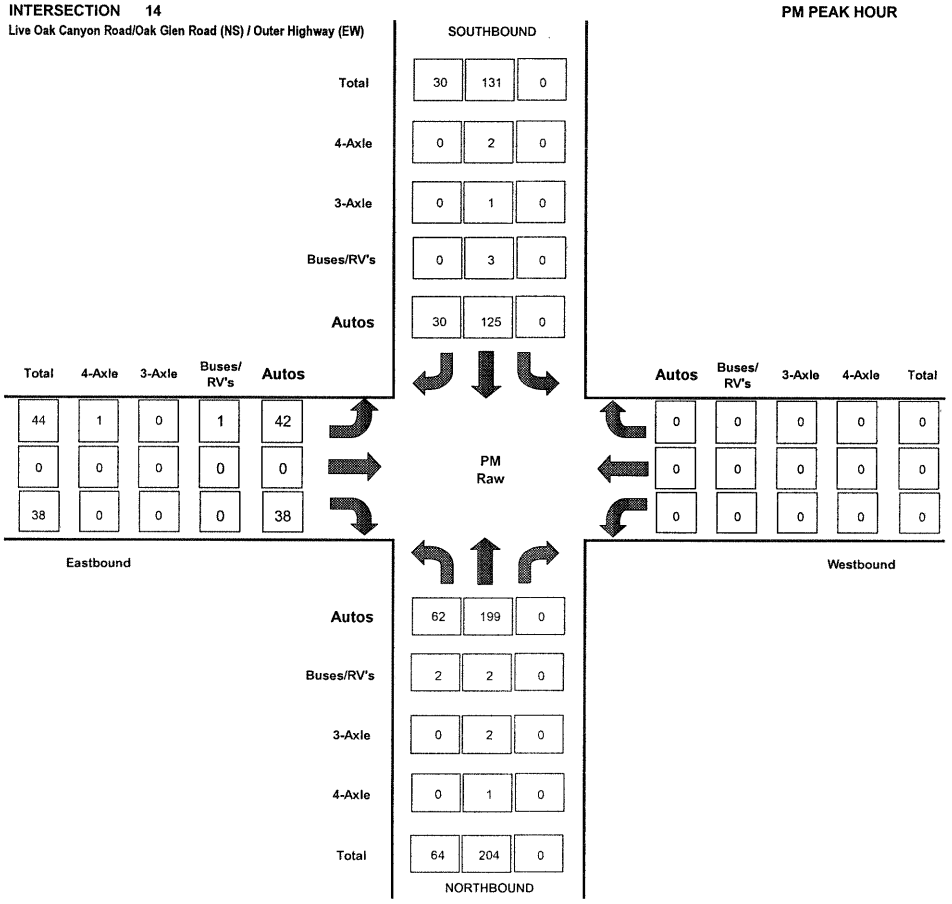
INTERSECTION 14
Live Oak Canyon Road/Oak Glen Road (NS) / Outer Highway (EW)

AM PEAK HOUR



INTERSECTION 14
Live Oak Canyon Road/Oak Glen Road (NS) / Outer Highway (EW)

PM PEAK HOUR

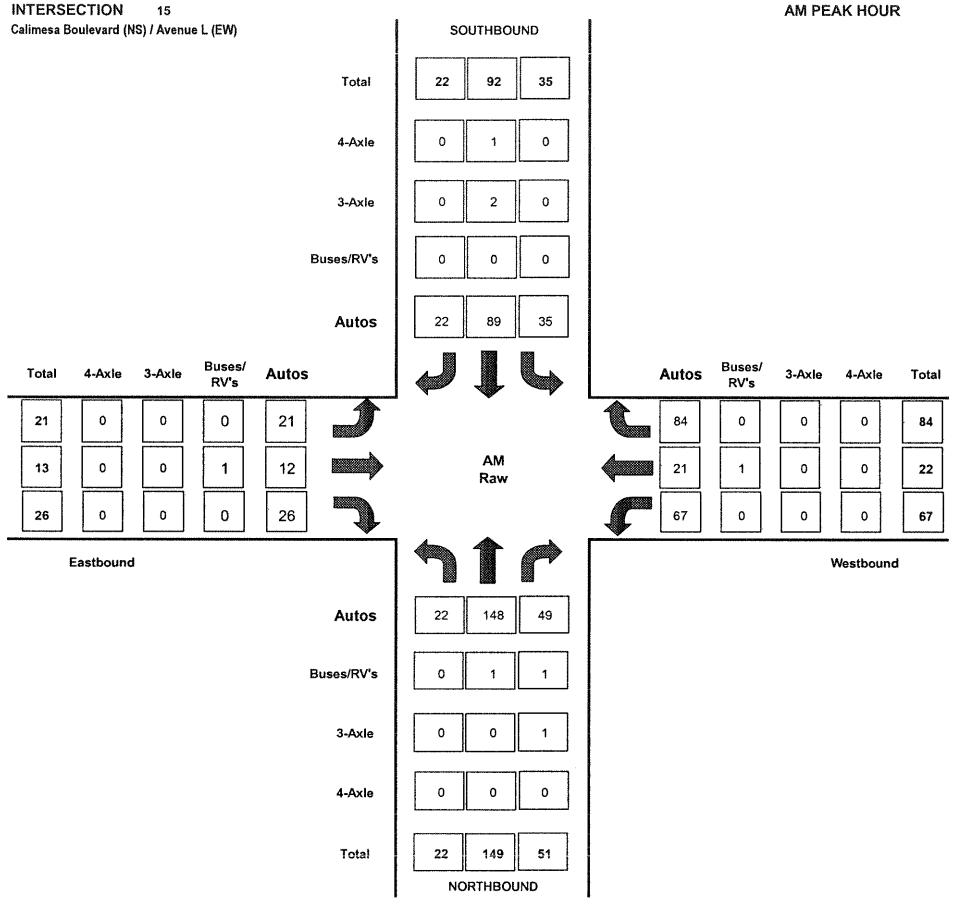


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

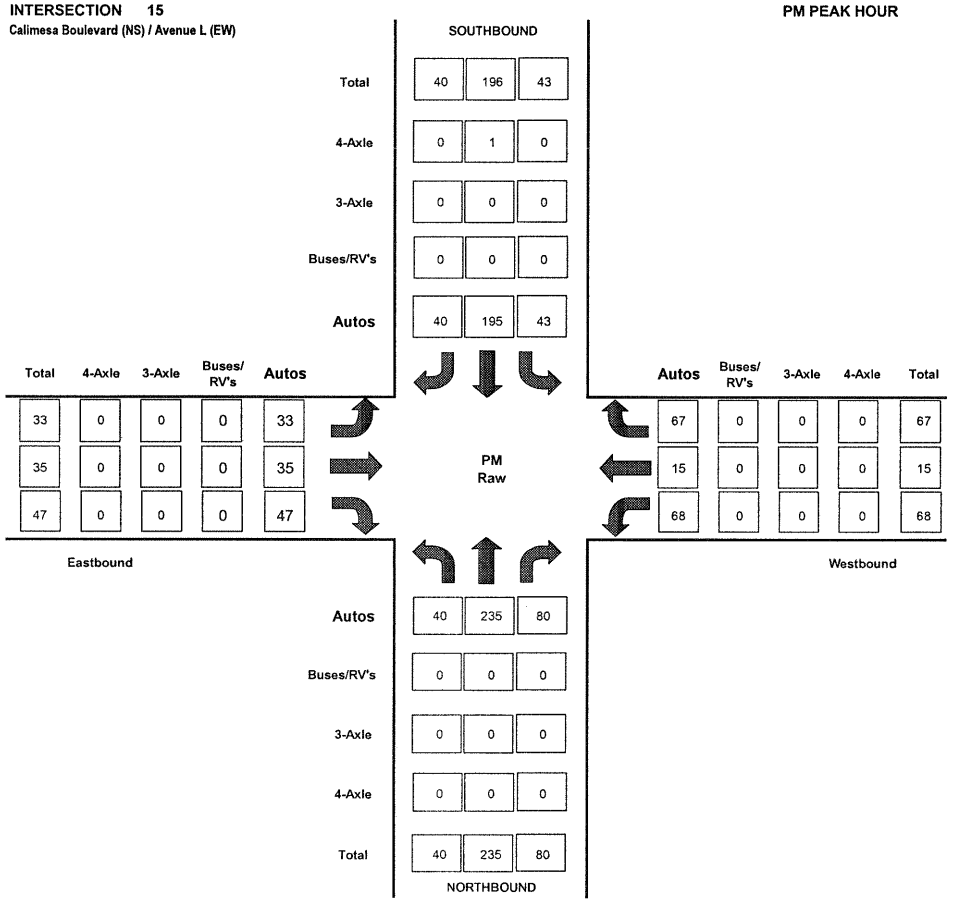
INTERSECTION 15
Calimesa Boulevard (NS) / Avenue L (EW)

AM PEAK HOUR



INTERSECTION 15
Calimesa Boulevard (NS) / Avenue L (EW)

PM PEAK HOUR



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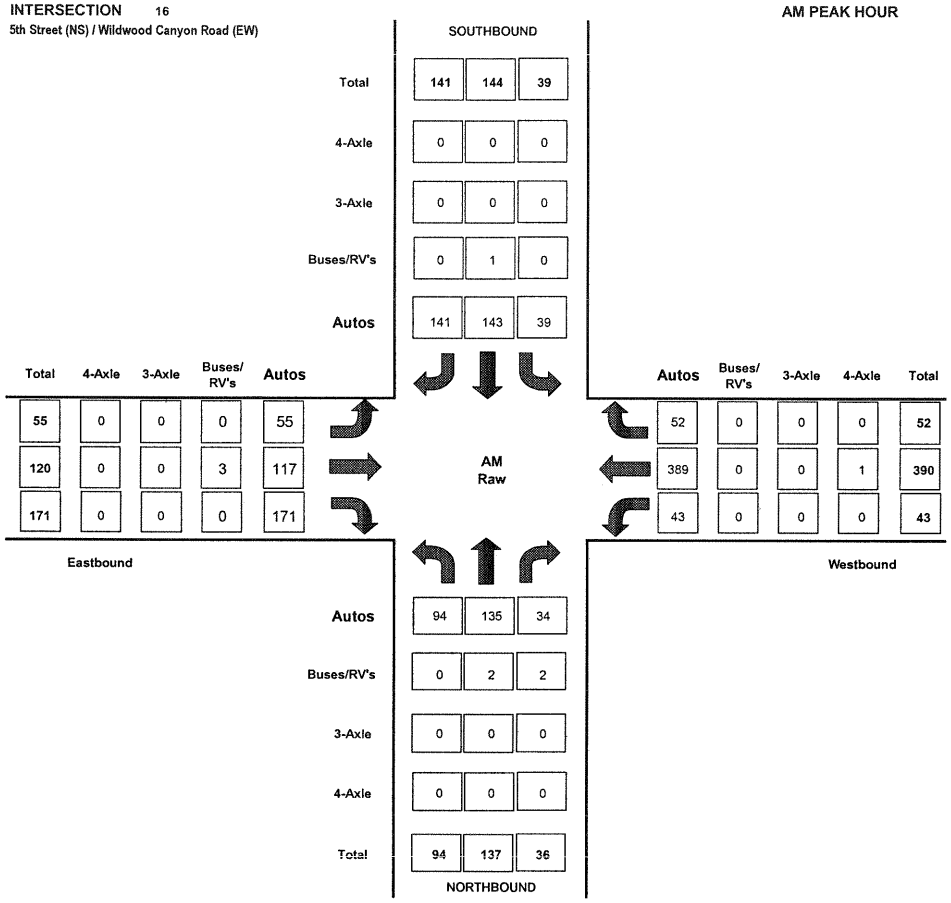
RAW PEAK HOUR COUNT SUMMARY

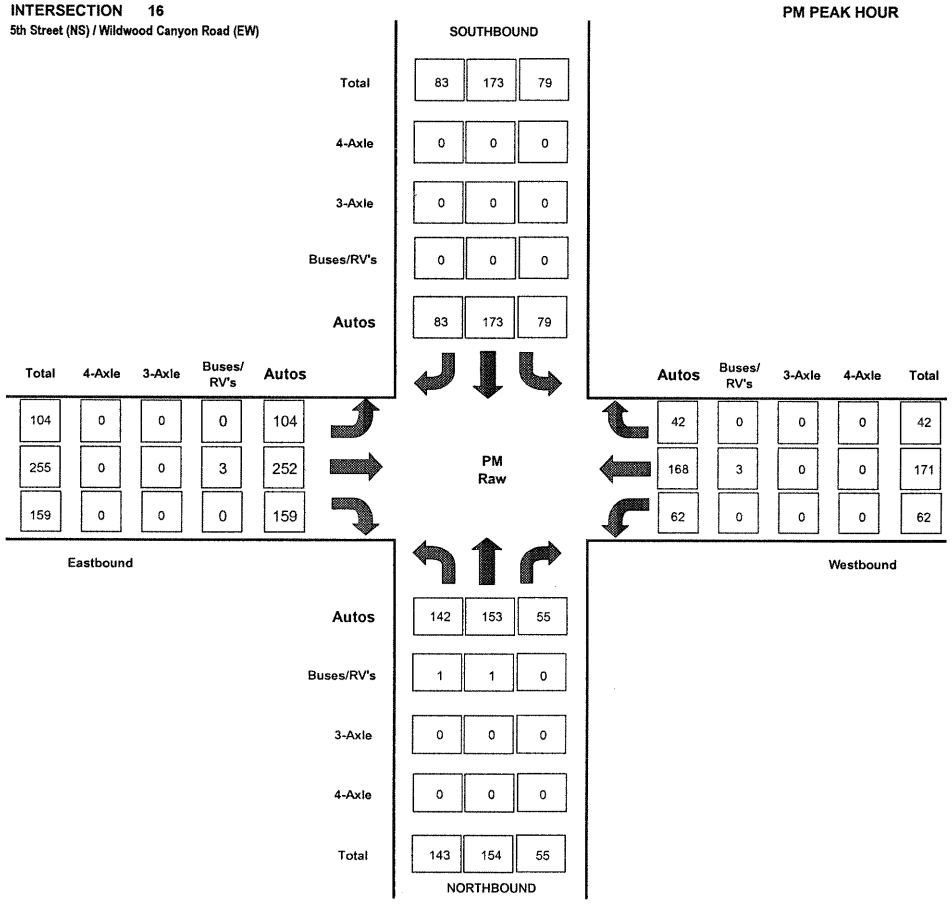
INTERSECTION 16
5th Street (NS) / Wildwood Canyon Road (EW)

AM PEAK HOUR

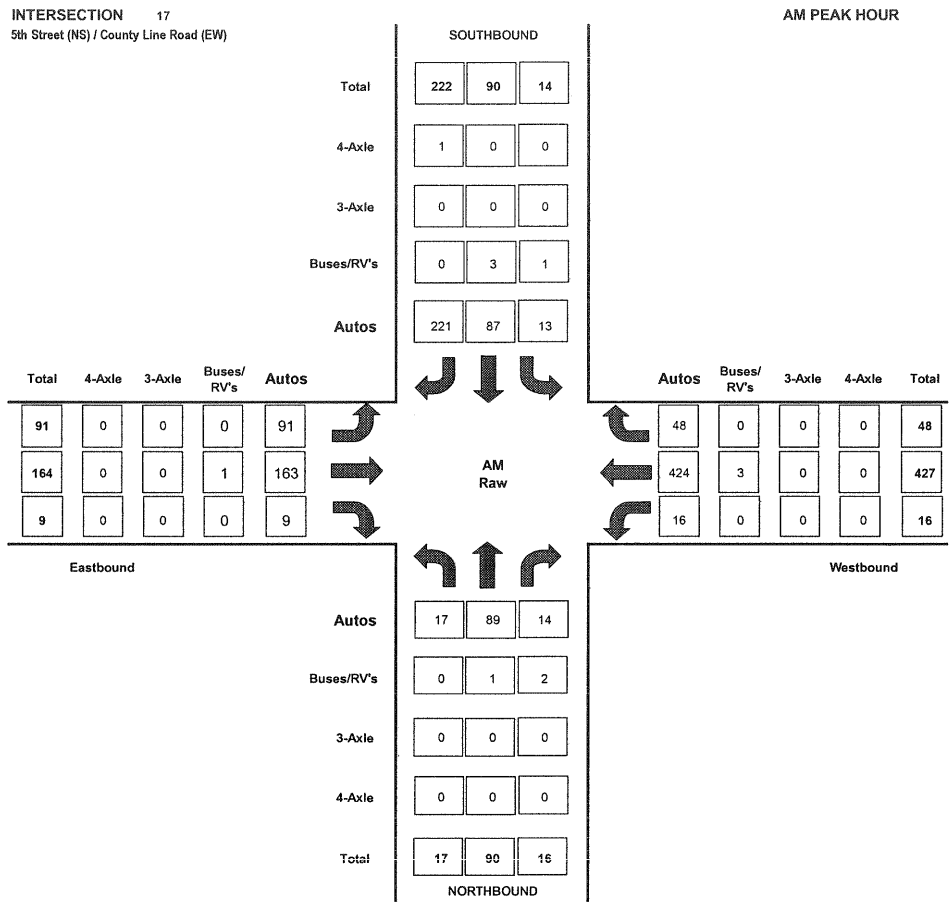


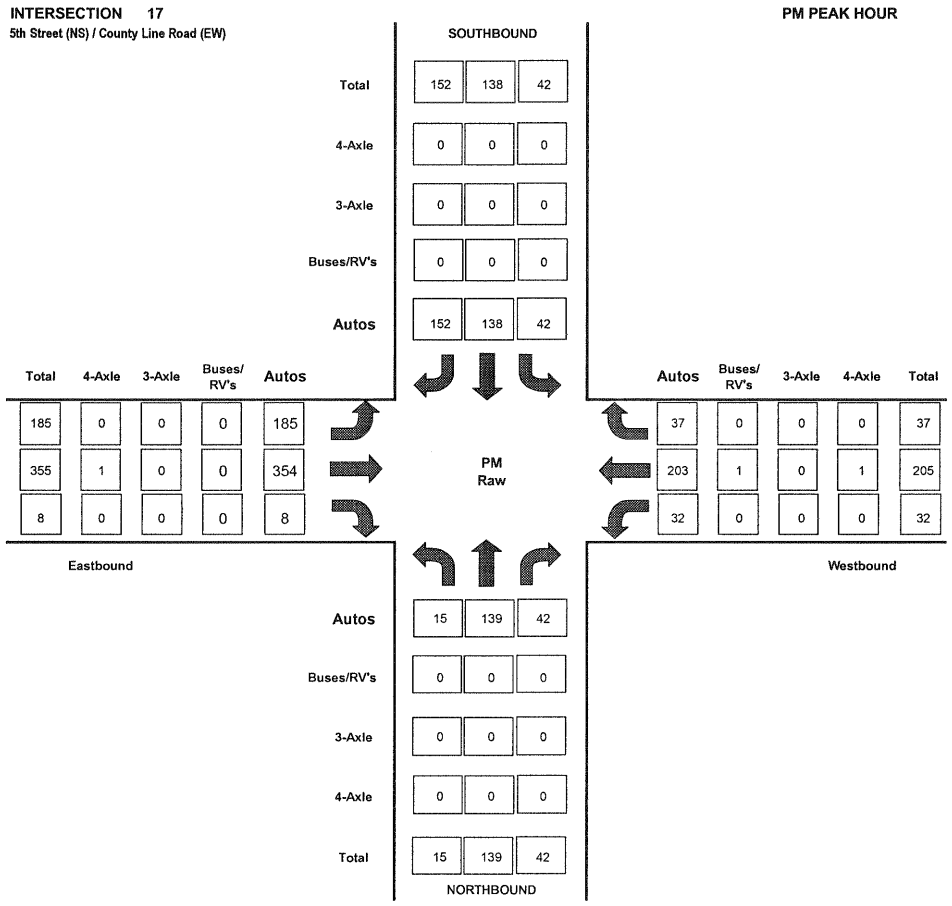
INTERSECTION 16
5th Street (NS) / Wildwood Canyon Road (EW)

PM PEAK HOUR



RAW PEAK HOUR COUNT SUMMARY

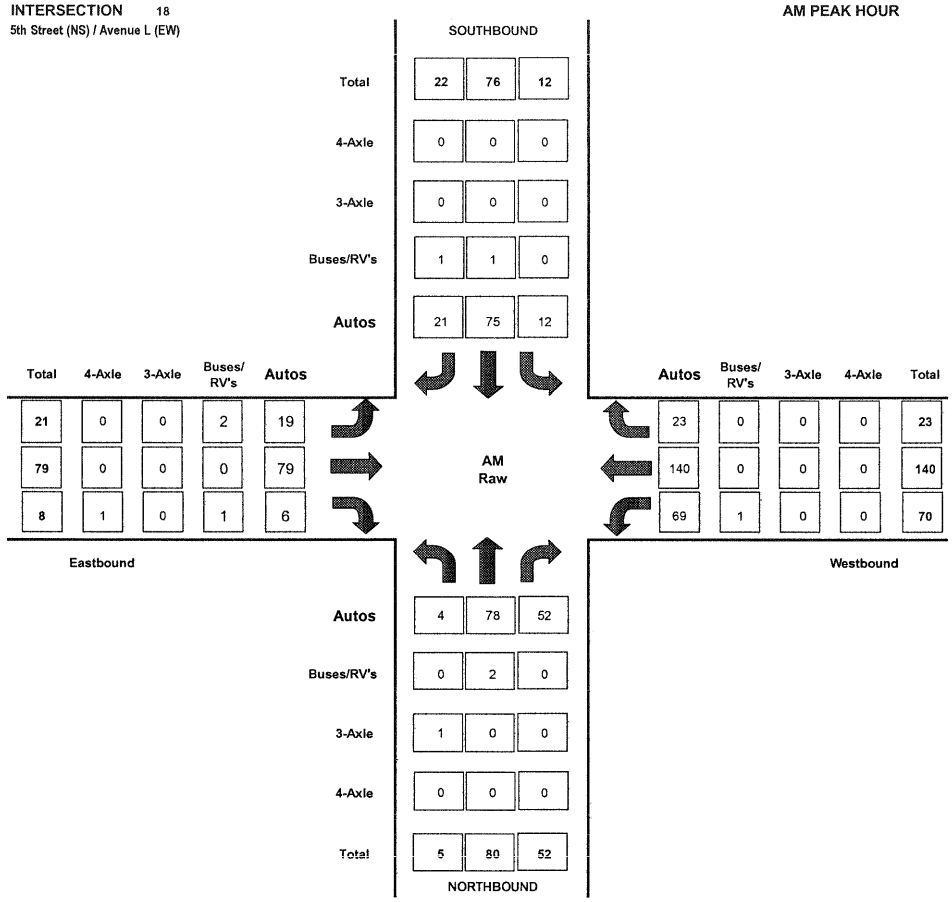




RAW PEAK HOUR COUNT SUMMARY

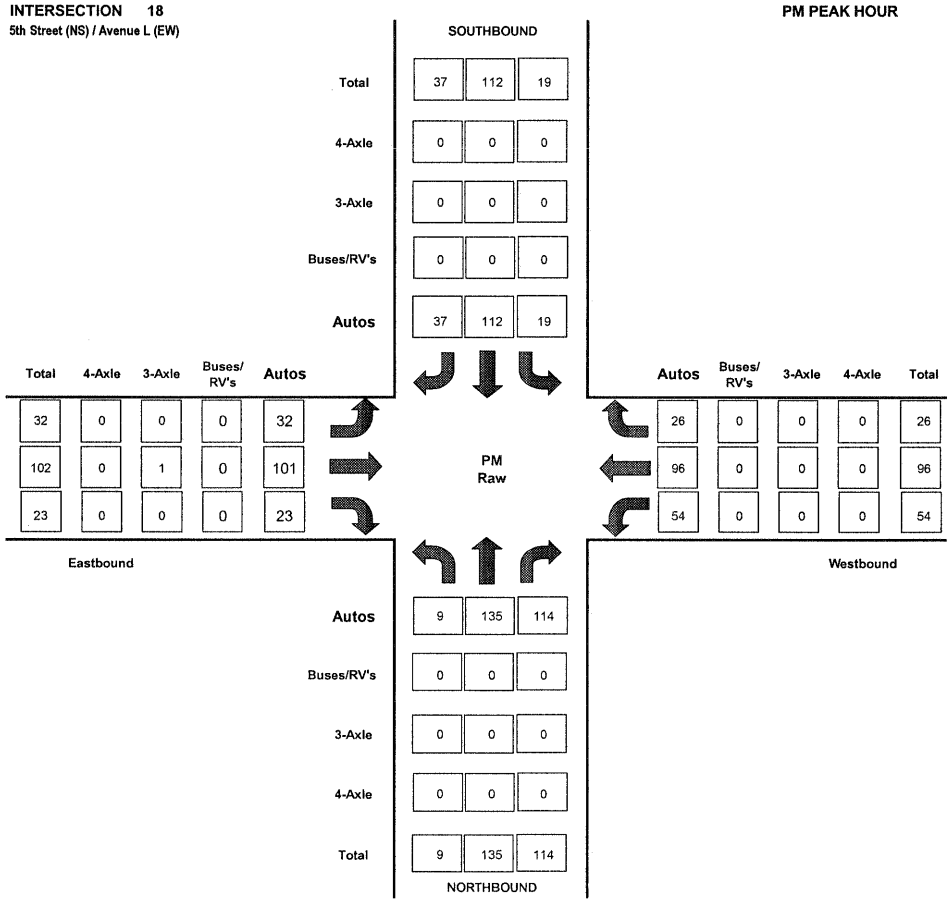
INTERSECTION 18
5th Street (NS) / Avenue L (EW)

AM PEAK HOUR



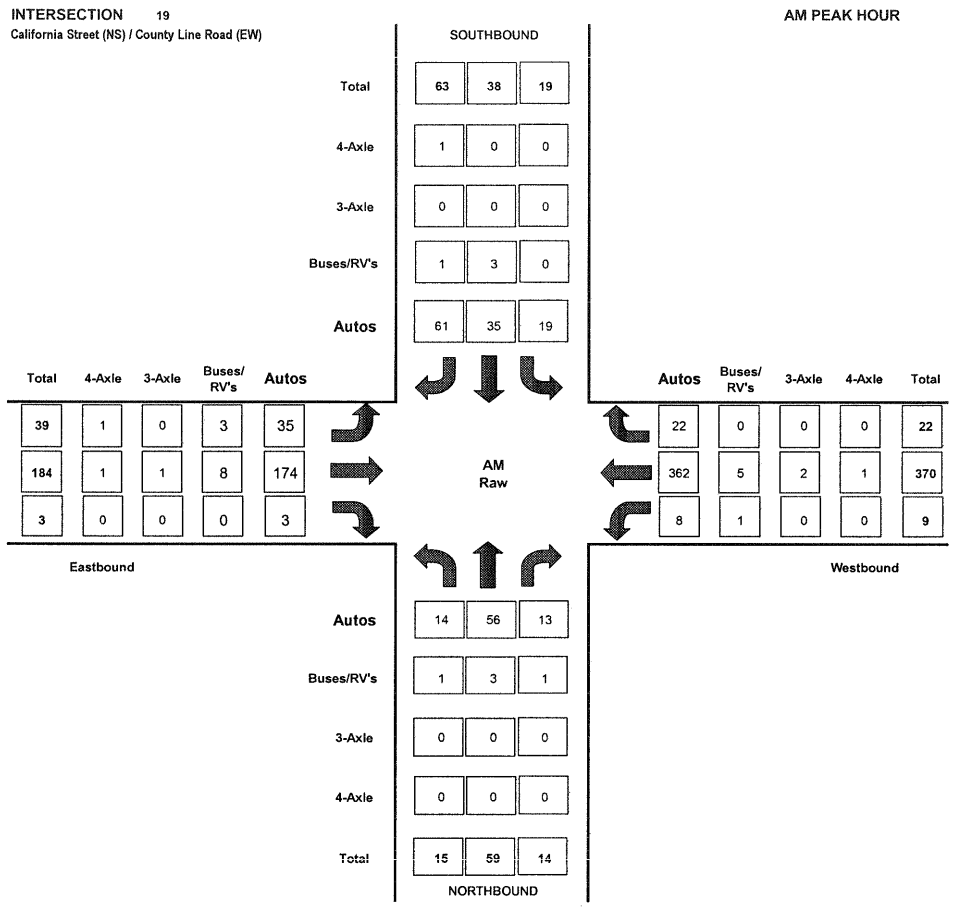
INTERSECTION 18
5th Street (NS) / Avenue L (EW)

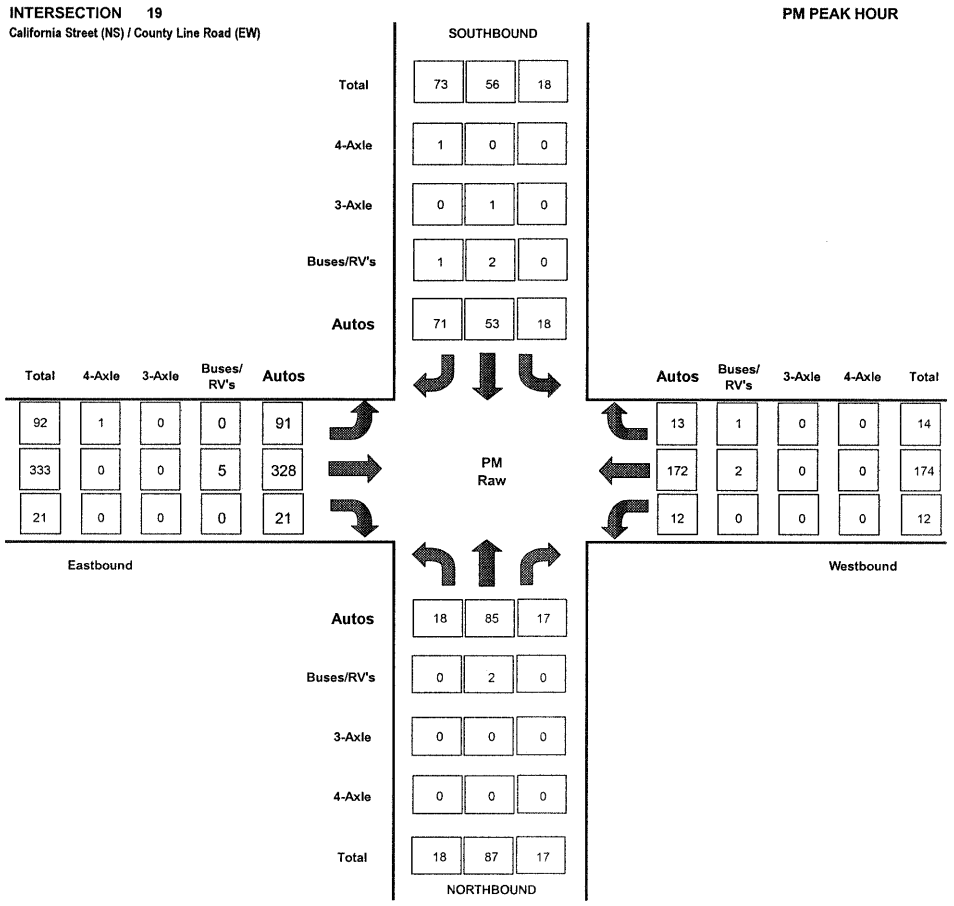
PM PEAK HOUR



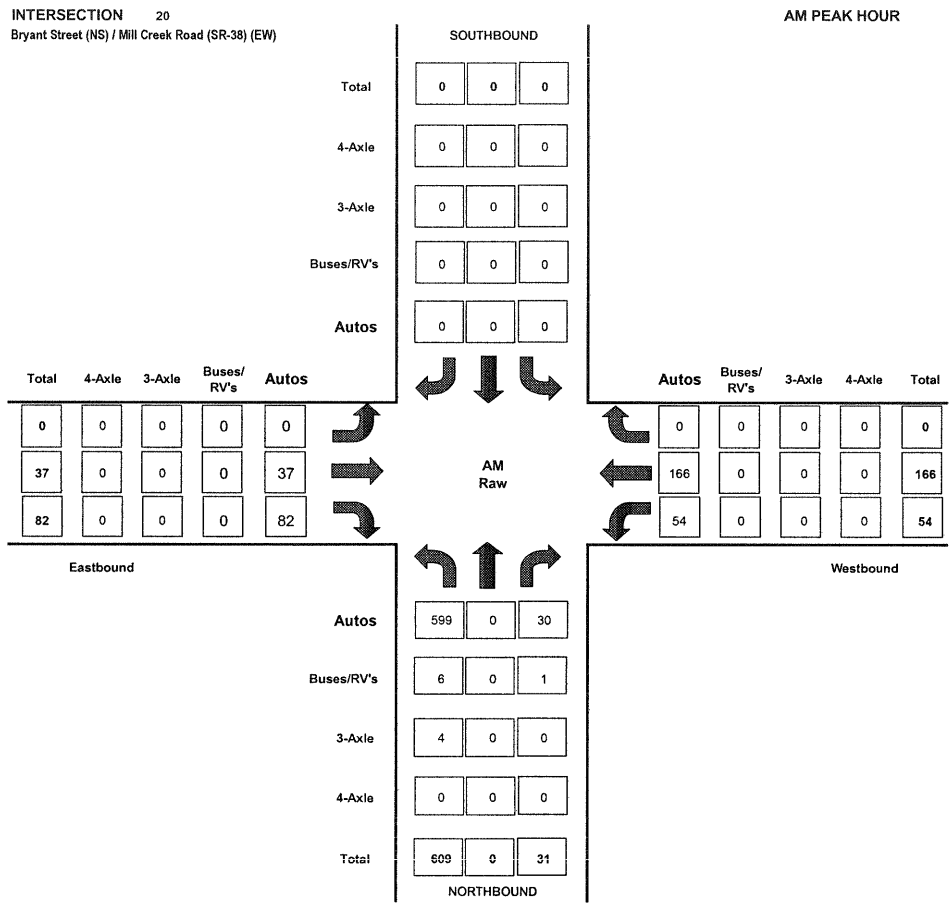
URBAN CROSSROADS

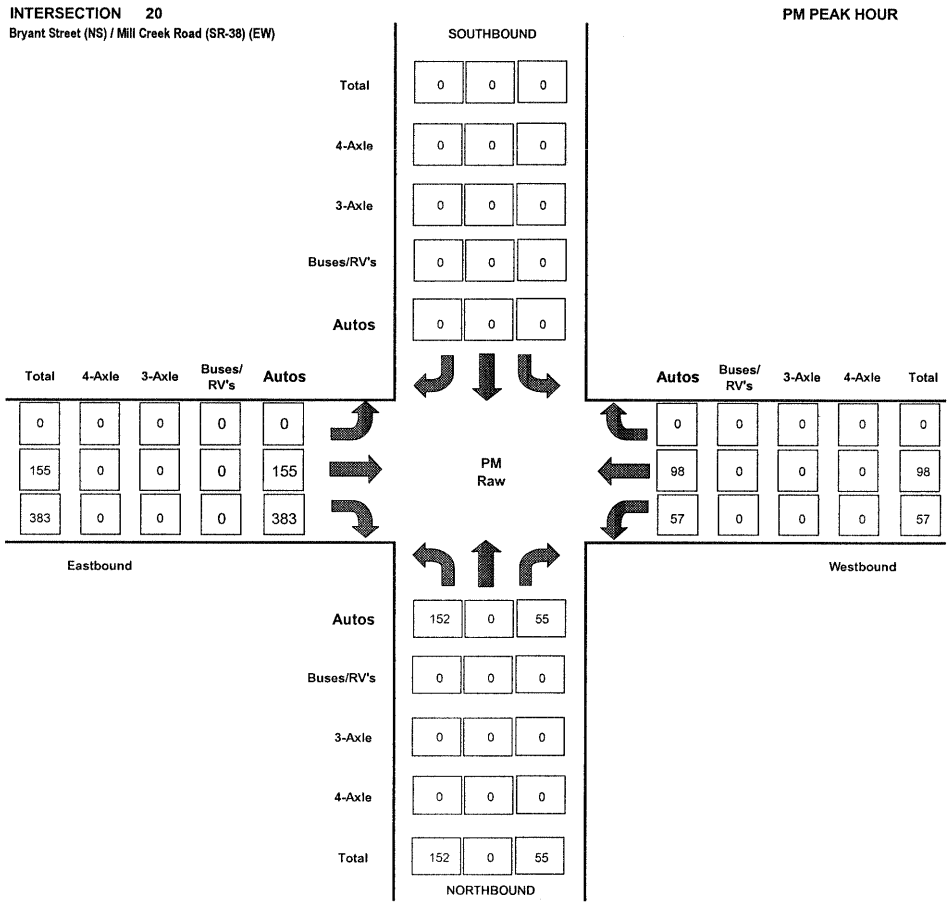
RAW PEAK HOUR COUNT SUMMARY





RAW PEAK HOUR COUNT SUMMARY

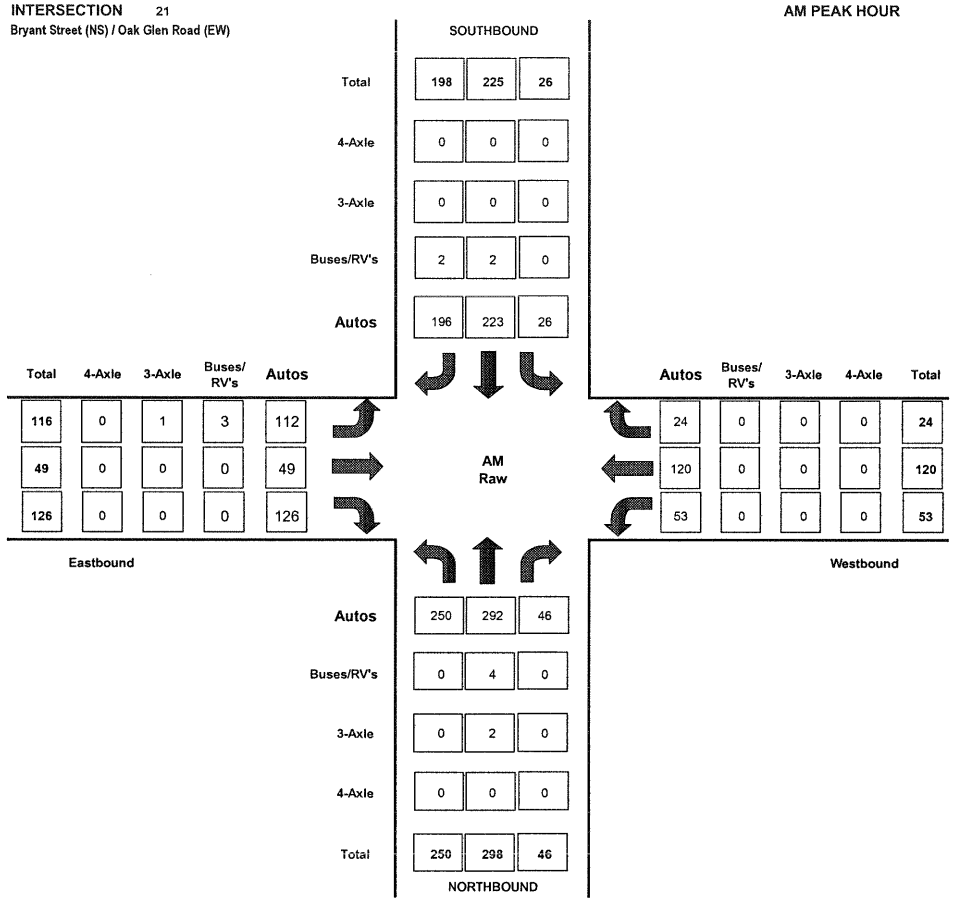




RAW PEAK HOUR COUNT SUMMARY

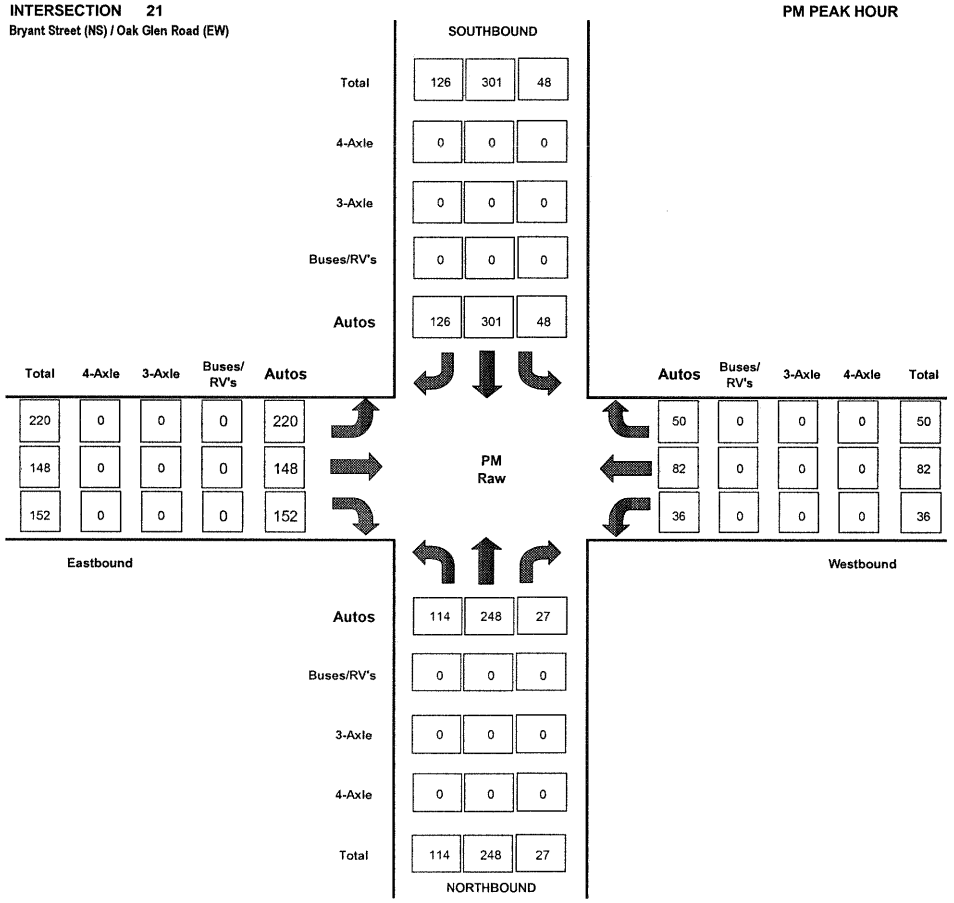
INTERSECTION 21
Bryant Street (NS) / Oak Glen Road (EW)

AM PEAK HOUR



INTERSECTION 21
Bryant Street (NS) / Oak Glen Road (EW)

PM PEAK HOUR

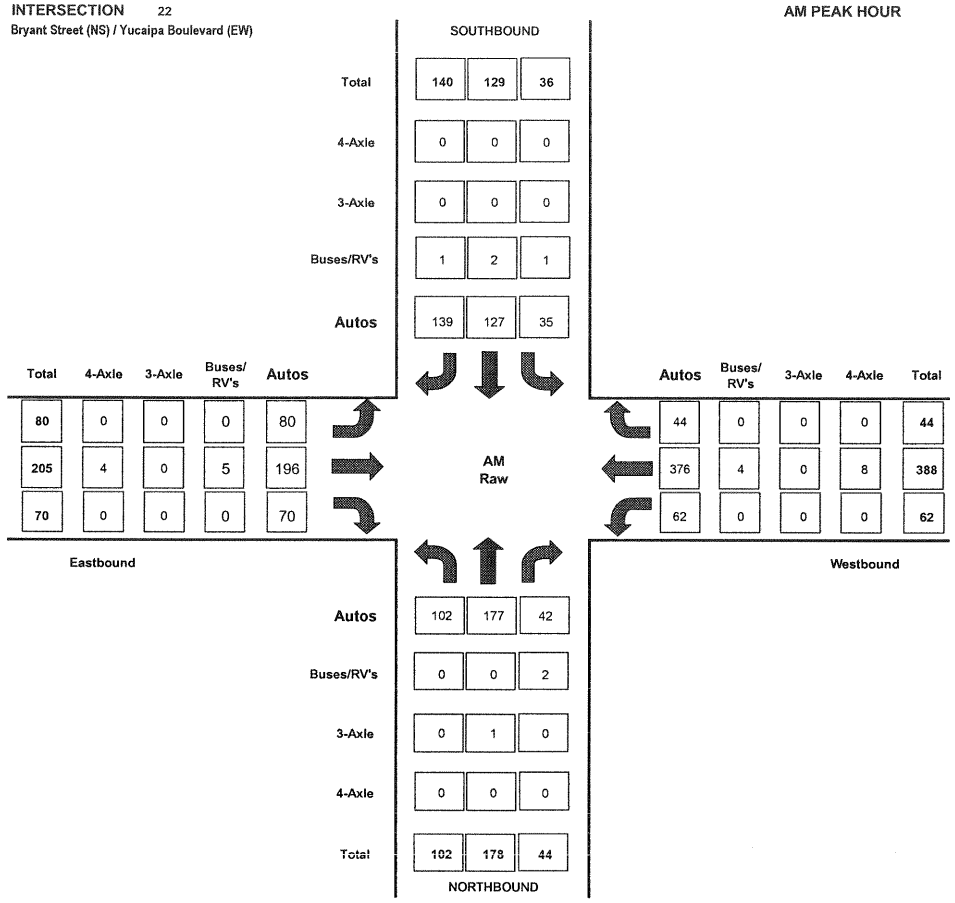


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

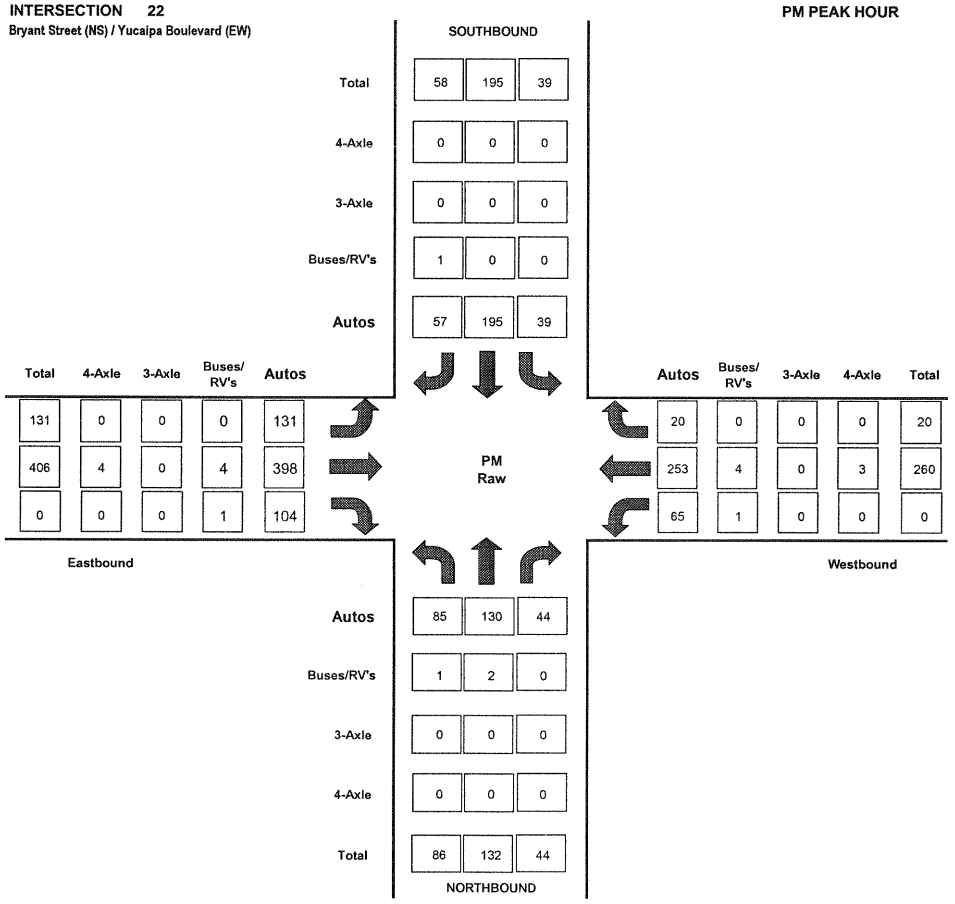
INTERSECTION 22
Bryant Street (NS) / Yucaipa Boulevard (EW)

AM PEAK HOUR



INTERSECTION 22
Bryant Street (NS) / Yucaipa Boulevard (EW)

PM PEAK HOUR

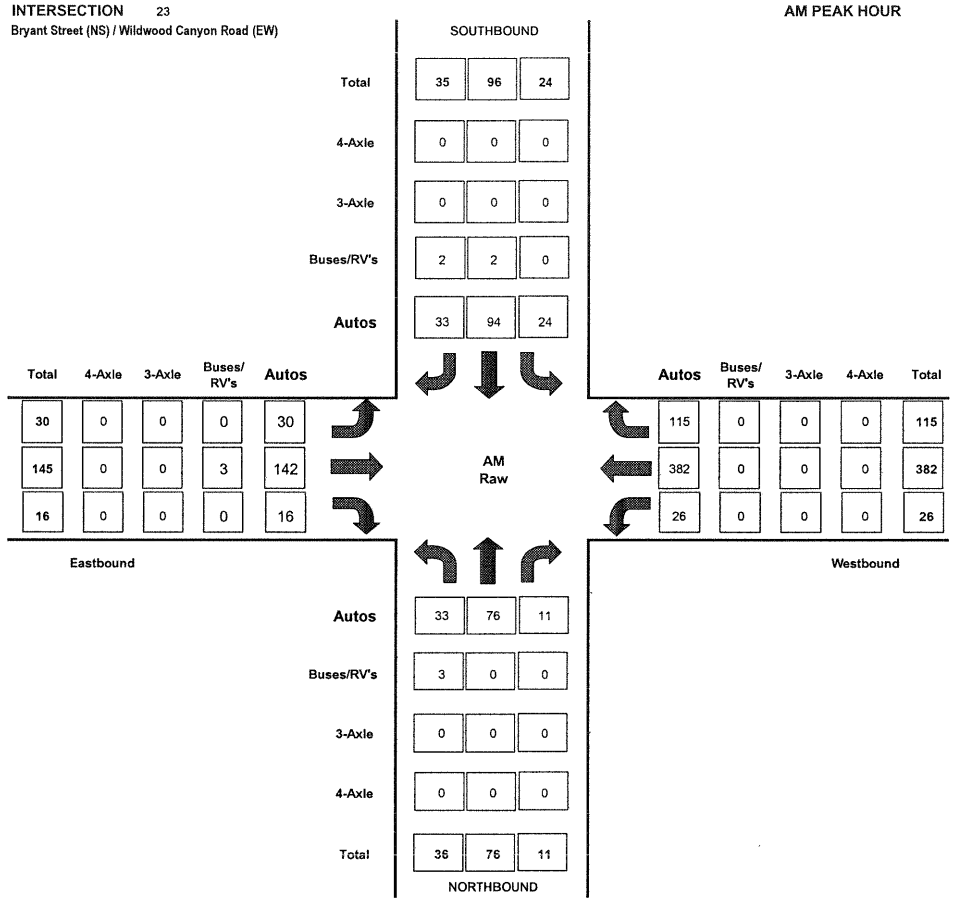


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

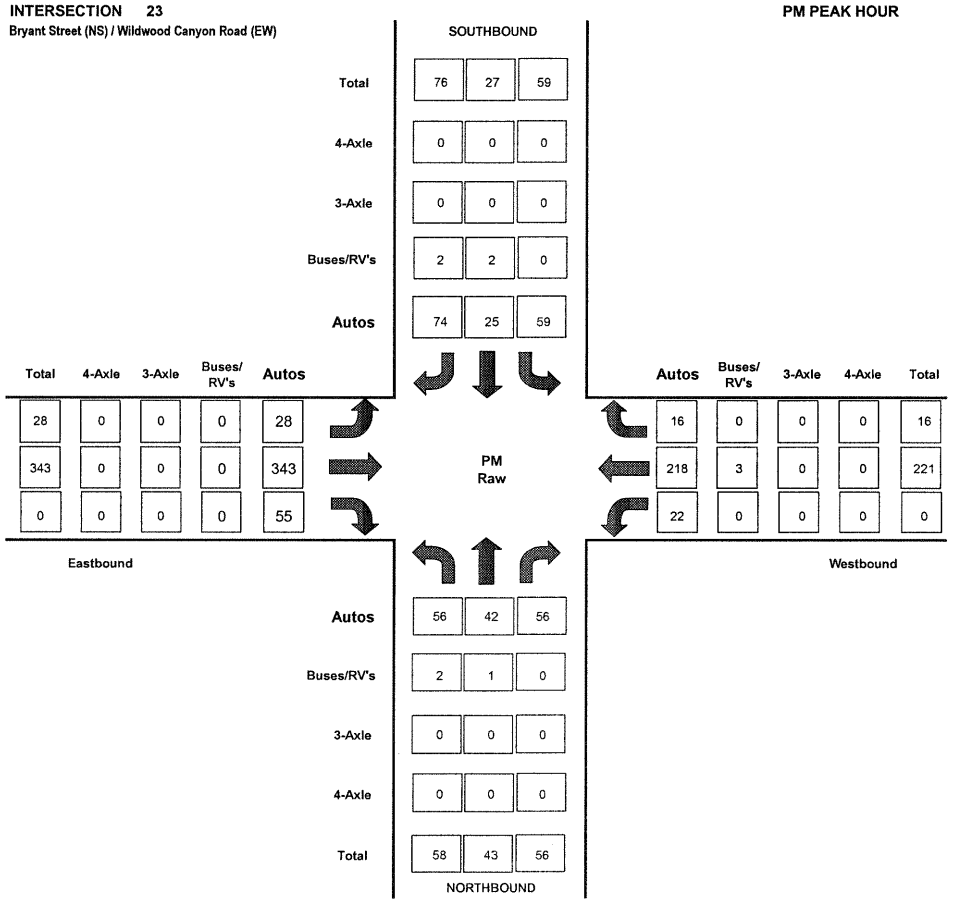
INTERSECTION 23
Bryant Street (NS) / Wildwood Canyon Road (EW)

AM PEAK HOUR



INTERSECTION 23
Bryant Street (NS) / Wildwood Canyon Road (EW)

PM PEAK HOUR

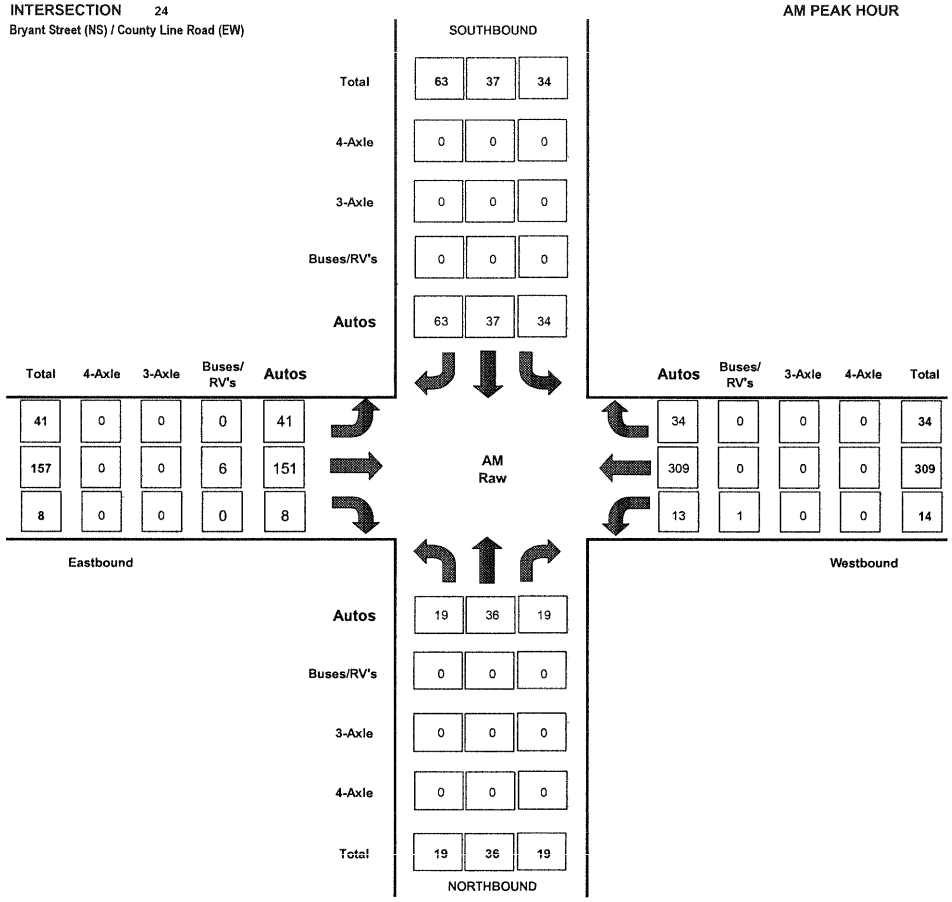


URBAN CROSSROADS

RAW PEAK HOUR COUNT SUMMARY

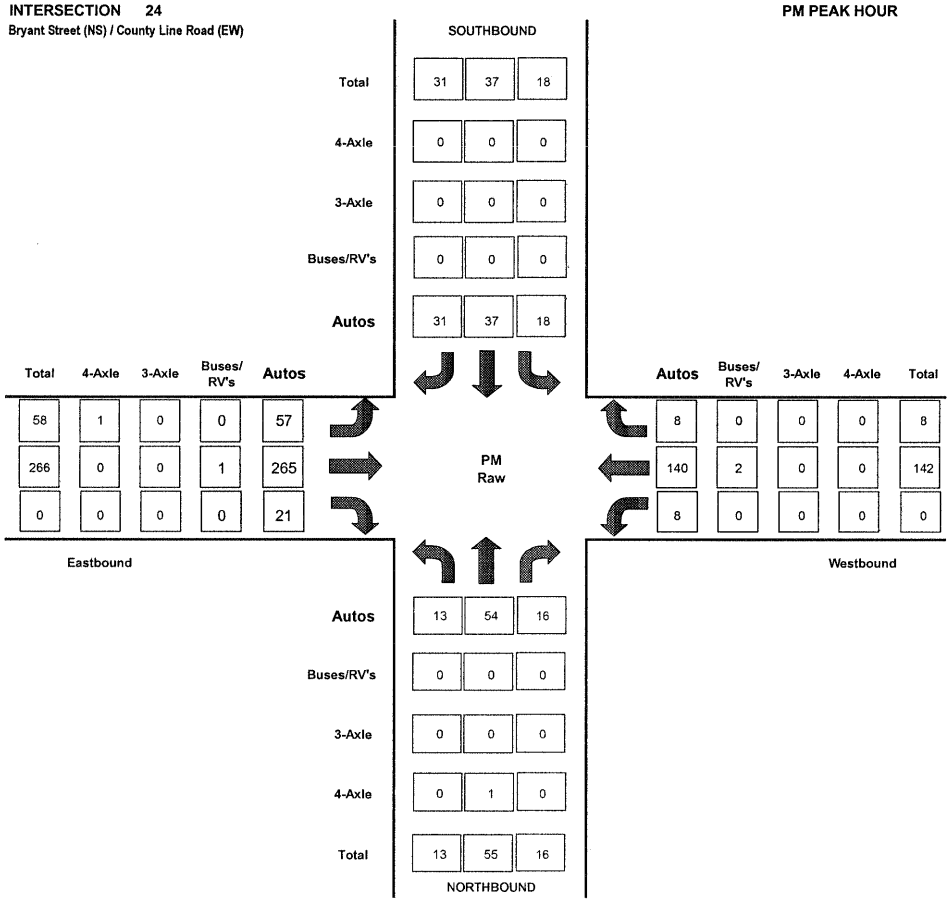
INTERSECTION 24
Bryant Street (NS) / County Line Road (EW)

AM PEAK HOUR



INTERSECTION 24
Bryant Street (NS) / County Line Road (EW)

PM PEAK HOUR

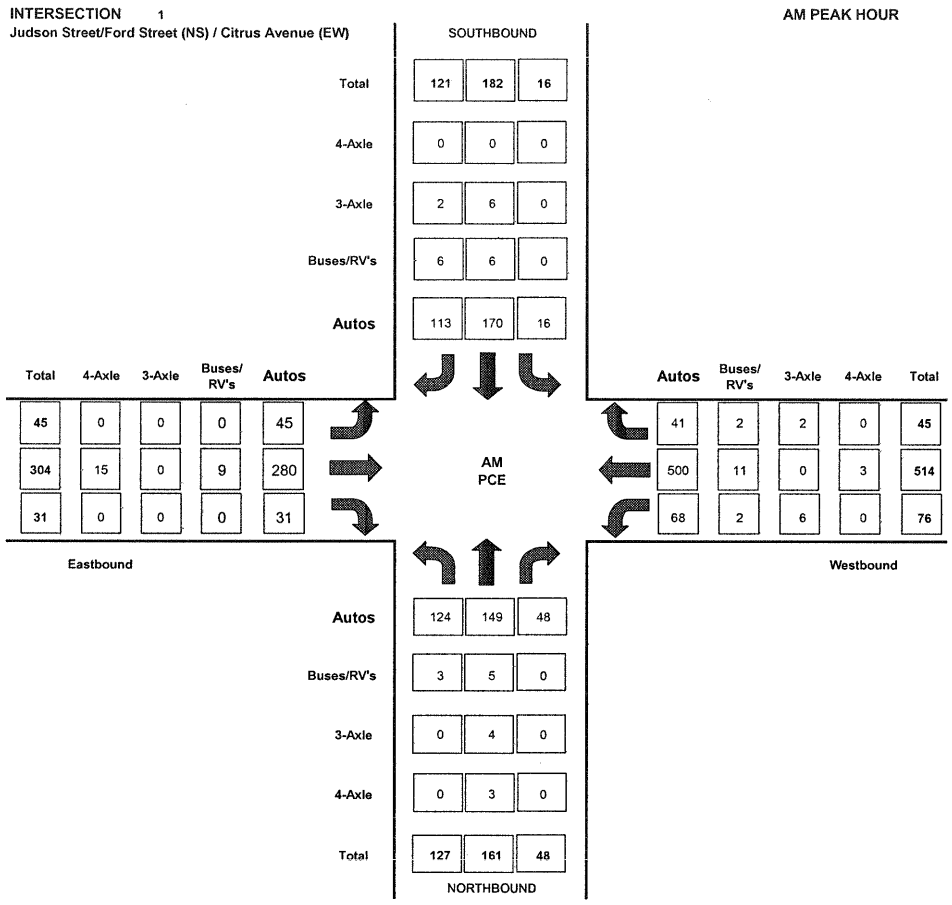


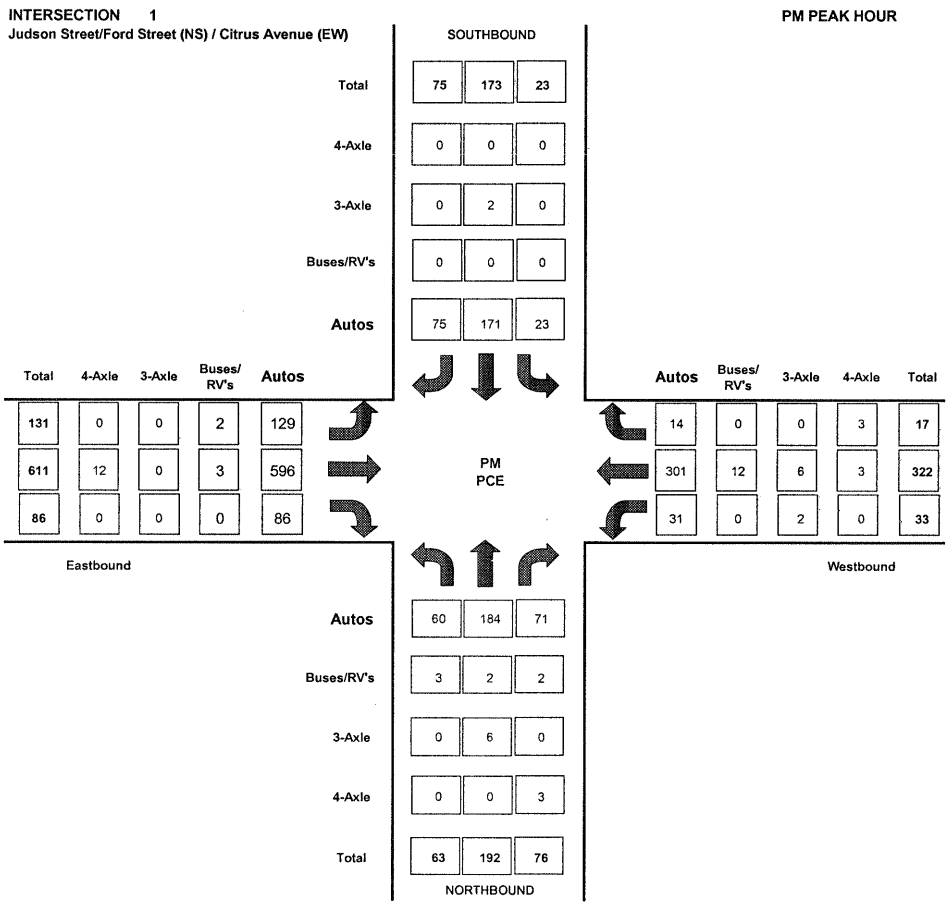
URBAN CROSSROADS

APPENDIX 3.4

Passenger Car Equivalent (PCE) Worksheets

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

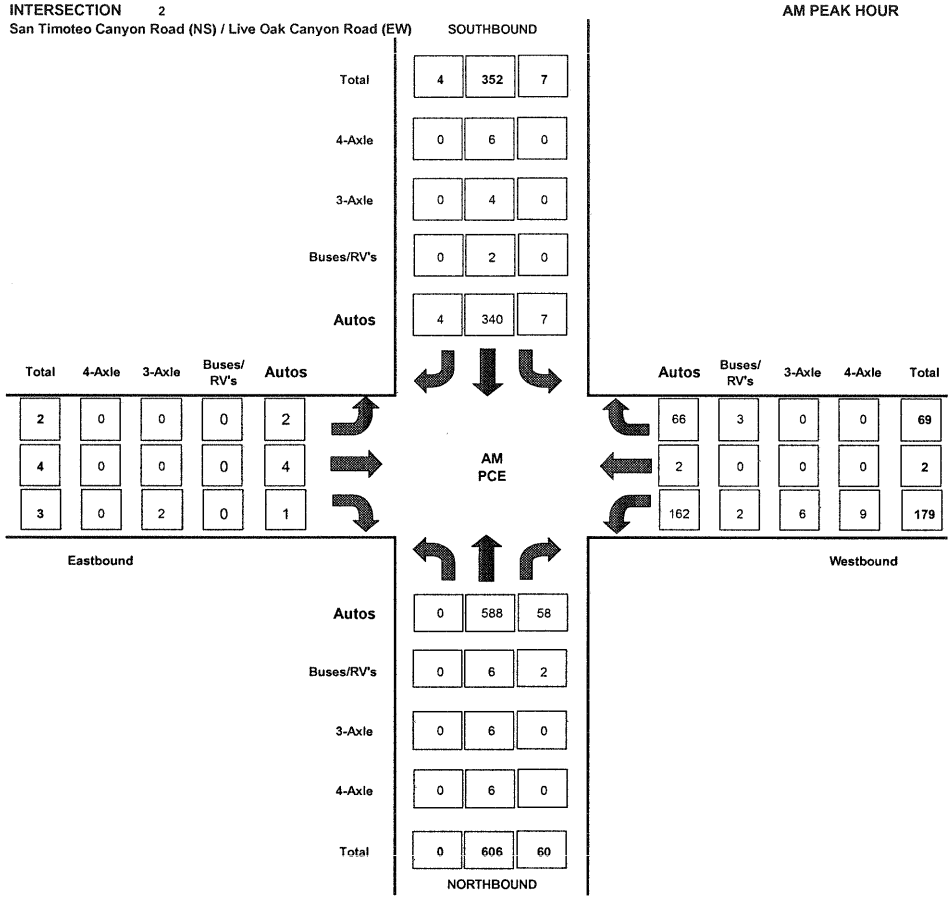




PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

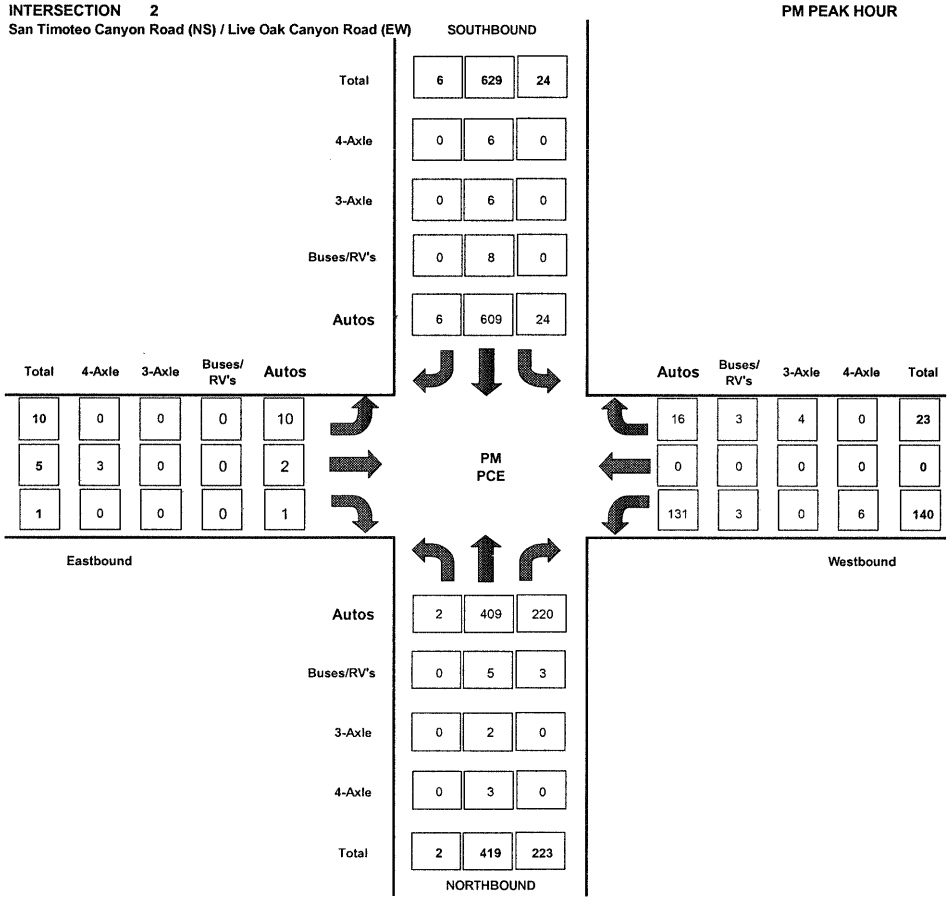
INTERSECTION 2
San Timoteo Canyon Road (NS) / Live Oak Canyon Road (EW)

AM PEAK HOUR



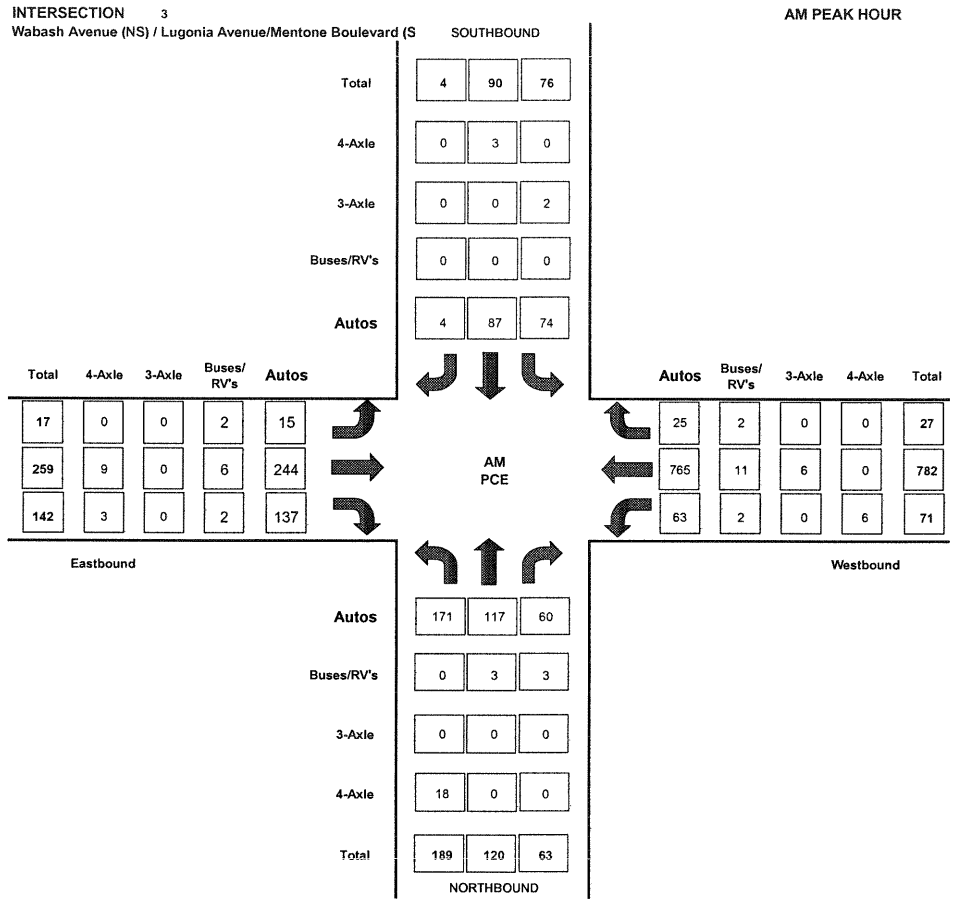
INTERSECTION 2
San Timoteo Canyon Road (NS) / Live Oak Canyon Road (EW)

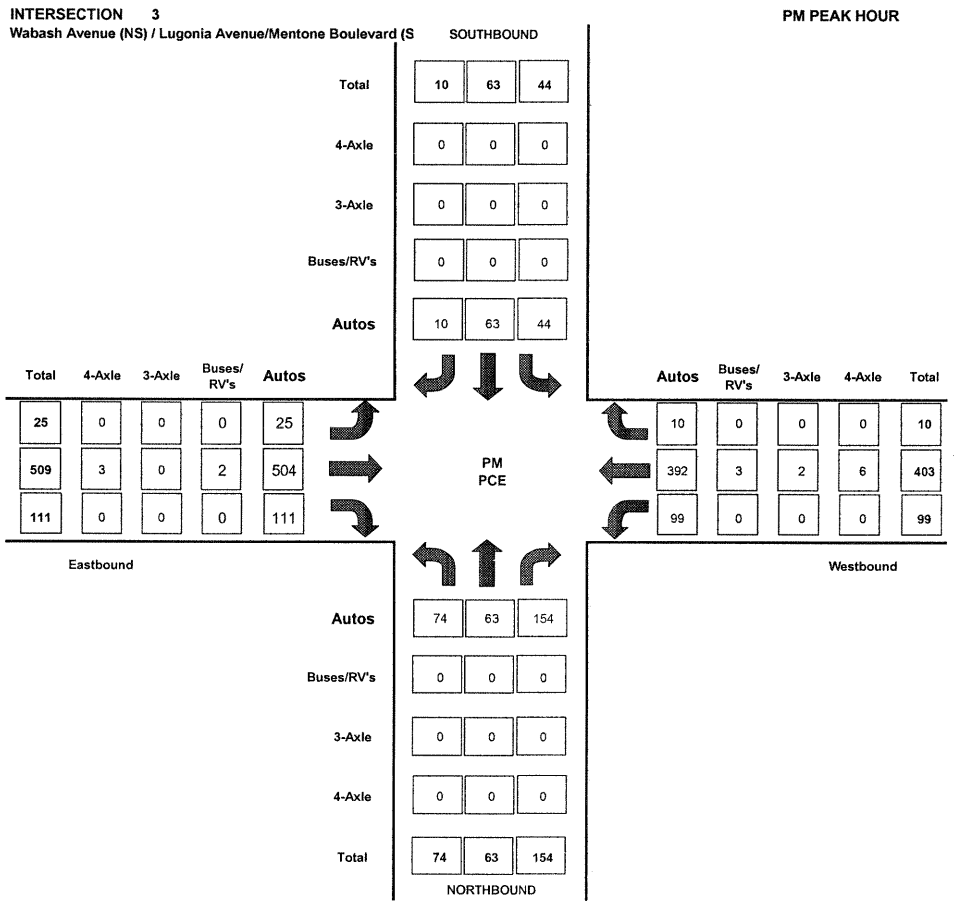
PM PEAK HOUR



URBAN CROSSROADS

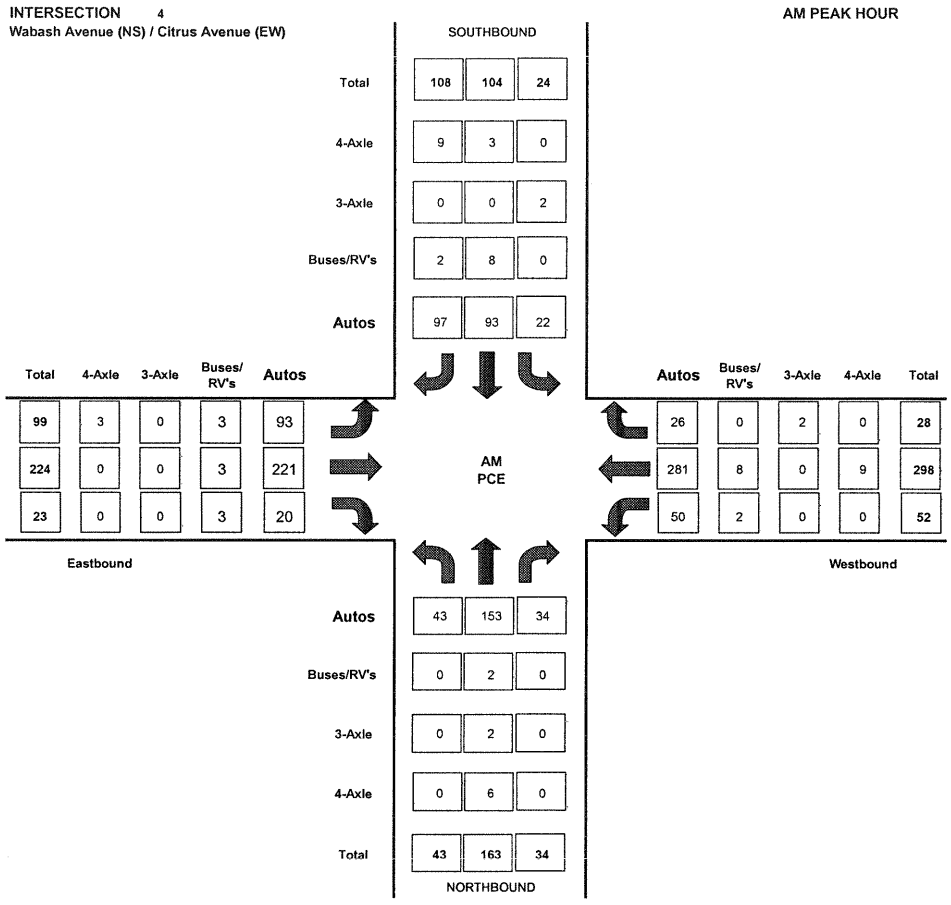
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

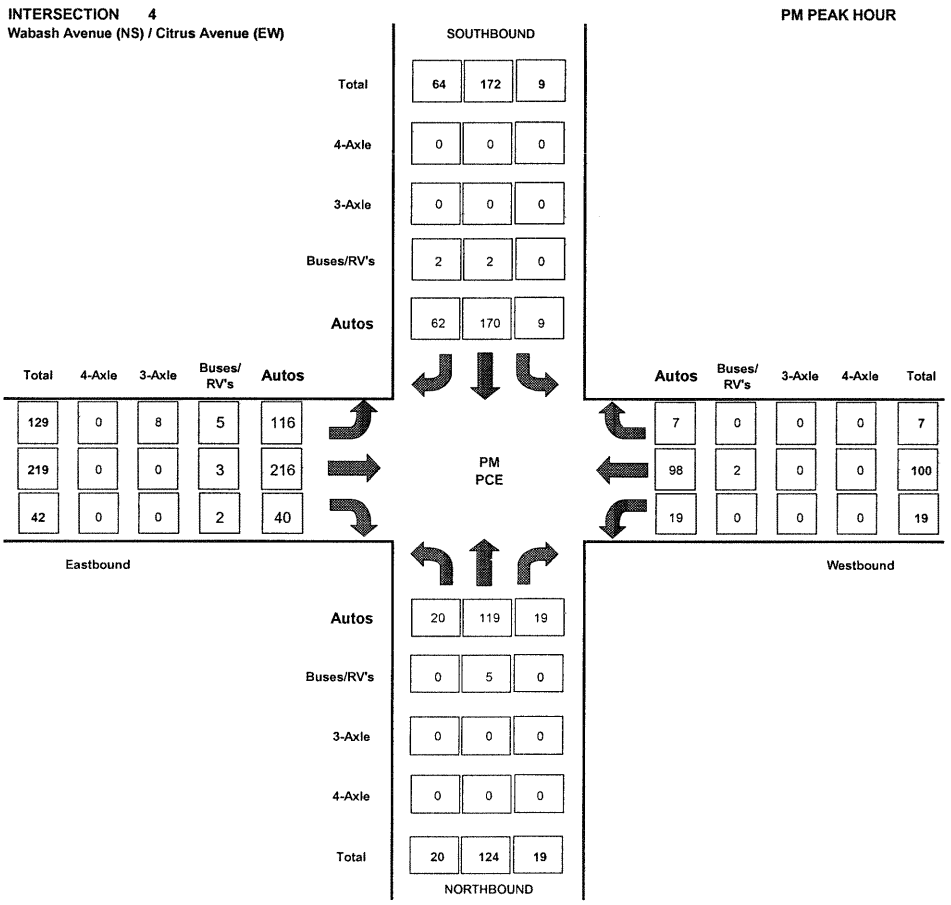




URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



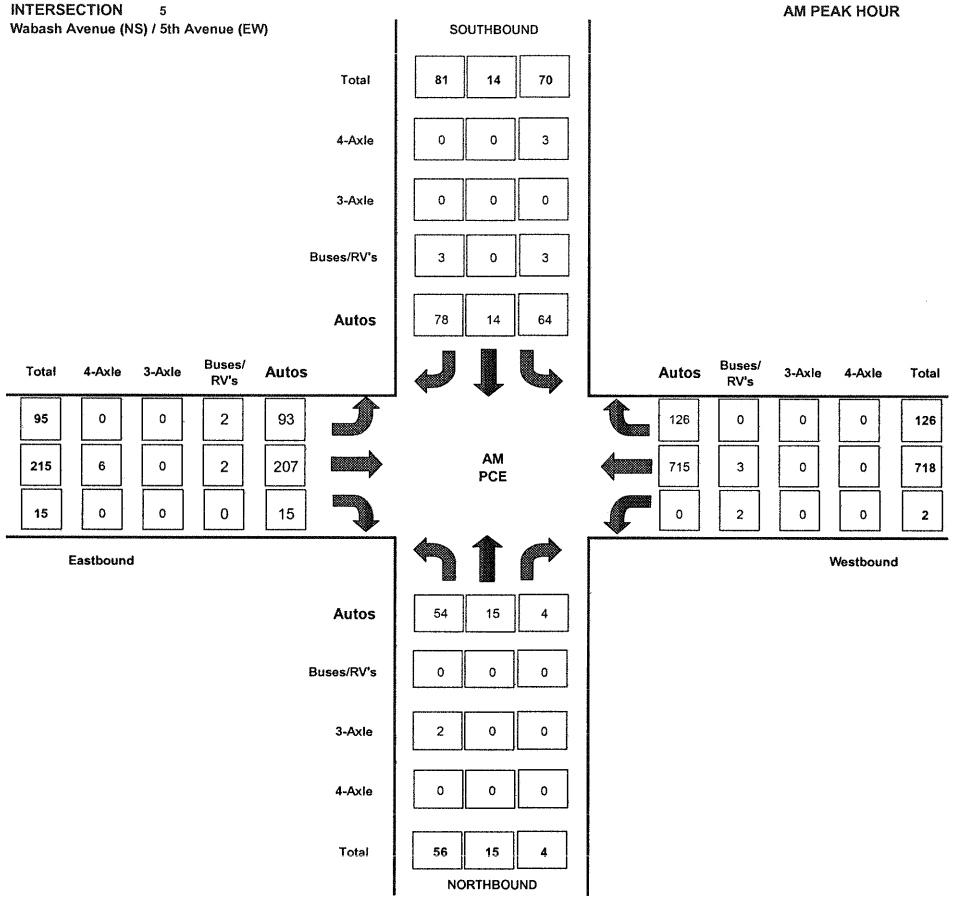


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

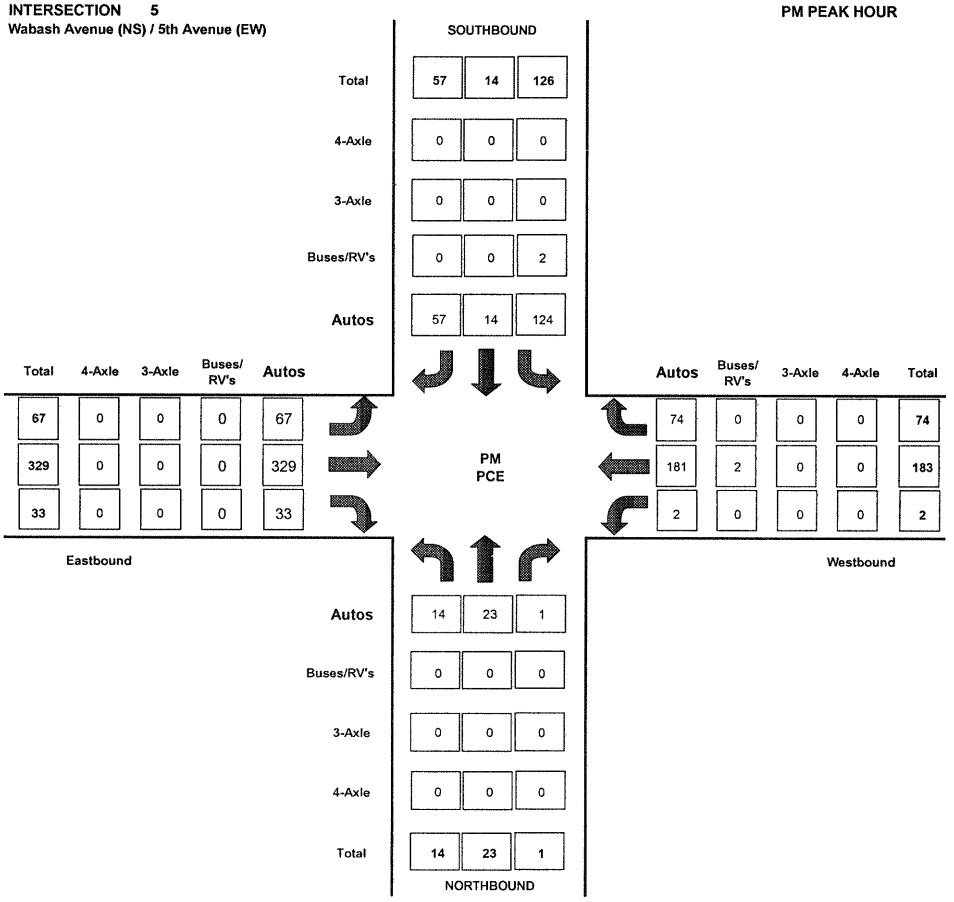
INTERSECTION 5
Wabash Avenue (NS) / 5th Avenue (EW)

AM PEAK HOUR



INTERSECTION 5
Wabash Avenue (NS) / 5th Avenue (EW)

PM PEAK HOUR

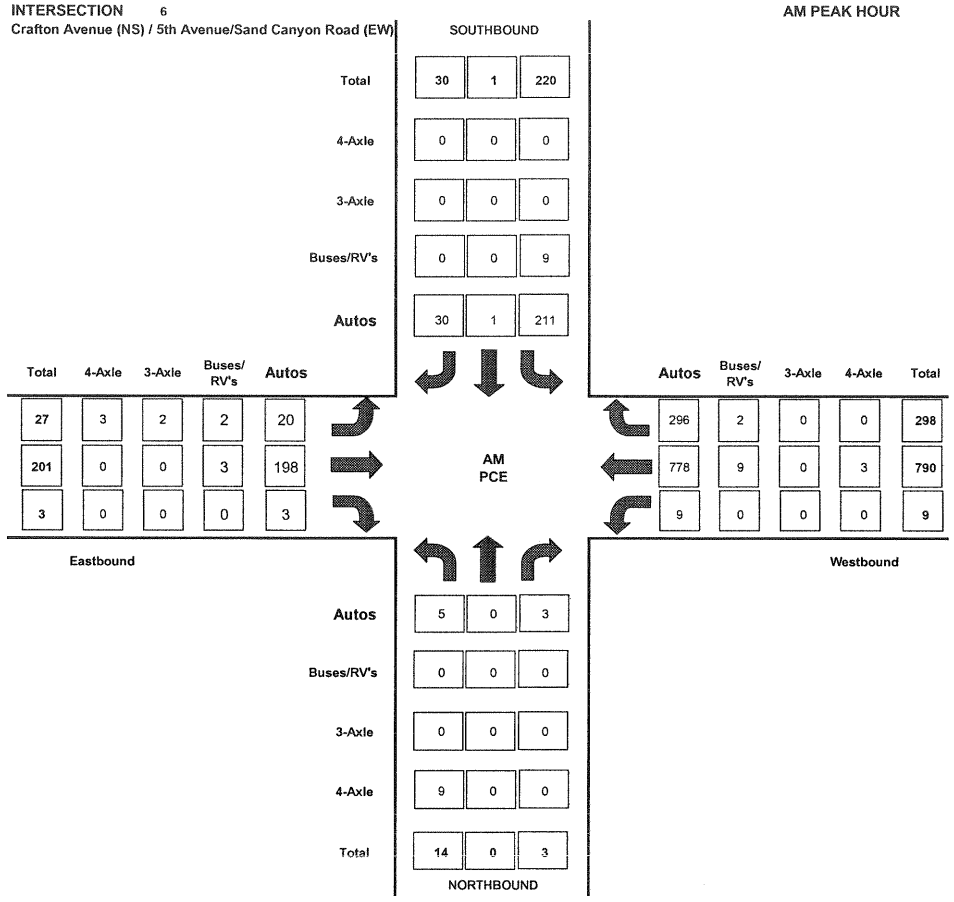


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

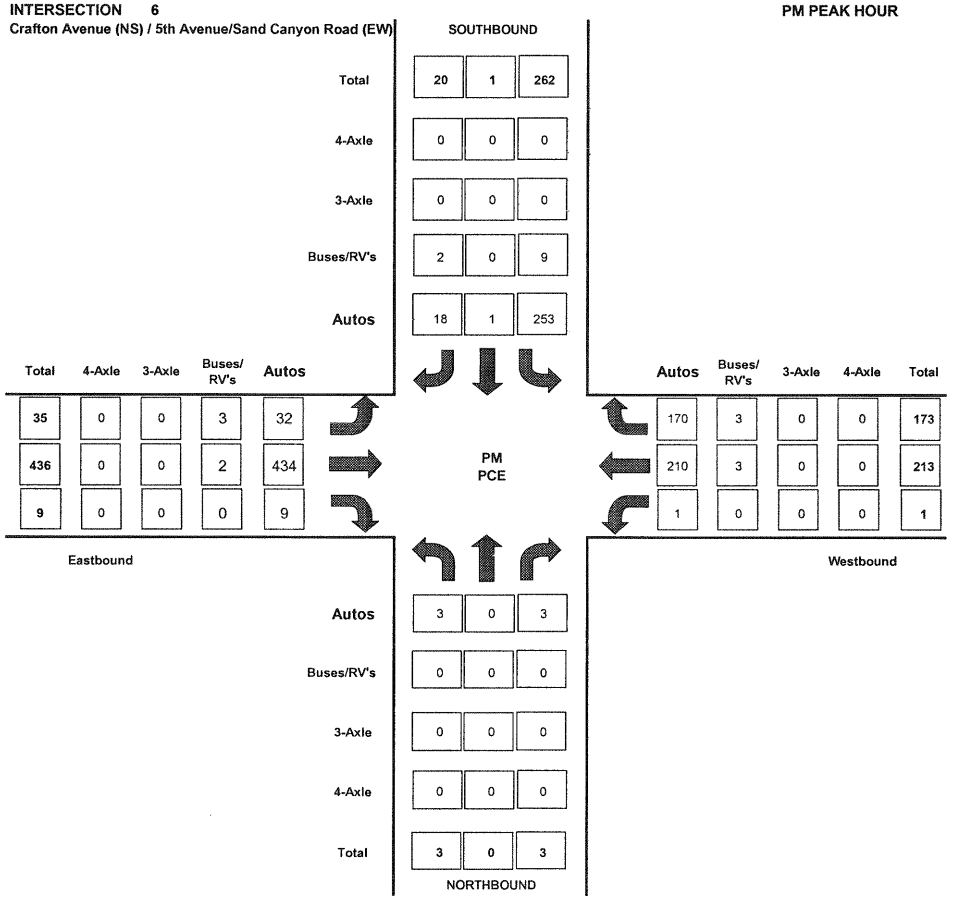
INTERSECTION 6
Crafton Avenue (NS) / 5th Avenue/Sand Canyon Road (EW)

AM PEAK HOUR



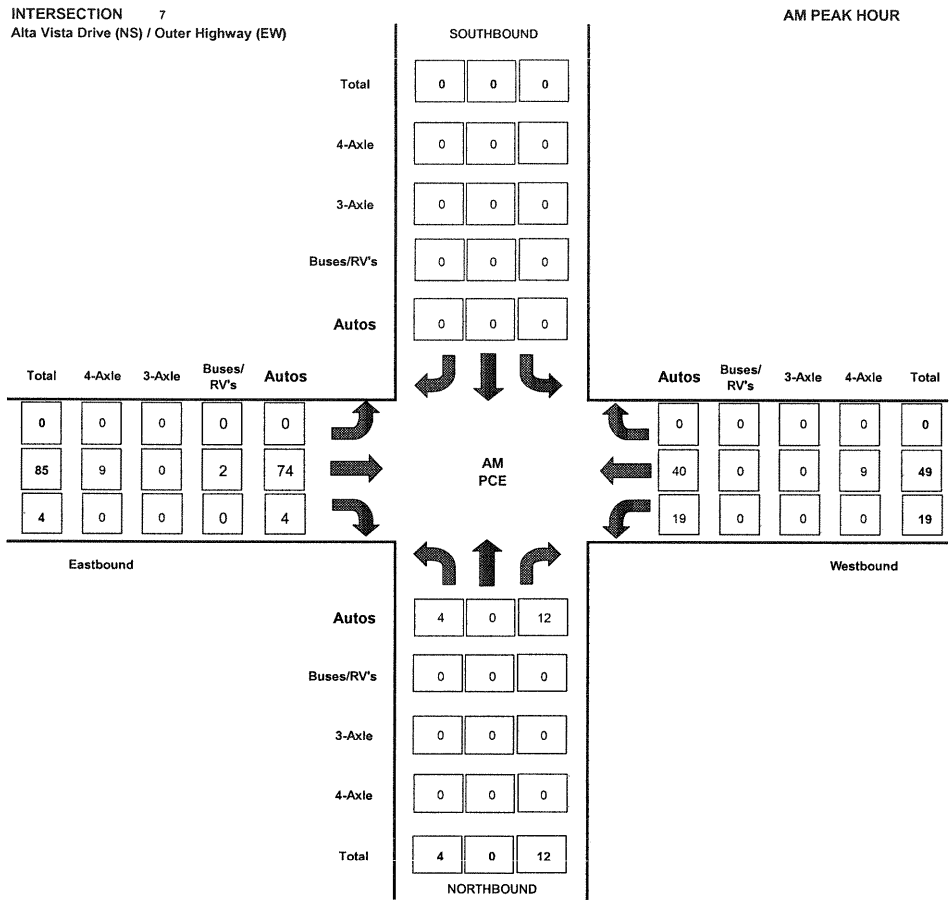
INTERSECTION 6
Crafton Avenue (NS) / 5th Avenue/Sand Canyon Road (EW)

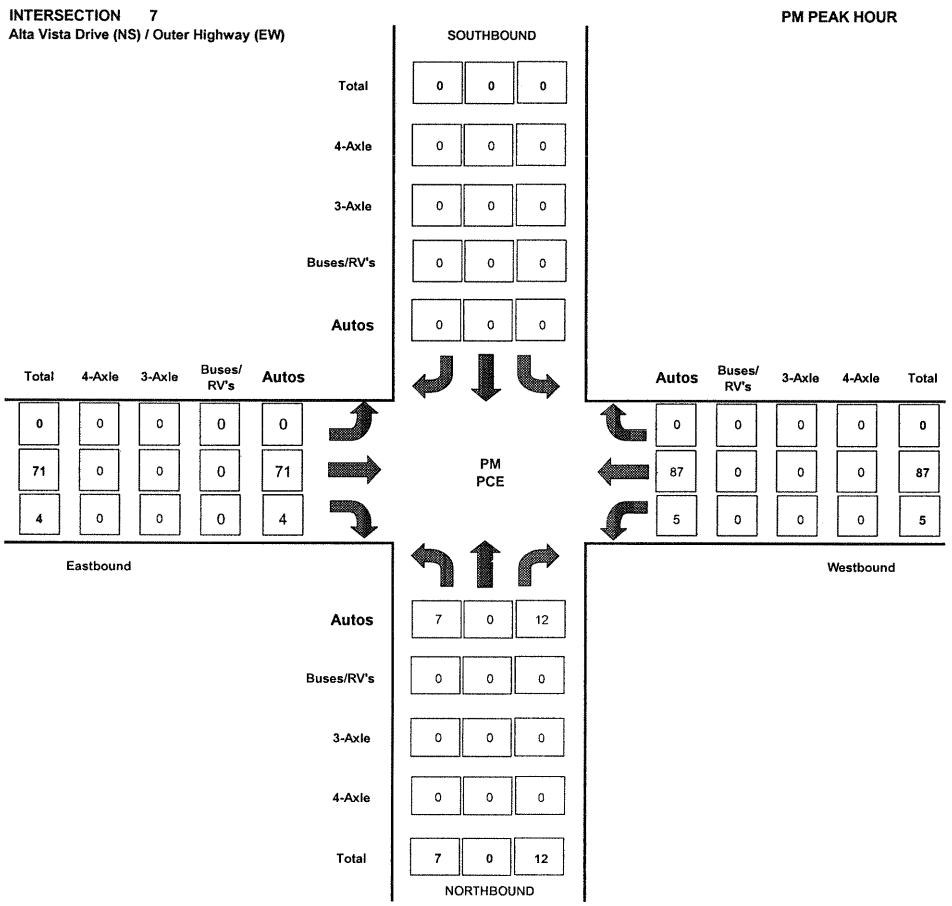
PM PEAK HOUR



URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



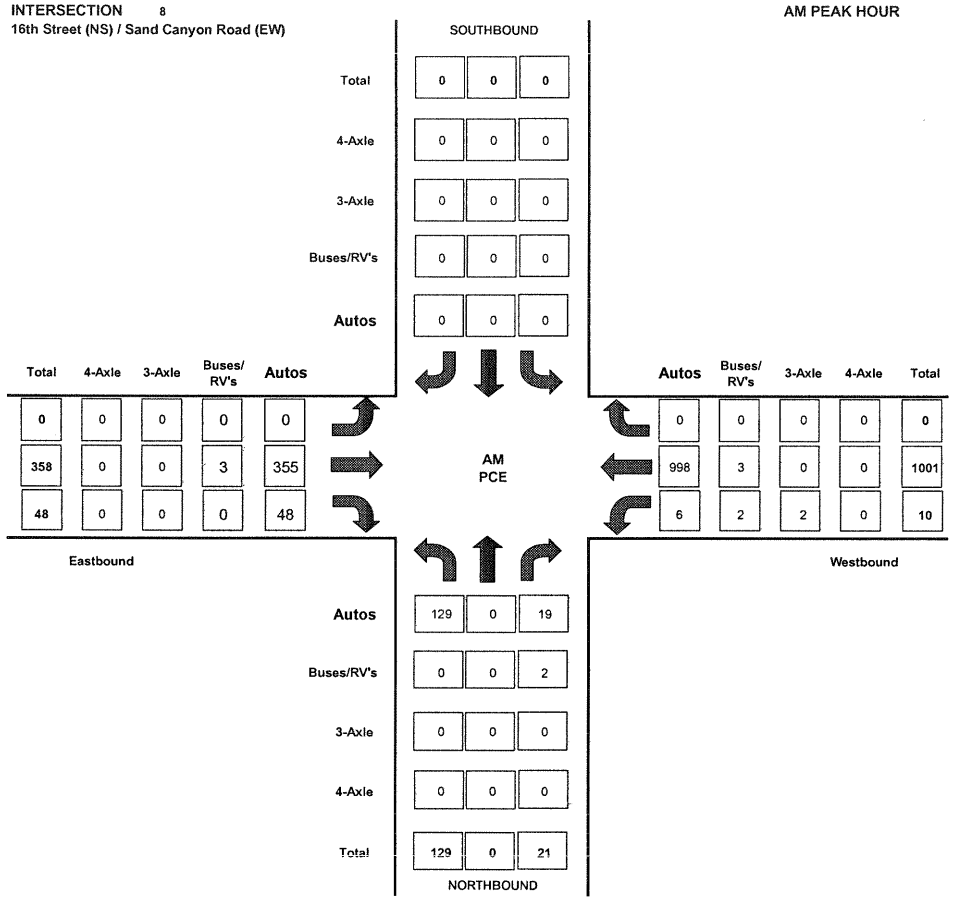


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

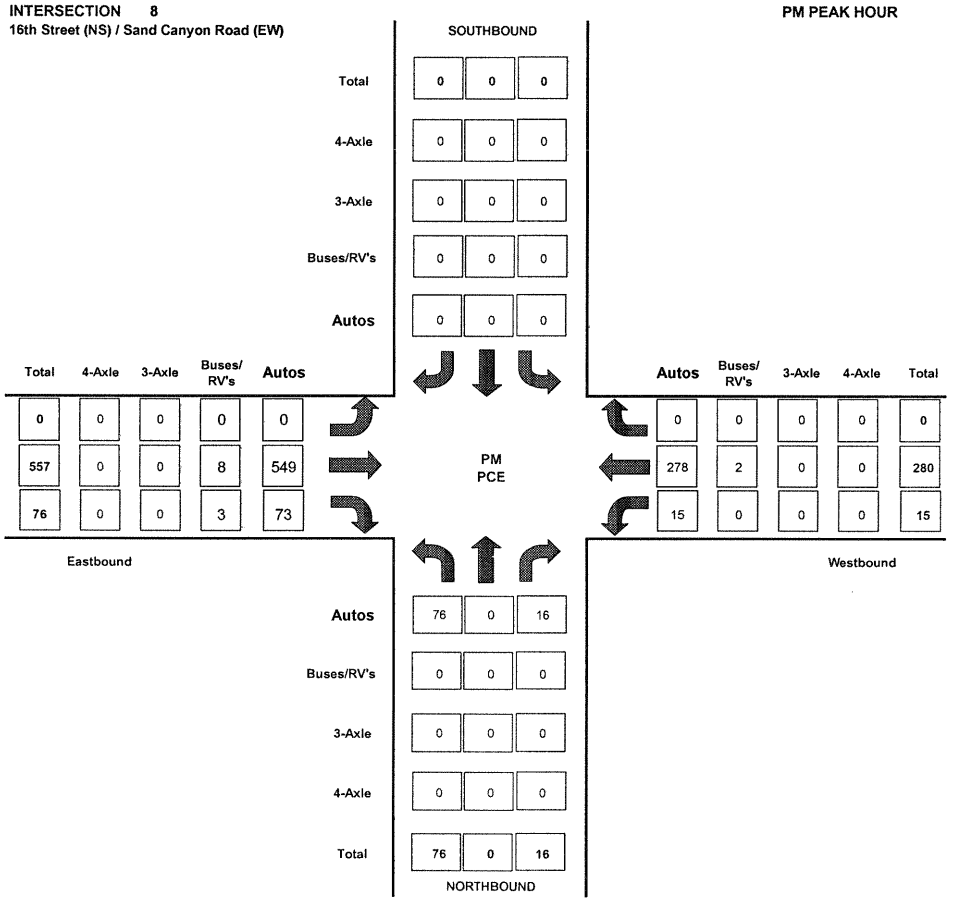
INTERSECTION 8
16th Street (NS) / Sand Canyon Road (EW)

AM PEAK HOUR



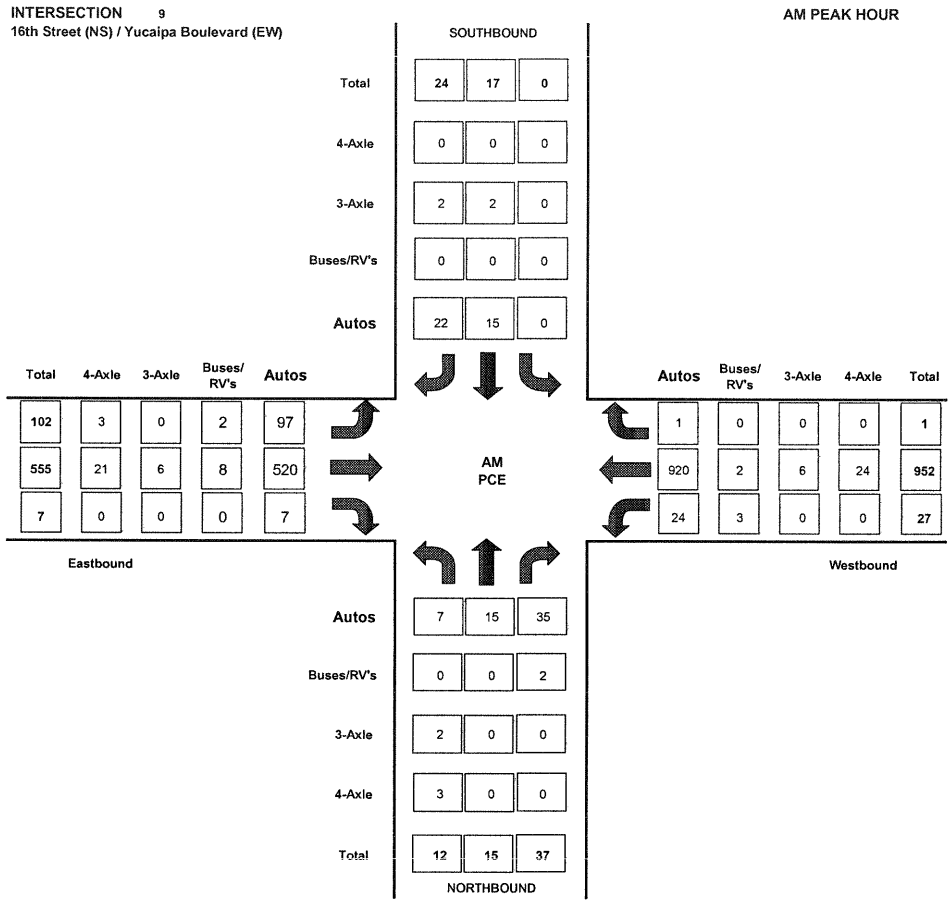
INTERSECTION 8
16th Street (NS) / Sand Canyon Road (EW)

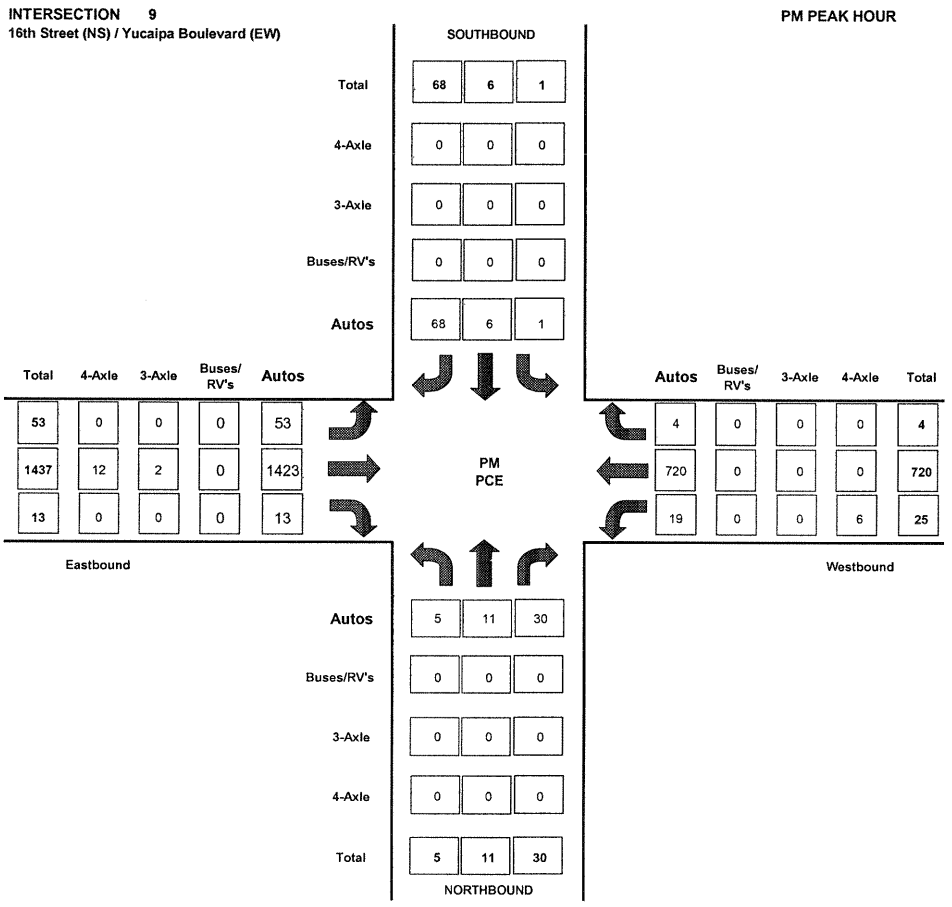
PM PEAK HOUR



URBAN CROSSROADS

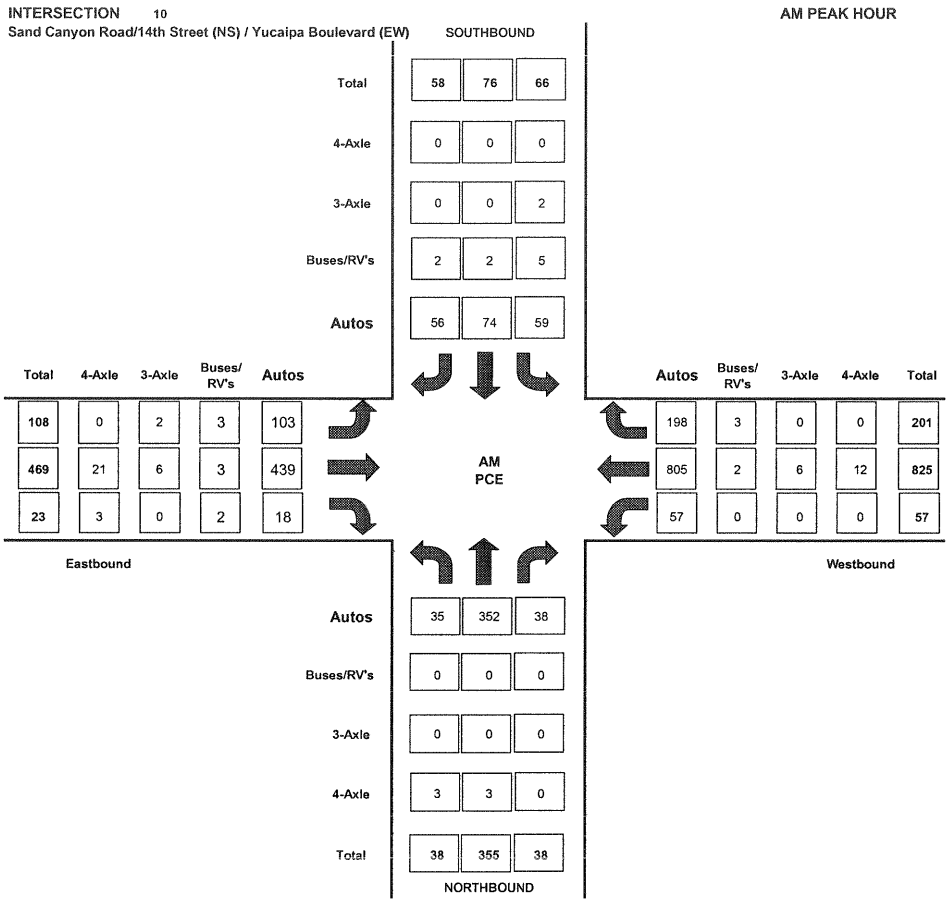
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

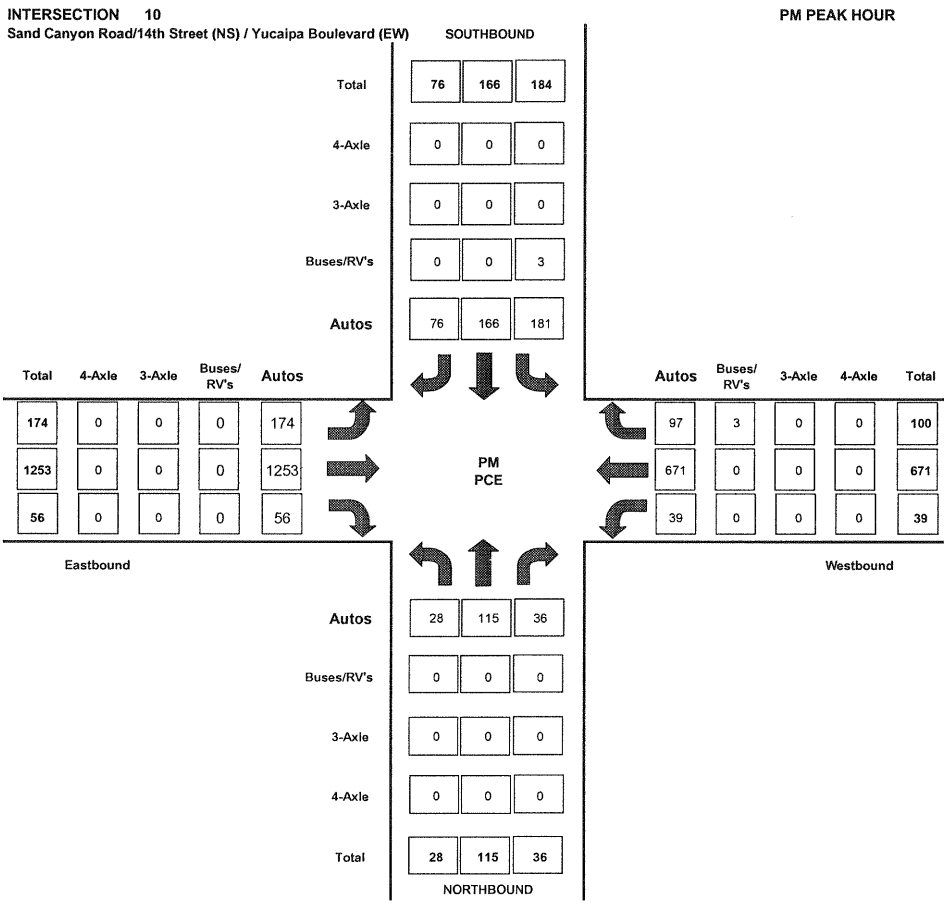




URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

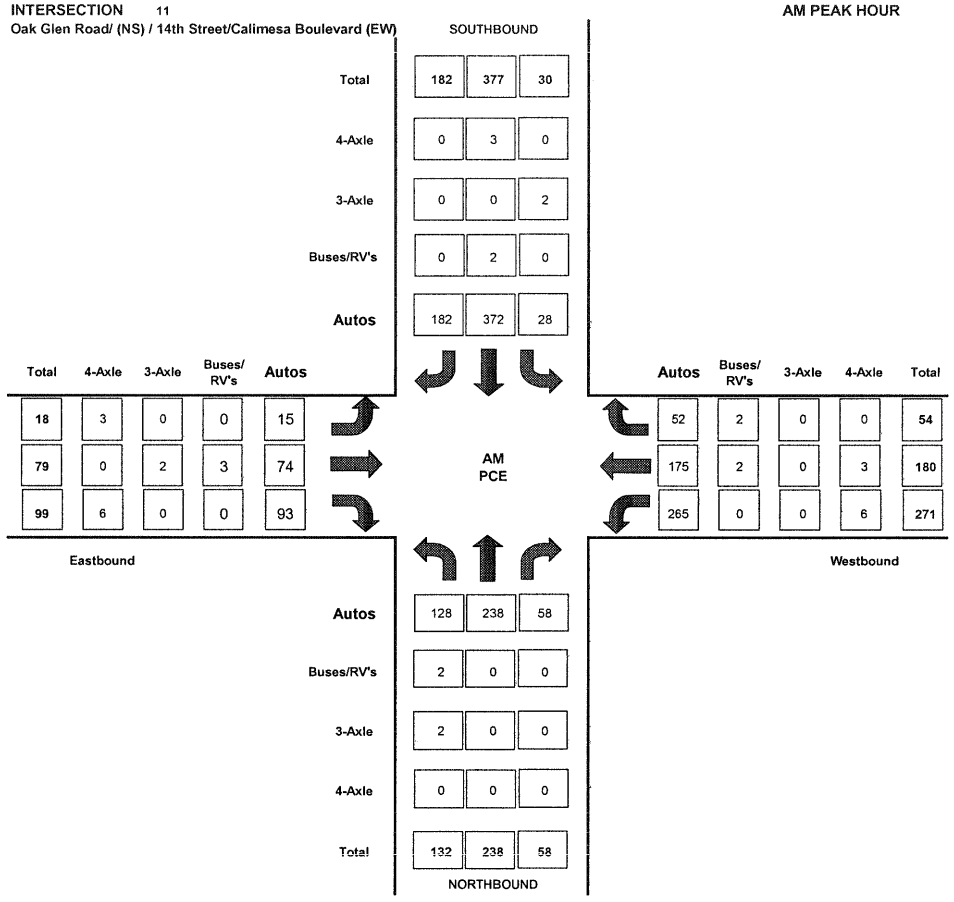




PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

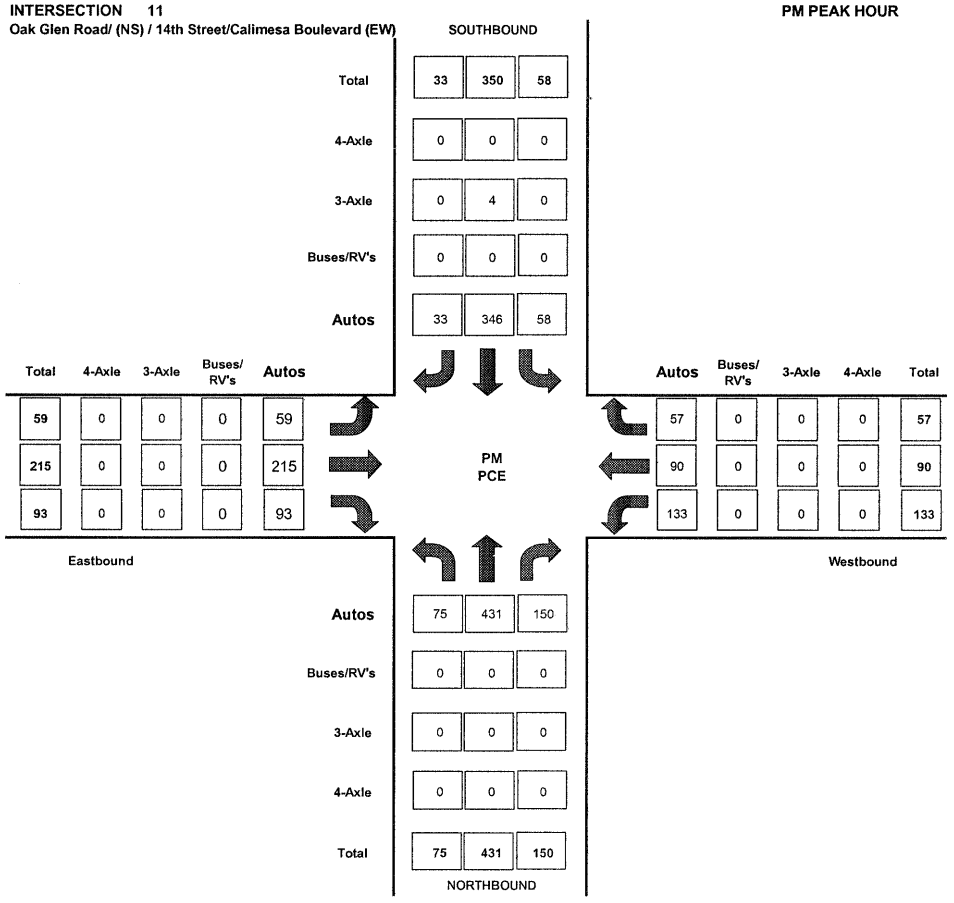
INTERSECTION 11
Oak Glen Road/ (NS) / 14th Street/Calimesa Boulevard (EW)

AM PEAK HOUR



INTERSECTION 11
Oak Glen Road/ (NS) / 14th Street/Calimesa Boulevard (EW)

PM PEAK HOUR

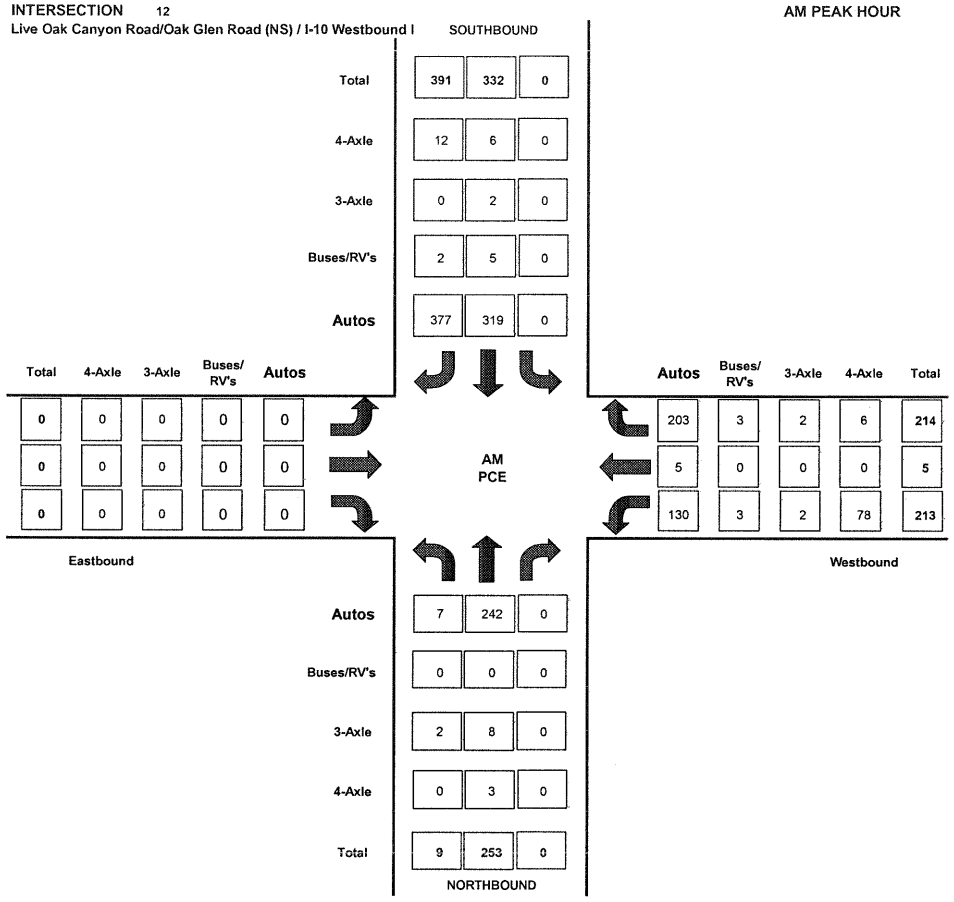


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

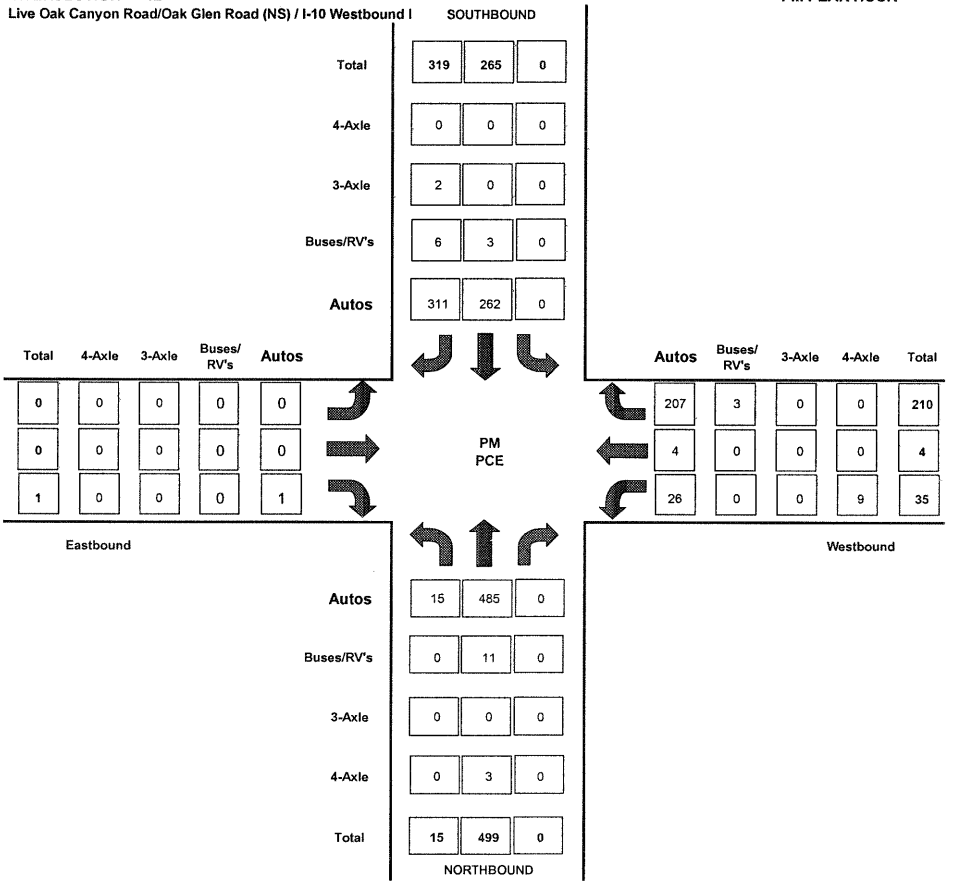
INTERSECTION 12
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Westbound I

AM PEAK HOUR



INTERSECTION 12
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Westbound I

PM PEAK HOUR

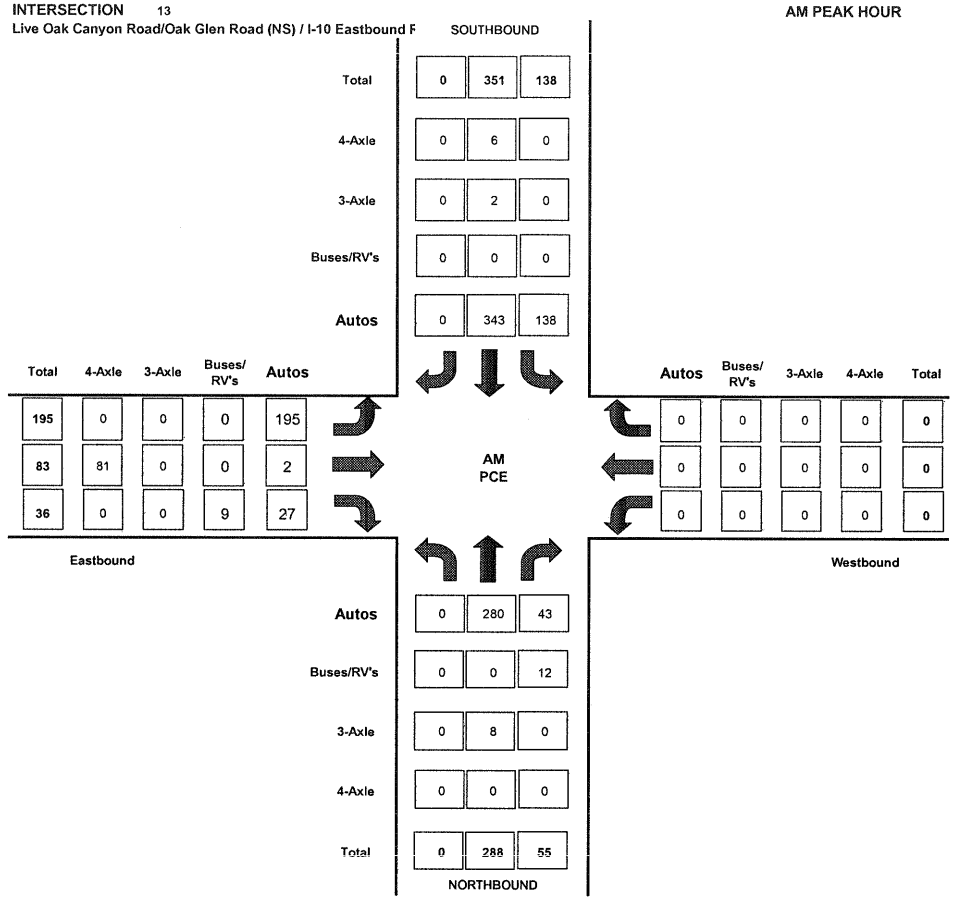


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

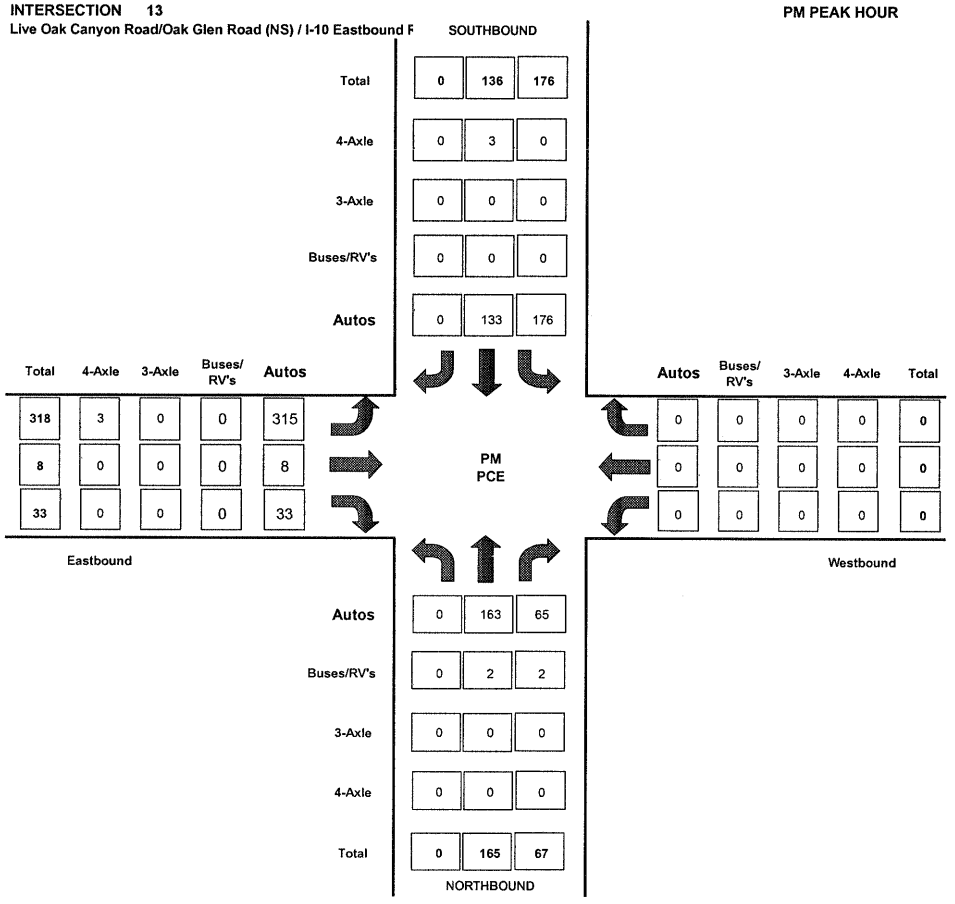
INTERSECTION 13
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Eastbound F

AM PEAK HOUR



INTERSECTION 13
Live Oak Canyon Road/Oak Glen Road (NS) / I-10 Eastbound F

PM PEAK HOUR

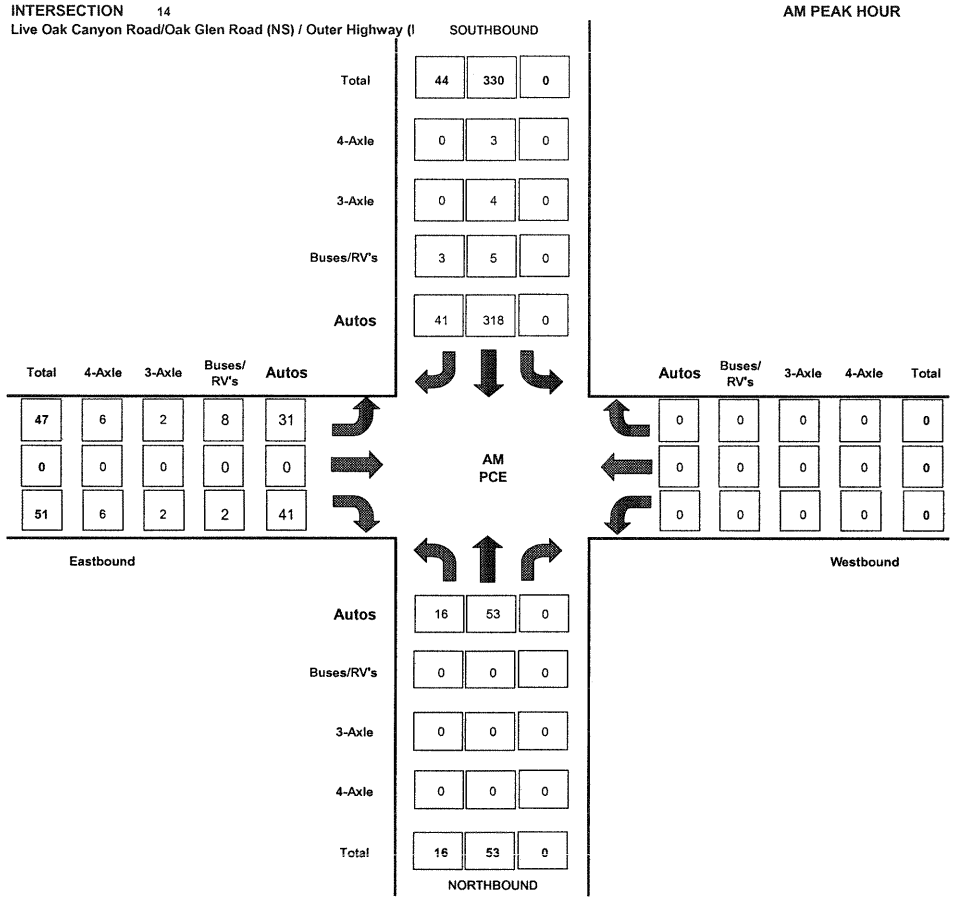


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

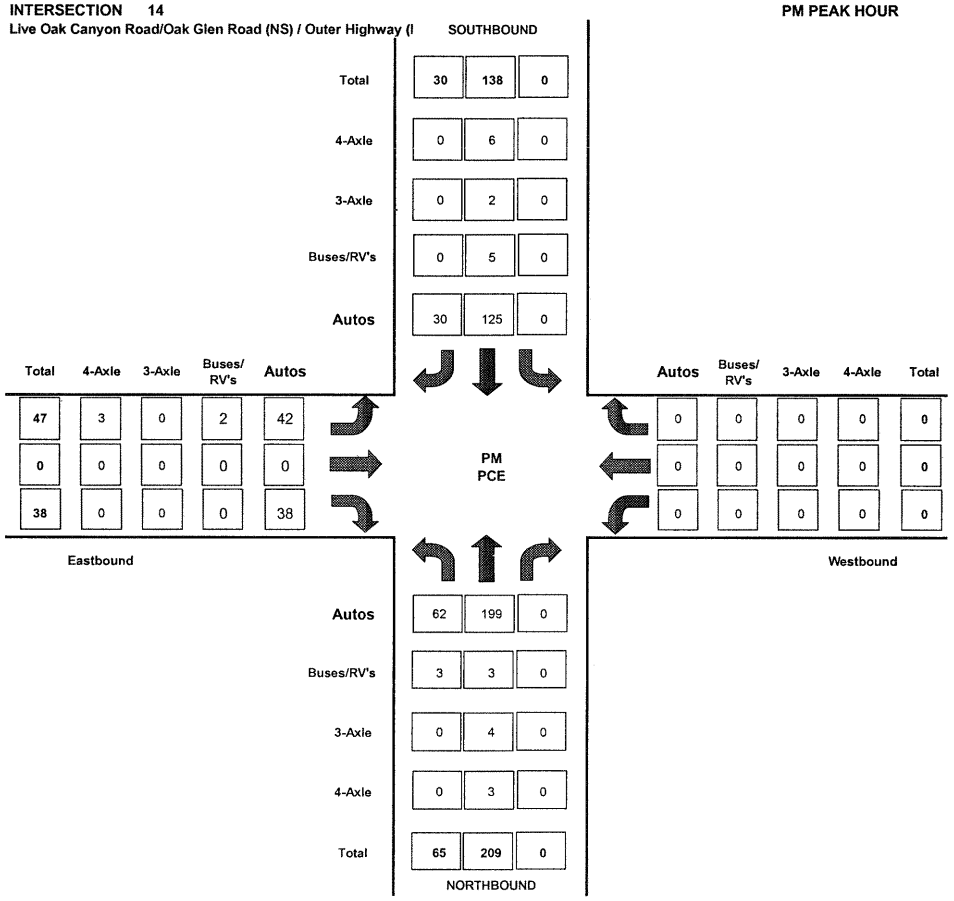
INTERSECTION 14
Live Oak Canyon Road/Oak Glen Road (NS) / Outer Highway (I

AM PEAK HOUR



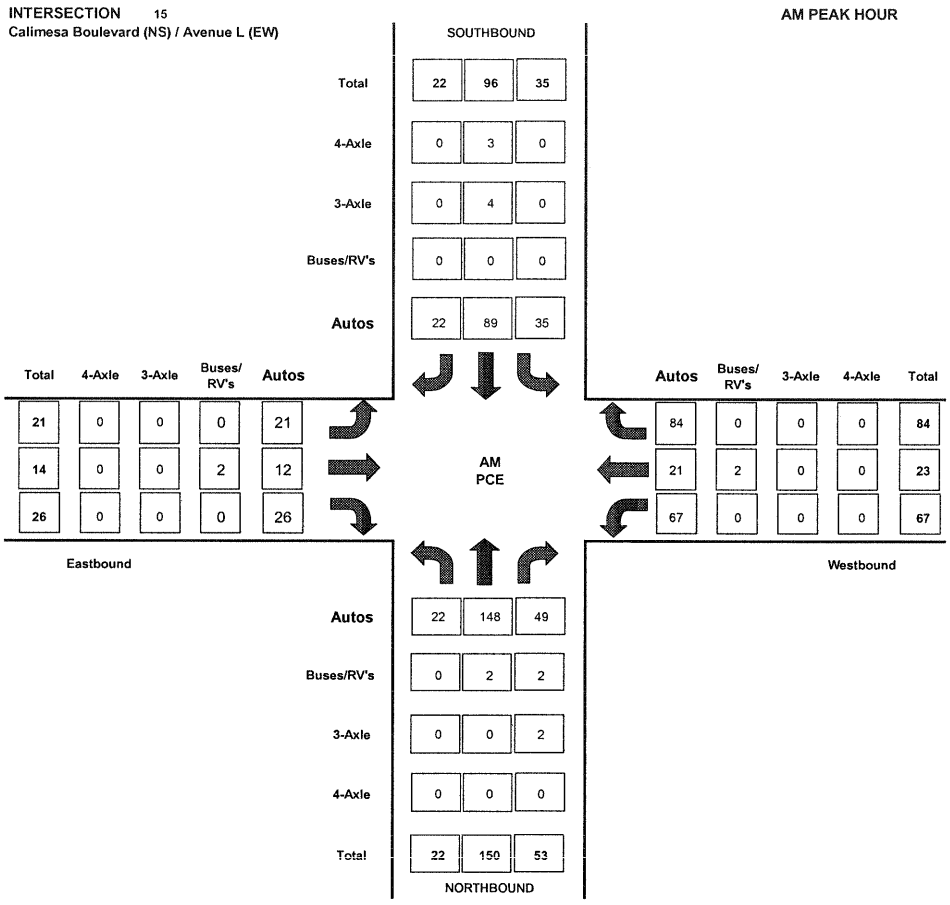
INTERSECTION 14
Live Oak Canyon Road/Oak Glen Road (NS) / Outer Highway (I

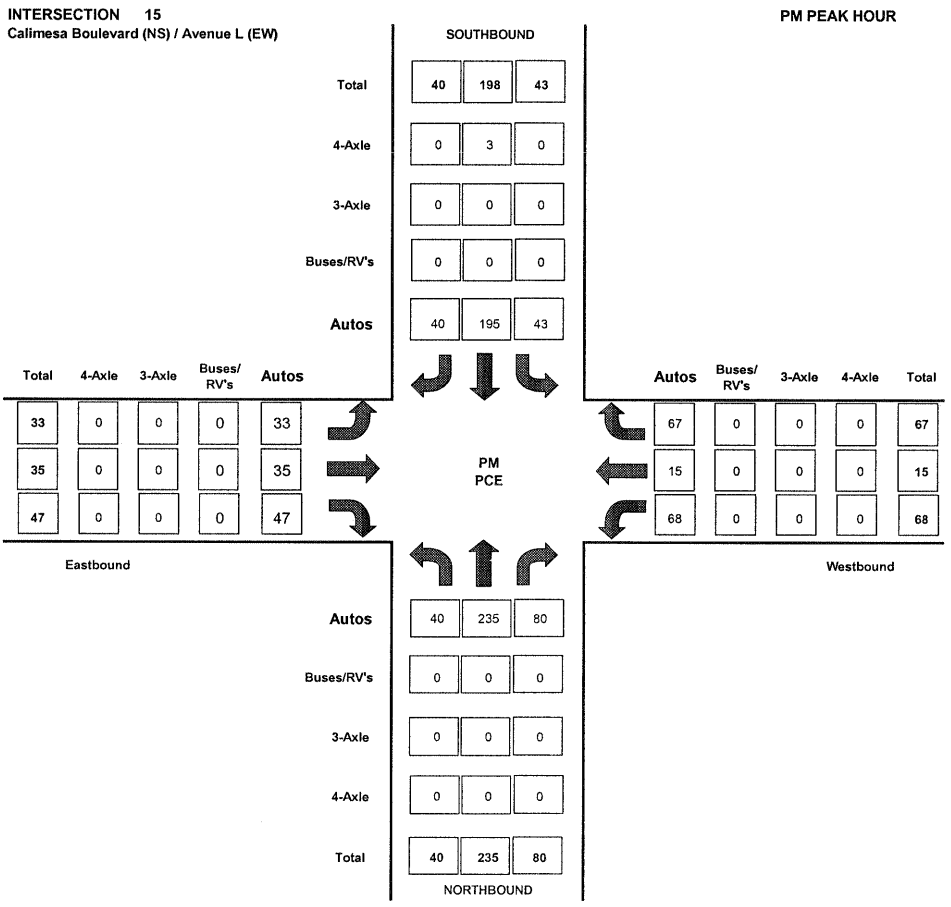
PM PEAK HOUR



URBAN CROSSROADS

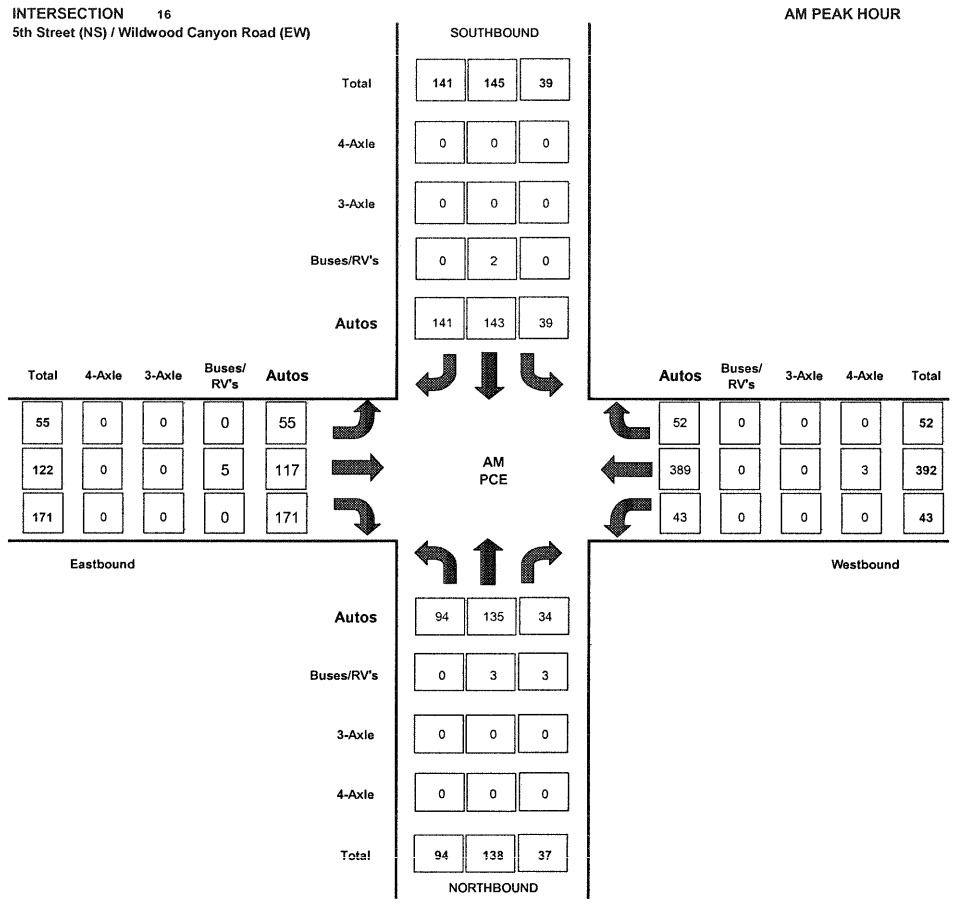
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

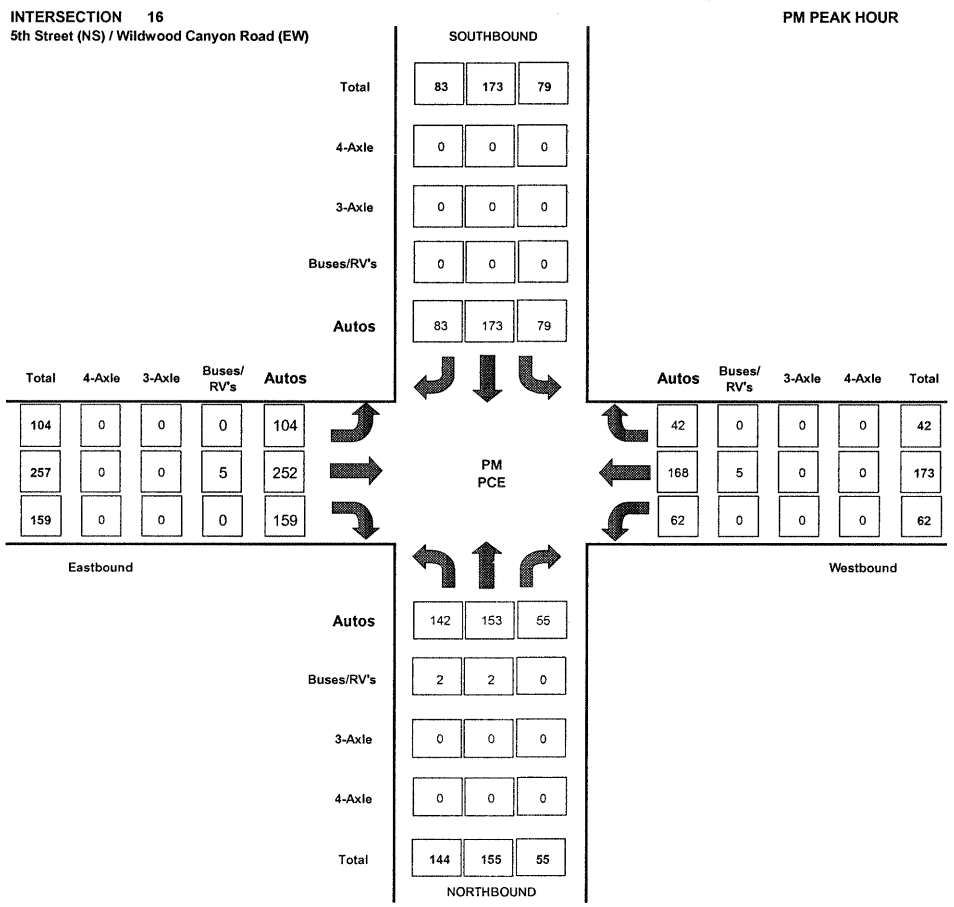




URBAN CROSSROADS

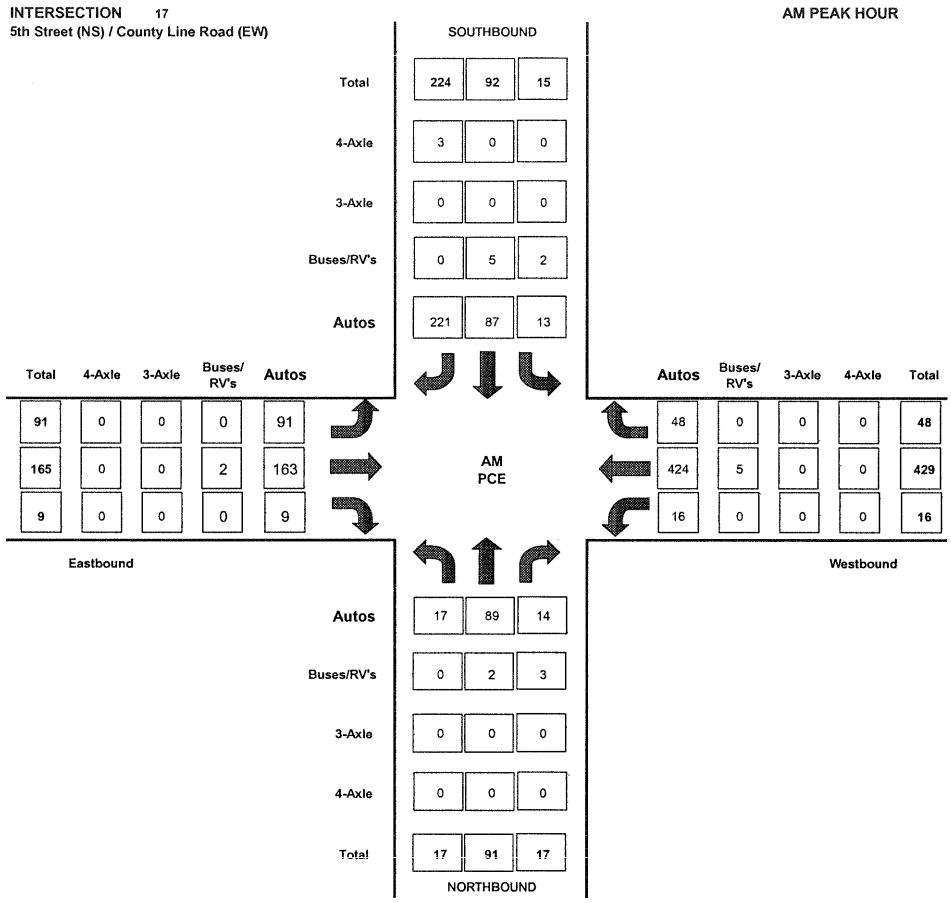
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

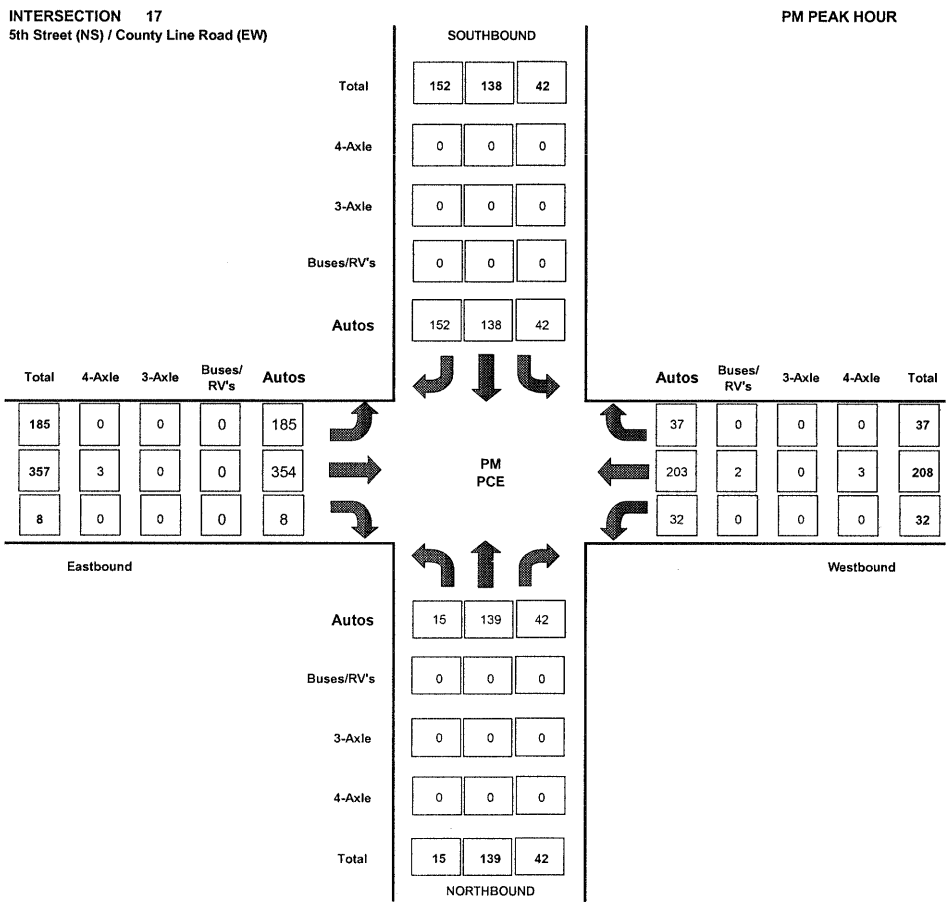




URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY



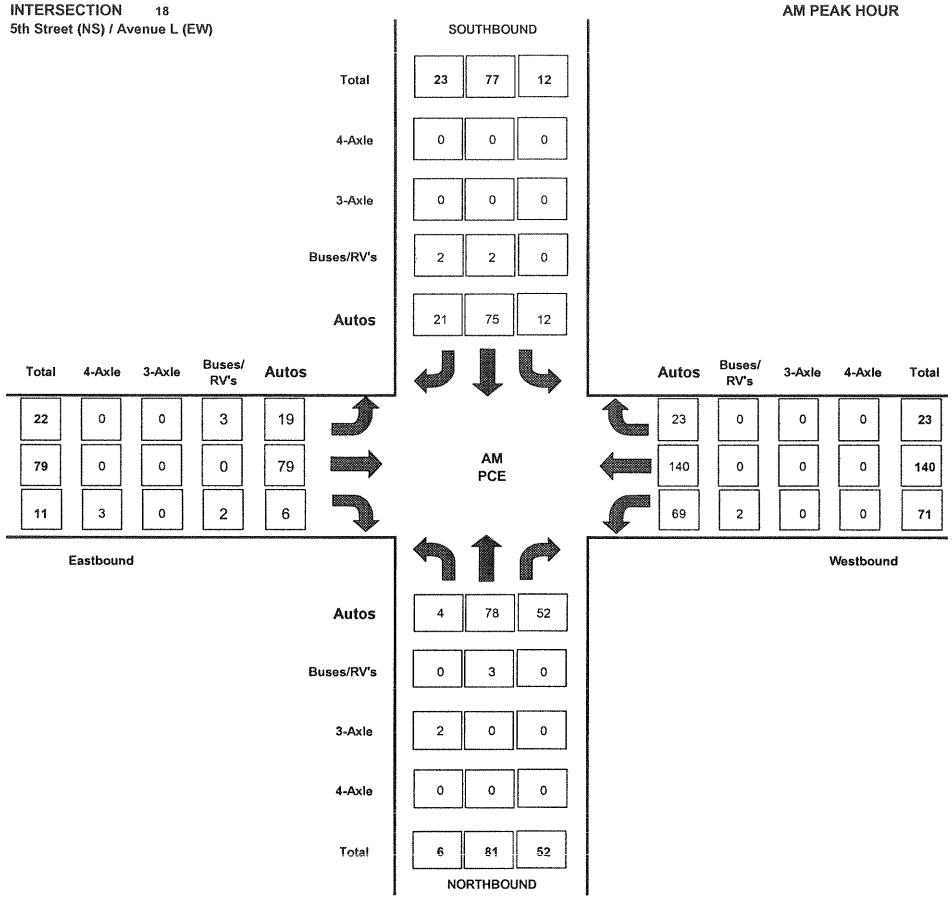


URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

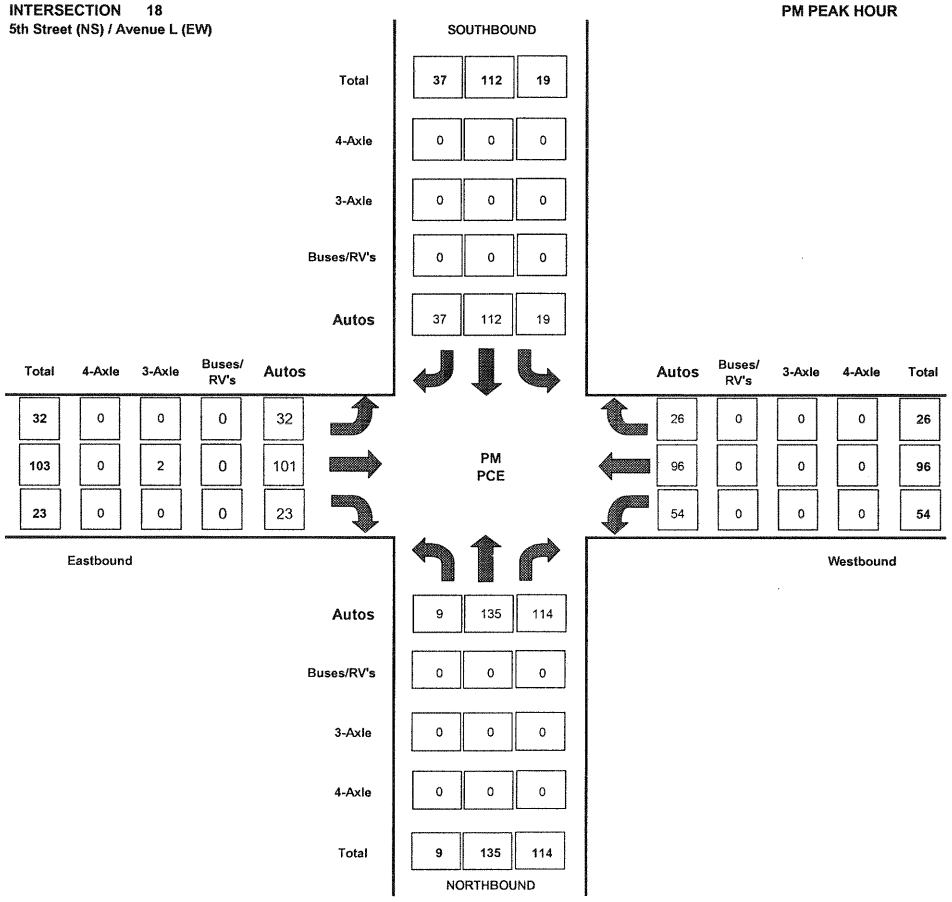
INTERSECTION 18
5th Street (NS) / Avenue L (EW)

AM PEAK HOUR



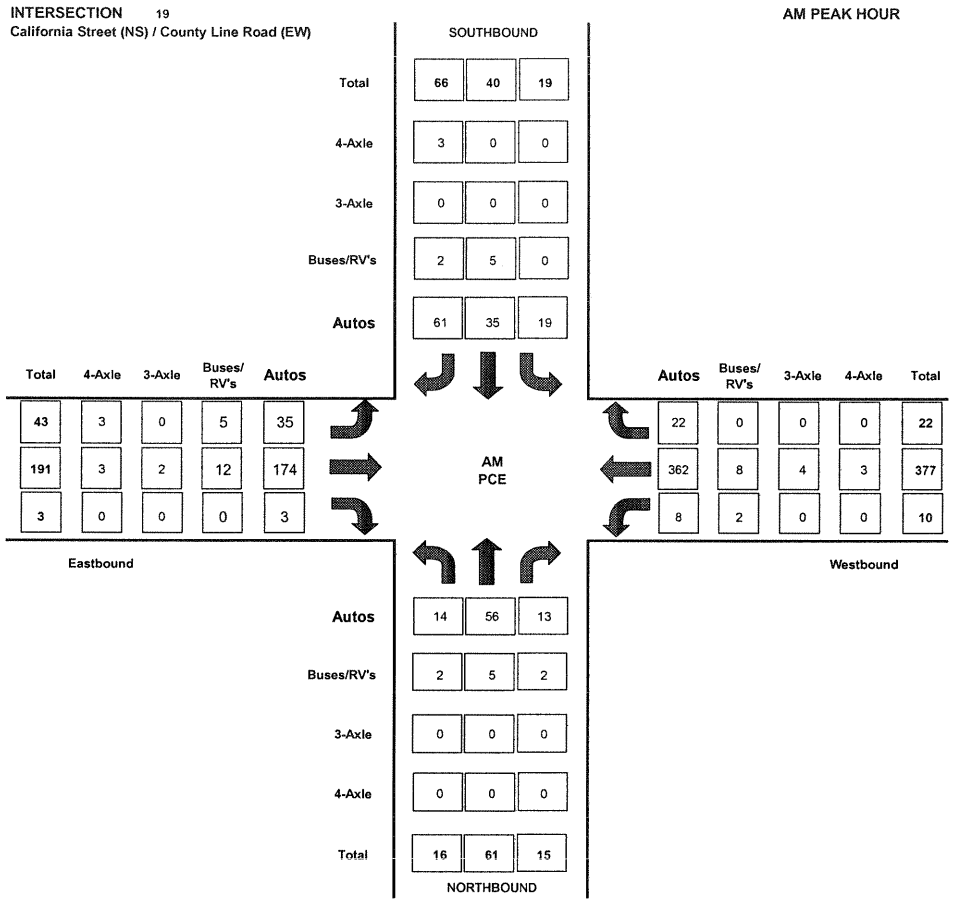
INTERSECTION 18
5th Street (NS) / Avenue L (EW)

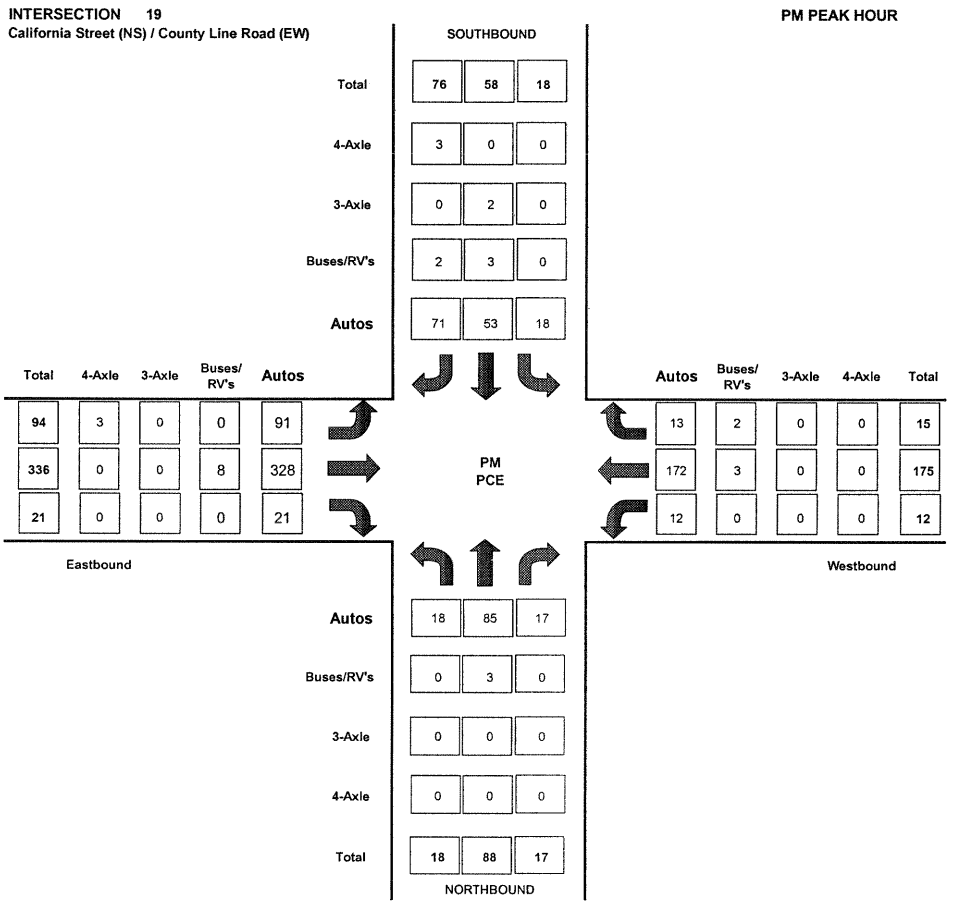
PM PEAK HOUR



URBAN CROSSROADS

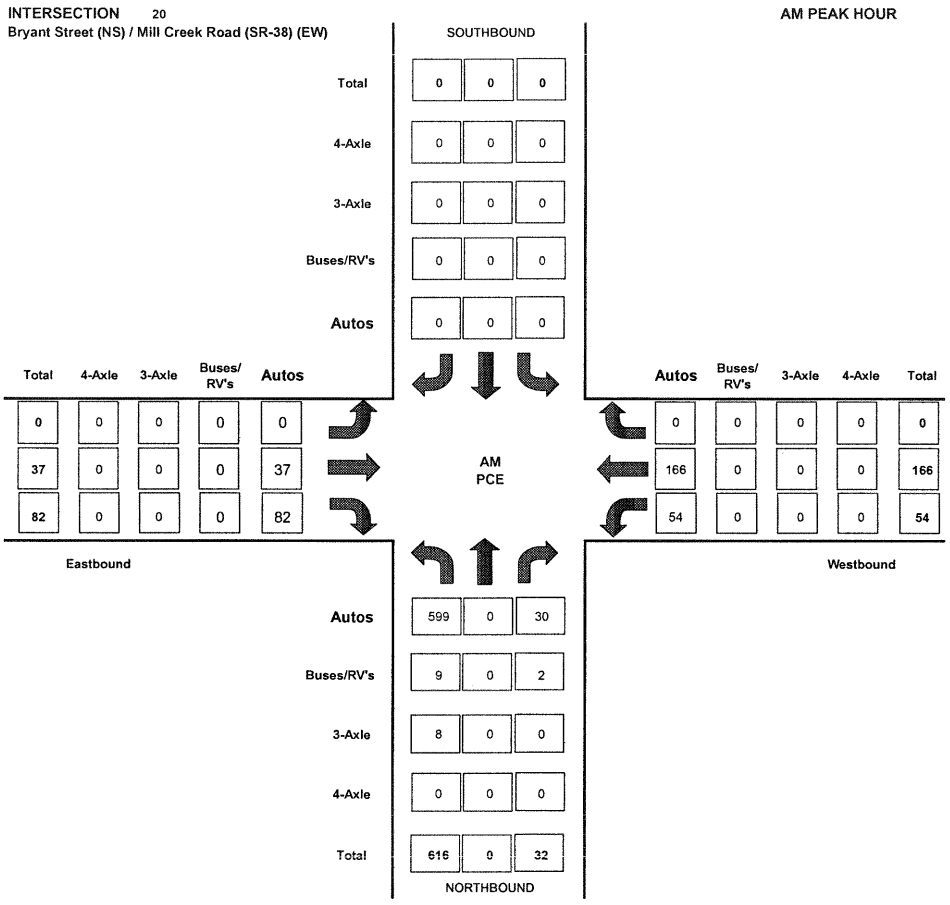
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

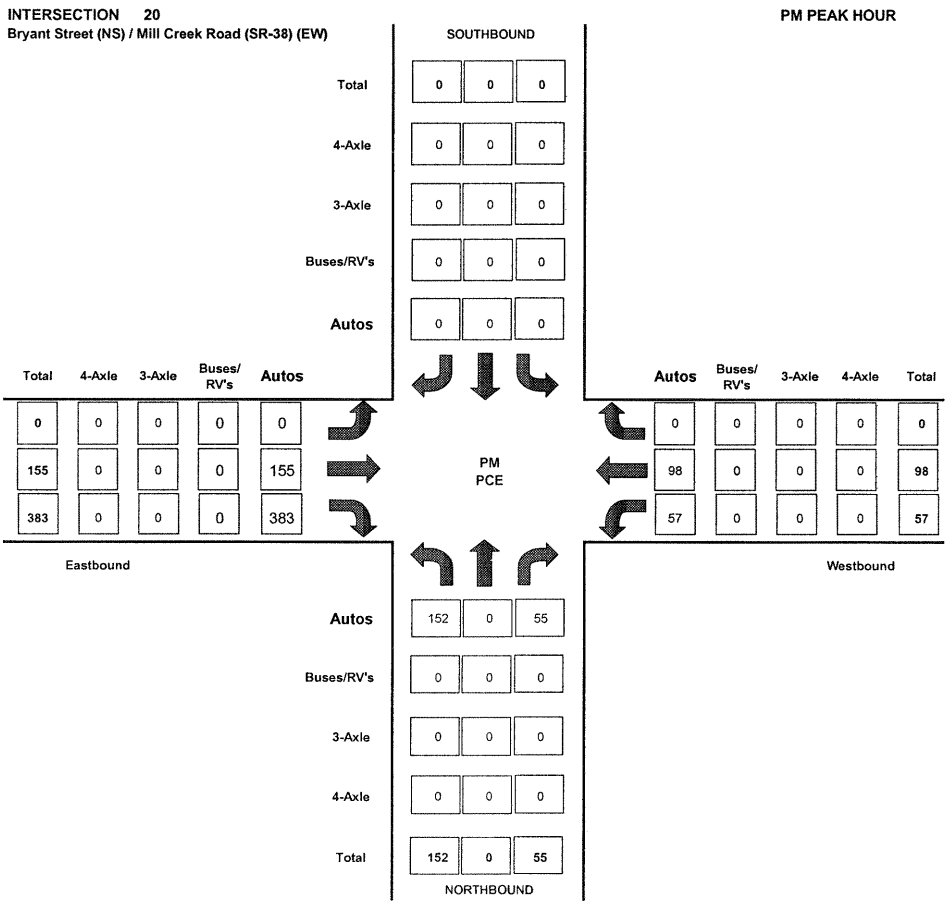




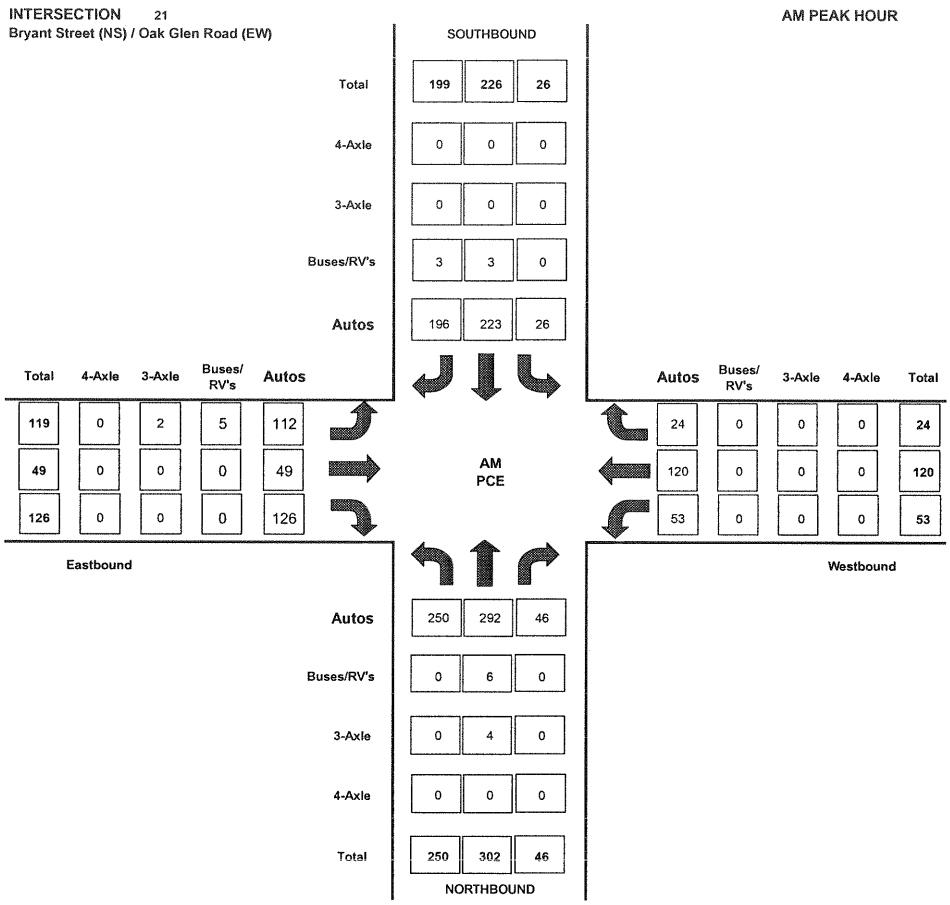
URBAN CROSSROADS

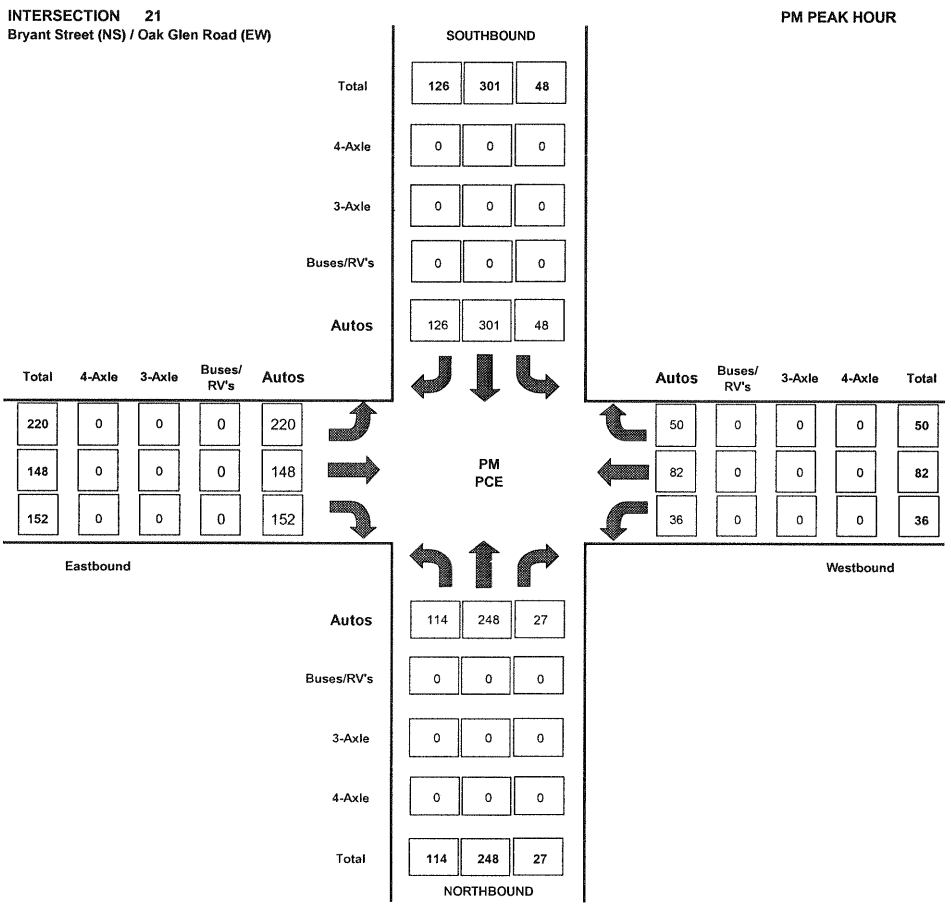
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY





PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

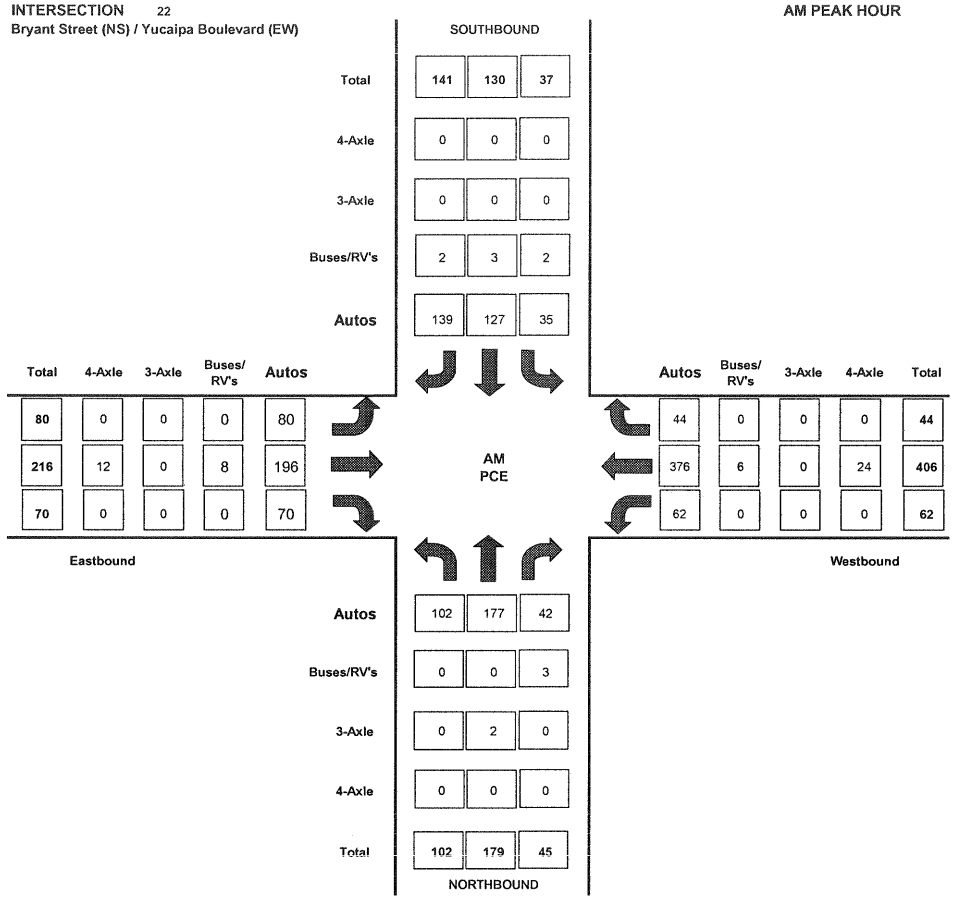




PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

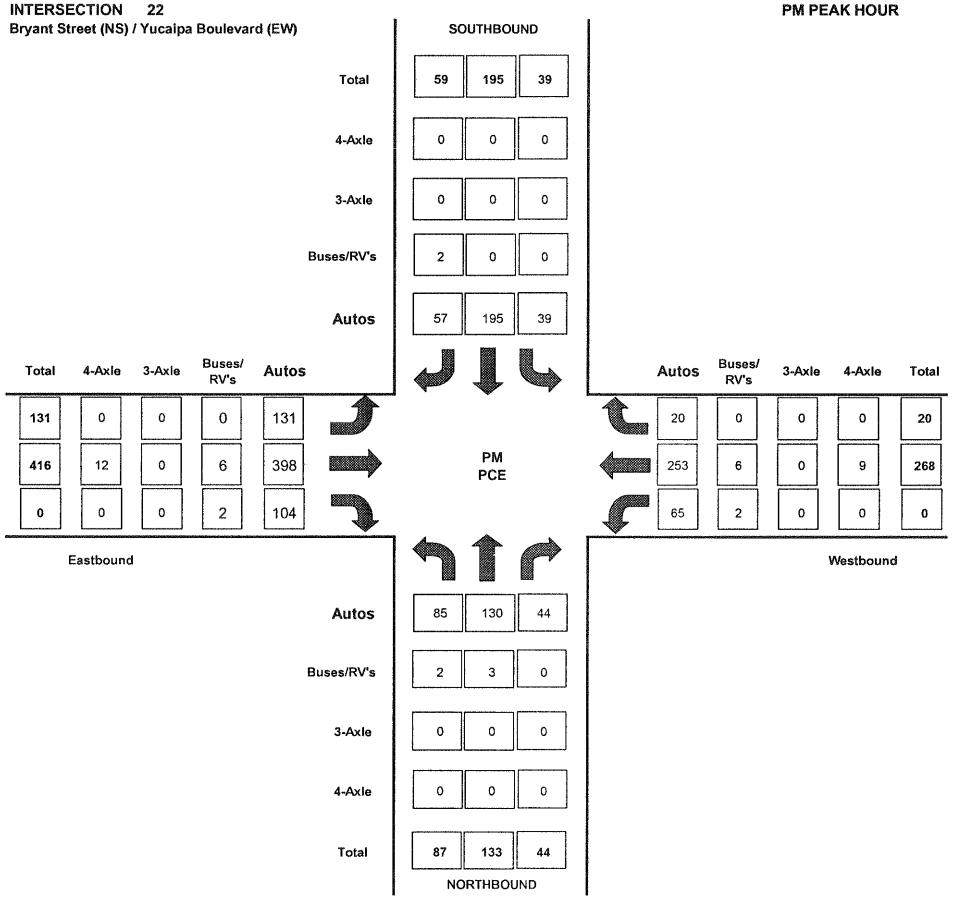
INTERSECTION 22
Bryant Street (NS) / Yucaipa Boulevard (EW)

AM PEAK HOUR



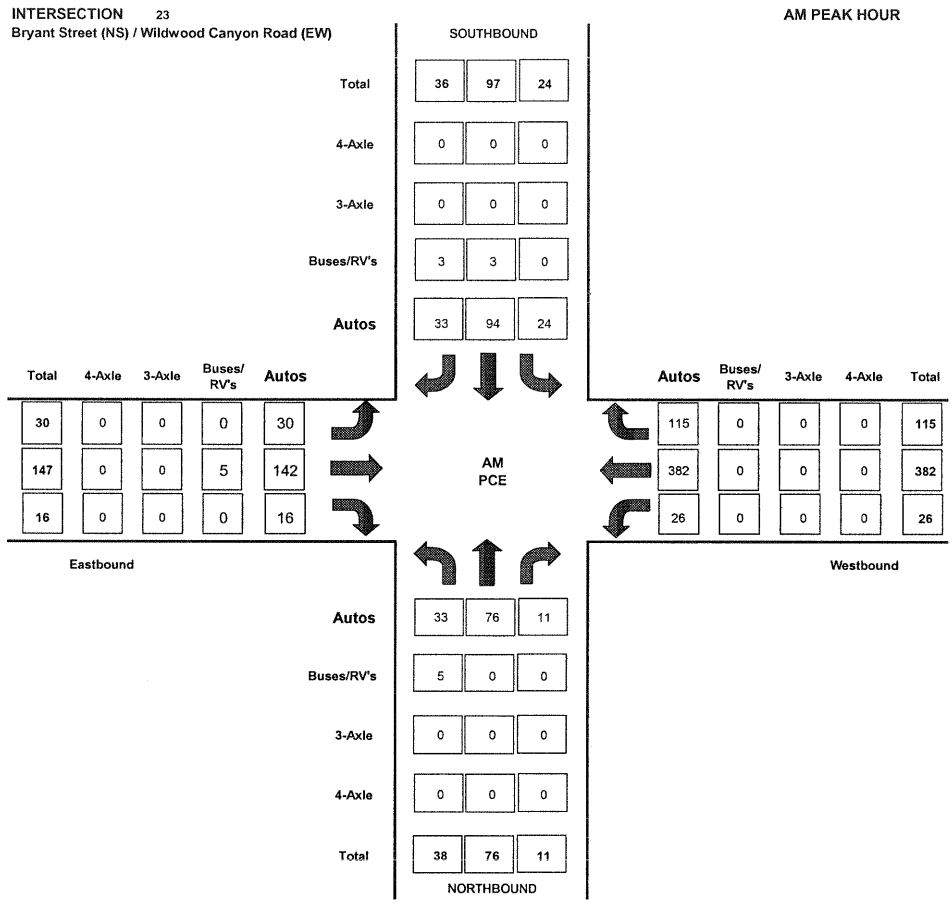
INTERSECTION 22
Bryant Street (NS) / Yucaipa Boulevard (EW)

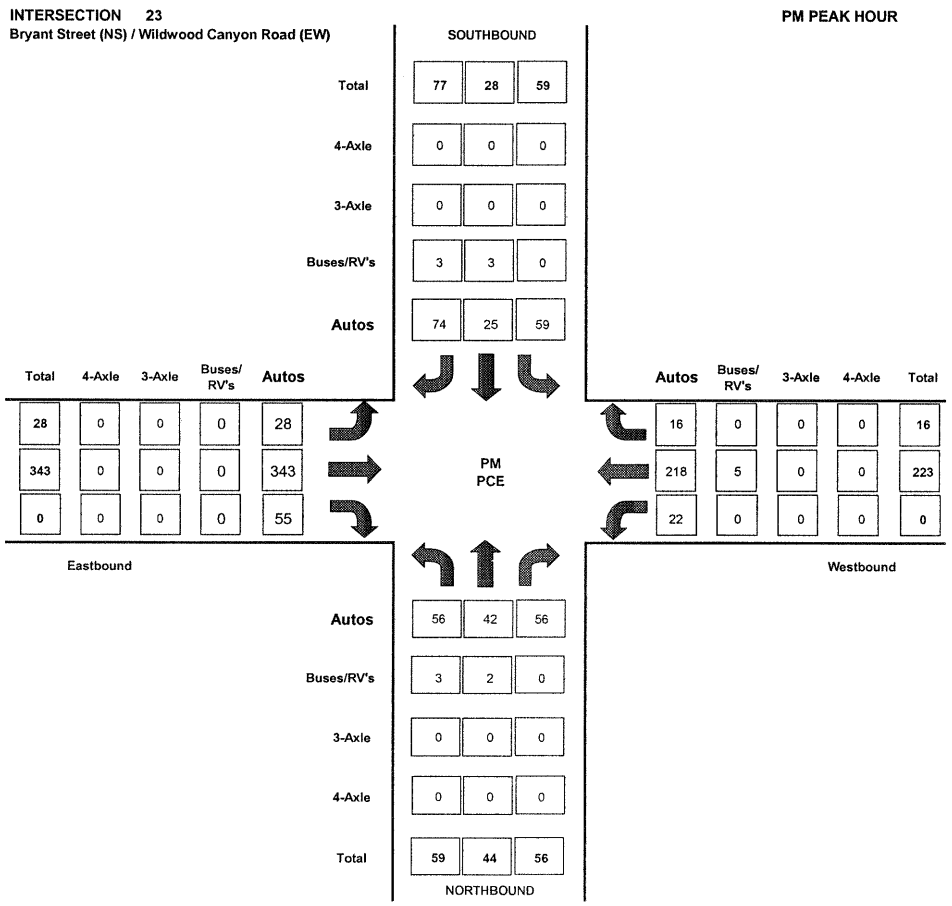
PM PEAK HOUR



URBAN CROSSROADS

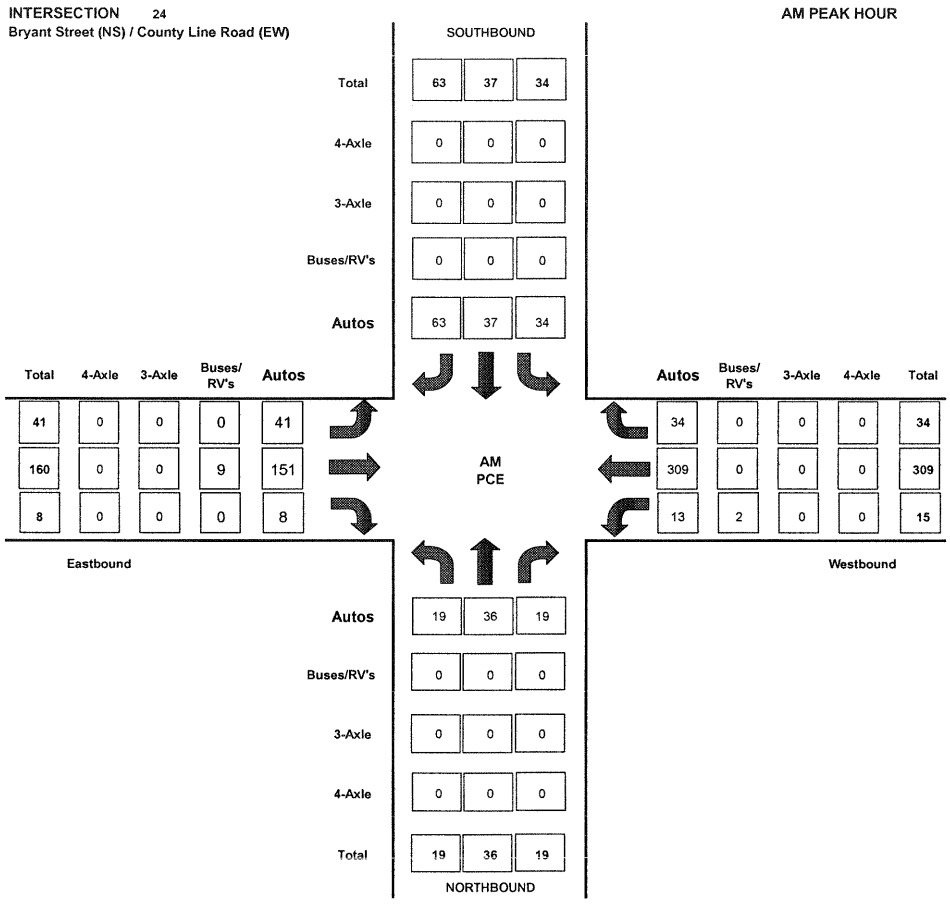
PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY

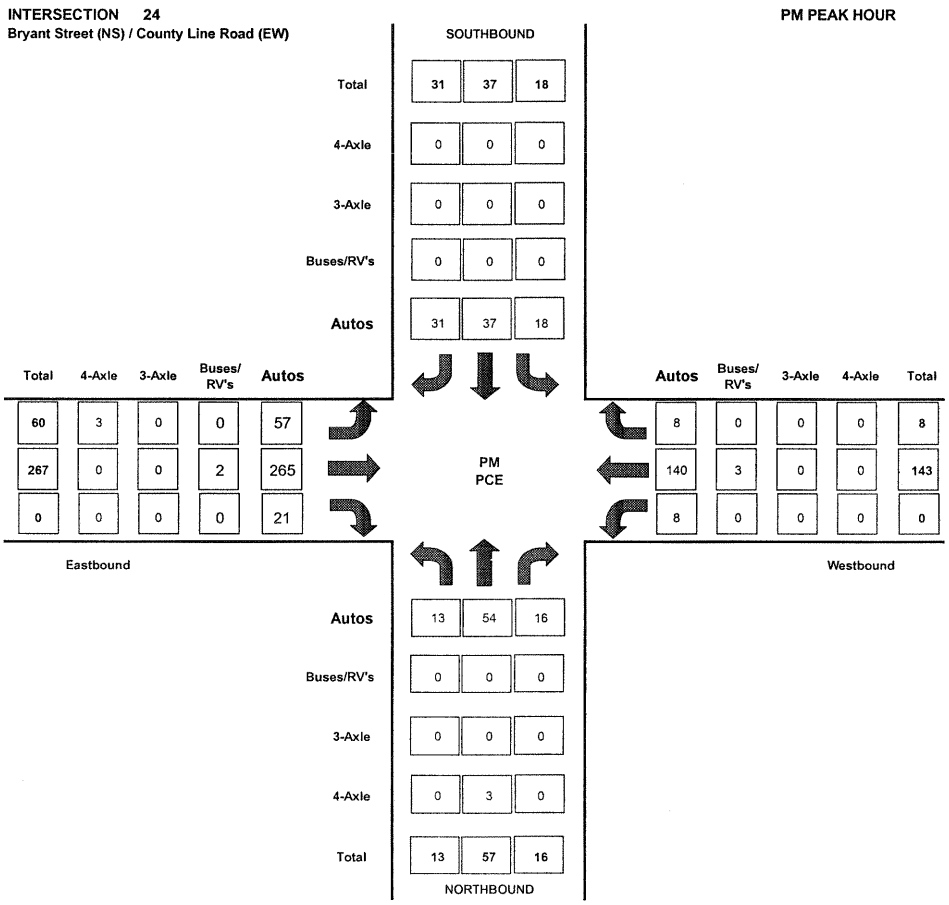




URBAN CROSSROADS

PASSENGER CAR EQUIVALENCY PEAK HOUR COUNT SUMMARY





URBAN CROSSROADS

APPENDIX 3.5

24-Hour Average Daily Traffic Count Worksheets

24 HOUR VOLUMES

STREET : LUGONIA
LOCATION : W/O WABASH

YUCAIPA
DATE : 02-25-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	63	42	105
	1:00	32	25	57
	2:00	23	25	48
	3:00	17	30	47
	4:00	30	106	136
	5:00	53	260	313
	6:00	185	575	760
	7:00	448	884	1,332
	8:00	275	622	897
	9:00	271	485	756
	10:00	338	492	830
	11:00	366	466	832
PM	12:00	422	507	929
	1:00	416	520	936
	2:00	530	572	1,102
	3:00	588	670	1,258
	4:00	662	500	1,162
	5:00	627	457	1,084
	6:00	622	356	978
	7:00	383	339	722
	8:00	349	240	589
	9:00	265	171	436
	10:00	180	139	319
	11:00	120	76	196
	12:00	7,265	8,559	15,824

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : LUGONIA — YUCAIPA
LOCATION : W/O WABASH — DATE : 02-25-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
19	14	33	12:00	107	128	235
10	10	20		99	140	239
21	11	32		112	123	235
13	7	20		104	116	220
10	3	13	1:00	87	124	211
2	7	9		97	138	235
9	8	17		119	101	220
11	7	18		113	157	270
12	5	17	2:00	121	105	226
3	3	6		123	127	250
3	4	7		140	155	295
5	13	18		146	185	331
6	9	15	3:00	123	196	319
1	6	7		162	171	333
5	6	11		151	151	302
5	9	14		152	152	304
10	9	19	4:00	155	116	271
8	23	31		171	124	295
7	36	43		170	126	296
5	38	43		166	134	300
12	46	58	5:00	159	138	297
13	50	63		155	129	284
14	64	78		152	99	251
14	100	114		161	91	252
37	92	129	6:00	159	84	243
24	126	150		153	89	242
36	150	186		162	92	254
88	207	295		148	91	239
106	221	327	7:00	119	97	216
164	220	384		102	112	214
97	219	316		89	66	155
81	224	305		73	64	137
81	177	258	8:00	101	59	160
74	153	227		90	63	153
61	149	210		90	63	153
59	143	202		68	55	123
62	133	195	9:00	85	45	130
70	130	200		68	50	118
65	113	178		59	43	102
74	109	183		53	33	86
87	123	210	10:00	48	40	88
72	136	208		54	35	89
89	111	200		46	37	83
90	122	212		32	27	59
80	126	206	11:00	40	29	69
96	99	195		26	16	42
92	114	206		26	17	43
98	127	225		28	14	42

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : MENTONE
LOCATION : E/O WABASH

YUCAIPA
DATE : 02-25-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	65	30	95
	1:00	38	24	62
	2:00	19	27	46
	3:00	20	29	49
	4:00	32	130	162
	5:00	62	279	341
	6:00	193	637	830
	7:00	408	897	1,305
	8:00	294	610	904
	9:00	284	478	762
	10:00	353	494	847
	11:00	358	470	828
PM	12:00	443	501	944
	1:00	458	489	947
	2:00	543	585	1,128
	3:00	612	583	1,195
	4:00	703	484	1,187
	5:00	638	447	1,085
	6:00	596	389	985
	7:00	435	304	739
	8:00	370	234	604
	9:00	288	176	464
	10:00	208	120	328
	11:00	118	60	178
	12:00	7,538	8,477	16,015

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : MENTONE
LOCATION : E/O WABASH

YUCAIPA
DATE : 02-25-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
14	9	23	12:00	115	133	248
18	9	27		99	123	222
19	6	25		115	128	243
14	6	20		114	117	231
6	5	11	1:00	93	140	233
6	9	15		114	100	214
13	7	20		121	130	251
13	3	16		130	119	249
3	5	8	2:00	137	109	246
3	3	6		129	165	294
6	10	16		133	144	277
7	9	16		144	167	311
2	7	9	3:00	138	153	291
3	7	10		156	139	295
6	7	13		159	150	309
9	8	17		159	141	300
5	19	24	4:00	165	111	276
8	33	41		177	126	303
7	34	41		189	121	310
12	44	56		172	126	298
10	41	51	5:00	175	134	309
16	63	79		161	116	277
14	79	93		151	103	254
22	96	118		151	94	245
32	104	136	6:00	157	105	262
33	161	194		161	97	258
66	157	223		154	101	255
62	215	277		124	86	210
91	227	318	7:00	115	102	217
124	224	348		122	84	206
99	220	319		99	58	157
94	226	320		99	60	159
77	175	252	8:00	105	61	166
79	143	222		88	71	159
72	151	223		92	53	145
66	141	207		85	49	134
57	121	178	9:00	88	45	133
76	119	195		77	52	129
65	108	173		67	37	104
86	130	216		56	42	98
93	130	223	10:00	57	29	86
82	116	198		55	30	85
90	131	221		50	32	82
88	117	205		46	29	75
89	102	191	11:00	31	18	49
84	111	195		31	13	44
98	125	223		31	17	48
87	132	219		25	12	37

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : CITRUS
LOCATION : W/O JUDSON/FORD

YUCAIPA
DATE : 02-25-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	51	29	80
	1:00	28	10	38
	2:00	29	13	42
	3:00	20	19	39
	4:00	18	46	64
	5:00	41	127	168
	6:00	157	357	514
	7:00	386	757	1,143
	8:00	345	584	929
	9:00	232	345	577
	10:00	291	299	590
	11:00	341	366	707
PM	12:00	392	340	732
	1:00	448	335	783
	2:00	553	534	1,087
	3:00	649	513	1,162
	4:00	765	441	1,206
	5:00	828	415	1,243
	6:00	640	343	983
	7:00	420	229	649
	8:00	311	232	543
	9:00	213	151	364
	10:00	92	75	167
	11:00	72	46	118
	12:00	7,322	6,606	13,928

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : CITRUS
LOCATION : W/O JUDSON/FORD

YUCAIPA
DATE : 02-25-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
29	12	41	12:00	90	88	178
11	6	17		84	70	154
5	5	10		112	104	216
6	6	12		106	78	184
10	5	15	1:00	89	81	170
6	3	9		111	82	193
6	2	8		117	82	199
6	0	6		131	90	221
9	1	10	2:00	122	96	218
9	3	12		156	121	277
4	1	5		124	141	265
7	8	15		151	176	327
7	2	9	3:00	172	126	298
2	3	5		156	109	265
7	7	14		153	139	292
4	7	11		168	139	307
4	8	12	4:00	156	111	267
1	9	10		196	113	309
4	13	17		204	111	315
9	16	25		209	106	315
8	18	26	5:00	211	117	328
6	23	29		220	109	329
8	41	49		206	93	299
19	45	64		191	96	287
17	69	86	6:00	181	94	275
30	64	94		177	91	268
40	91	131		137	78	215
70	133	203		145	80	225
118	164	282	7:00	128	77	205
74	216	290		109	57	166
88	184	272		103	49	152
106	193	299		80	46	126
89	172	261	8:00	80	53	133
96	138	234		84	42	126
96	158	254		80	61	141
64	116	180		67	76	143
58	102	160	9:00	56	38	94
47	90	137		56	60	116
68	81	149		45	37	82
59	72	131		56	16	72
59	73	132	10:00	31	24	55
72	71	143		24	21	45
63	70	133		19	14	33
97	85	182		18	16	34
92	102	194	11:00	25	19	44
72	95	167		15	7	22
84	72	156		12	12	24
93	97	190		20	8	28

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : CITRUS
LOCATION : FORD/WABASH

YUCAIPA
DATE : 02-25-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	36	15	51
	1:00	16	8	24
	2:00	23	8	31
	3:00	12	14	26
	4:00	15	29	44
	5:00	31	78	109
	6:00	108	219	327
	7:00	343	622	965
	8:00	298	460	758
	9:00	179	240	419
	10:00	212	230	442
	11:00	249	252	501
PM	12:00	274	236	510
	1:00	316	232	548
	2:00	430	402	832
	3:00	454	339	793
	4:00	632	334	966
	5:00	662	354	1,016
	6:00	509	230	739
	7:00	311	178	489
	8:00	247	129	376
	9:00	160	73	233
	10:00	75	30	105
	11:00	46	24	70
	12:00	5,638	4,736	10,374

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : CITRUS
LOCATION : FORD/WABASH

YUCAIPA
DATE : 02-25-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
21	7	28	12:00	69	57	126
10	5	15		56	49	105
2	2	4		67	77	144
3	1	4		82	53	135
6	3	9	1:00	67	44	111
5	3	8		77	57	134
3	1	4		84	64	148
2	1	3		88	67	155
8	1	9	2:00	95	61	156
6	0	6		129	67	196
3	3	6		109	114	223
6	4	10		97	160	257
4	2	6	3:00	122	89	211
2	1	3		103	77	180
3	5	8		112	90	202
3	6	9		117	83	200
4	7	11	4:00	142	88	230
4	4	8		165	82	247
2	9	11		159	78	237
5	9	14		166	86	252
8	6	14	5:00	157	99	256
5	17	22		173	84	257
8	24	32		166	85	251
10	31	41		166	86	252
14	34	48	6:00	147	69	216
17	41	58		156	59	215
28	64	92		101	46	147
49	80	129		105	56	161
108	140	248	7:00	90	64	154
72	185	257		77	52	129
69	155	224		79	29	108
94	142	236		65	33	98
83	140	223	8:00	54	27	81
83	105	188		71	27	98
81	134	215		63	38	101
51	81	132		59	37	96
50	70	120	9:00	41	25	66
44	53	97		39	30	69
41	66	107		38	14	52
44	51	95		42	4	46
40	59	99	10:00	27	11	38
47	55	102		17	12	29
61	50	111		16	5	21
64	66	130		15	2	17
80	67	147	11:00	10	9	19
61	76	137		14	3	17
47	41	88		7	8	15
61	68	129		15	4	19

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24 HOUR VOLUMES

STREET : WABASH
LOCATION : S/O LUGONIA/MENTONE

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	18	13	31
	1:00	13	8	21
	2:00	8	6	14
	3:00	10	6	16
	4:00	21	9	30
	5:00	39	16	55
	6:00	101	120	221
	7:00	367	327	694
	8:00	198	169	367
	9:00	118	138	256
	10:00	138	124	262
	11:00	152	142	294
PM	12:00	197	174	371
	1:00	208	193	401
	2:00	382	328	710
	3:00	298	289	587
	4:00	265	250	515
	5:00	269	297	566
	6:00	204	275	479
	7:00	194	172	366
	8:00	114	111	225
	9:00	105	80	185
	10:00	72	59	131
	11:00	28	25	53
	12:00	3,519	3,331	6,850

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : WABASH
LOCATION : S/O LUGONIA/MENTONE

YUCAIPA
DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
4	2	6	12:00	51	46	97
6	4	10		53	34	87
6	4	10		38	54	92
2	3	5		55	40	95
3	4	7	1:00	45	38	83
4	1	5		44	55	99
2	3	5		65	36	101
4	0	4		54	64	118
1	2	3	2:00	64	61	125
2	1	3		64	76	140
2	1	3		105	92	197
3	2	5		149	99	248
3	1	4	3:00	86	77	163
2	0	2		68	67	135
2	2	4		75	72	147
3	3	6		69	73	142
1	4	5	4:00	55	57	112
5	1	6		66	61	127
5	1	6		70	66	136
10	3	13		74	66	140
3	6	9	5:00	89	96	185
8	0	8		71	81	152
15	3	18		55	56	111
13	7	20		54	64	118
11	12	23	6:00	54	62	116
21	19	40		53	68	121
30	26	56		48	65	113
39	63	102		49	80	129
99	106	205	7:00	77	52	129
119	103	222		52	54	106
91	66	157		39	29	68
58	52	110		26	37	63
61	52	113	8:00	32	26	58
52	42	94		33	29	62
44	41	85		21	32	53
41	34	75		28	24	52
34	35	69	9:00	32	16	48
30	31	61		25	32	57
20	37	57		24	17	41
34	35	69		24	15	39
38	42	80	10:00	23	15	38
36	25	61		20	17	37
38	31	69		15	12	27
26	26	52		14	15	29
35	41	76	11:00	8	7	15
35	34	69		7	3	10
40	37	77		8	6	14
42	30	72		5	9	14

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24 HOUR VOLUMES

STREET : WABASH
LOCATION : CITRUS/5TH

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	7	4	11
	1:00	6	1	7
	2:00	1	1	2
	3:00	3	1	4
	4:00	5	13	18
	5:00	15	18	33
	6:00	81	56	137
	7:00	221	172	393
	8:00	123	110	233
	9:00	61	74	135
	10:00	66	82	148
	11:00	81	63	144
PM	12:00	110	108	218
	1:00	100	87	187
	2:00	217	174	391
	3:00	171	152	323
	4:00	152	190	342
	5:00	136	206	342
	6:00	120	146	266
	7:00	101	95	196
	8:00	89	81	170
	9:00	61	53	114
	10:00	32	22	54
	11:00	9	9	18
	12:00			
		1,968	1,918	3,886

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15 MINUTE COUNTS

STREET : WABASH
LOCATION : CITRUS/5TH

YUCAIPA
DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
4	1	5	12:00	24	21	45
0	0	0		29	23	52
2	1	3		27	25	52
1	2	3		30	39	69
0	0	0	1:00	32	15	47
4	0	4		16	21	37
0	1	1		27	20	47
2	0	2		25	31	56
1	1	2	2:00	46	33	79
0	0	0		61	47	108
0	0	0		62	30	92
0	0	0		48	64	112
0	1	1	3:00	43	33	76
0	0	0		60	54	114
0	0	0		34	24	58
3	0	3		34	41	75
2	4	6	4:00	29	51	80
2	1	3		26	39	65
0	1	1		32	49	81
1	7	8		65	51	116
1	2	3	5:00	43	65	108
3	3	6		29	59	88
5	3	8		42	51	93
6	10	16		22	31	53
8	4	12	6:00	21	30	51
9	12	21		30	28	58
20	14	34		33	40	73
44	26	70		36	48	84
73	36	109	7:00	42	30	72
56	54	110		24	32	56
42	42	84		19	9	28
50	40	90		16	24	40
41	26	67	8:00	11	16	27
39	27	66		25	21	46
26	29	55		21	24	45
17	28	45		32	20	52
16	23	39	9:00	18	13	31
14	20	34		23	14	37
11	18	29		13	15	28
20	13	33		7	11	18
19	23	42	10:00	9	10	19
12	14	26		11	5	16
19	17	36		5	4	9
16	28	44		7	3	10
27	19	46	11:00	1	2	3
19	15	34		0	2	2
14	14	28		4	2	6
21	15	36		4	3	7

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24 HOUR VOLUMES

STREET : WABASH
LOCATION : S/O 5TH

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	1	1	2
	1:00	1	2	3
	2:00	1	0	1
	3:00	0	0	0
	4:00	1	3	4
	5:00	2	3	5
	6:00	21	4	25
	7:00	74	31	105
	8:00	60	31	91
	9:00	28	20	48
	10:00	18	20	38
	11:00	22	16	38
PM	12:00	30	25	55
	1:00	18	20	38
	2:00	37	26	63
	3:00	30	37	67
	4:00	35	38	73
	5:00	31	36	67
	6:00	18	30	48
	7:00	15	25	40
	8:00	12	20	32
	9:00	4	10	14
	10:00	5	6	11
	11:00	3	2	5
	12:00	467	406	873

15 MINUTE COUNTS

STREET : WABASH
LOCATION : S/O 5TH

YUCAIPA
DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
1	0	1	12:00	4	3	7
0	0	0		9	6	15
0	1	1		11	6	17
0	0	0		6	10	16
0	1	1	1:00	5	6	11
0	1	1		5	3	8
1	0	1		1	2	3
0	0	0		7	9	16
1	0	1	2:00	6	8	14
0	0	0		8	8	16
0	0	0		13	3	16
0	0	0		10	7	17
0	0	0	3:00	5	6	11
0	0	0		12	10	22
0	0	0		5	13	18
0	0	0		8	8	16
0	0	0	4:00	11	9	20
0	1	1		9	8	17
0	1	1		6	9	15
1	1	2		9	12	21
0	1	1	5:00	7	8	15
0	1	1		8	10	18
0	1	1		9	12	21
2	0	2		7	6	13
3	1	4	6:00	5	7	12
2	1	3		7	10	17
7	1	8		4	6	10
9	1	10		2	7	9
19	9	28	7:00	1	8	9
16	5	21		5	3	8
16	10	26		6	4	10
23	7	30		3	10	13
23	7	30	8:00	5	5	10
20	9	29		2	4	6
9	8	17		3	1	4
8	7	15		2	10	12
9	7	16	9:00	1	2	3
10	7	17		2	2	4
6	1	7		0	3	3
3	5	8		1	3	4
0	8	8	10:00	0	3	3
8	4	12		2	3	5
5	5	10		2	0	2
5	3	8		1	0	1
9	5	14	11:00	1	0	1
3	3	6		0	0	0
5	4	9		1	1	2
5	4	9		1	1	2

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24 HOUR VOLUMES

STREET : 5TH
LOCATION : E/O WABASH

YUCAIPA
DATE : 02-25-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	14	5	19
	1:00	5	3	8
	2:00	3	3	6
	3:00	3	3	6
	4:00	5	12	17
	5:00	15	32	47
	6:00	74	247	321
	7:00	284	831	1,115
	8:00	253	421	674
	9:00	197	201	398
	10:00	157	190	347
	11:00	141	200	341
PM	12:00	212	243	455
	1:00	166	223	389
	2:00	268	596	864
	3:00	286	402	688
	4:00	397	256	653
	5:00	449	222	671
	6:00	362	193	555
	7:00	132	175	307
	8:00	114	126	240
	9:00	93	155	248
	10:00	46	36	82
	11:00	15	12	27
	12:00	3,691	4,787	8,478

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15 MINUTE COUNTS

STREET : 5TH
LOCATION : E/O WABASH

YUCAIPA
DATE : 02-25-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
3	1	4	12:00	31	54	85
5	2	7		45	59	104
3	1	4		62	77	139
3	1	4		74	53	127
3	1	4	1:00	43	71	114
0	0	0		38	40	78
2	2	4		37	43	80
0	0	0		48	69	117
0	0	0	2:00	54	103	157
2	2	4		61	162	223
0	0	0		67	165	232
1	1	2		86	166	252
1	0	1	3:00	65	123	188
0	1	1		77	123	200
1	0	1		79	79	158
1	2	3		65	77	142
3	2	5	4:00	79	66	145
0	4	4		81	62	143
0	2	2		126	55	181
2	4	6		111	73	184
1	4	5	5:00	126	72	198
5	6	11		131	49	180
3	9	12		111	54	165
6	13	19		81	47	128
4	18	22	6:00	88	49	137
9	35	44		80	46	126
19	54	73		89	52	141
42	140	182		105	46	151
90	181	271	7:00	54	90	144
61	226	287		34	32	66
73	231	304		24	33	57
60	193	253		20	20	40
48	151	199	8:00	23	24	47
55	99	154		36	25	61
73	89	162		26	25	51
77	82	159		29	52	81
72	65	137	9:00	29	44	73
49	55	104		23	48	71
38	38	76		26	43	69
38	43	81		15	20	35
27	64	91	10:00	16	14	30
21	50	71		13	9	22
48	32	80		10	5	15
61	44	105		7	8	15
50	69	119	11:00	3	6	9
29	49	78		4	1	5
28	44	72		4	3	7
34	38	72		4	2	6

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24 HOUR VOLUMES

STREET : SAND CANYON
LOCATION : N/O YUCAIPA

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	24	20	44
	1:00	3	12	15
	2:00	5	7	12
	3:00	5	8	13
	4:00	24	20	44
	5:00	70	58	128
	6:00	247	147	394
	7:00	678	200	878
	8:00	470	249	719
	9:00	306	209	515
	10:00	300	265	565
	11:00	184	269	453
PM	12:00	332	362	694
	1:00	223	298	521
	2:00	267	356	623
	3:00	322	382	704
	4:00	370	384	754
	5:00	337	397	734
	6:00	379	294	673
	7:00	153	210	363
	8:00	102	218	320
	9:00	83	230	313
	10:00	59	104	163
	11:00	34	30	64
	12:00	4,977	4,729	9,706

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : SAND CANYON
LOCATION : N/O YUCAIPA

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
7	4	11	12:00	66	88	154
9	8	17		65	74	139
3	6	9		82	116	198
5	2	7		119	84	203
0	4	4	1:00	64	89	153
2	2	4		40	79	119
0	2	2		58	62	120
1	4	5		61	68	129
1	0	1	2:00	51	62	113
3	3	6		69	82	151
0	3	3		77	111	188
1	1	2		70	101	171
1	2	3	3:00	85	90	175
2	2	4		72	102	174
2	2	4		86	97	183
0	2	2		79	93	172
6	3	9	4:00	72	99	171
3	3	6		81	88	169
3	8	11		96	83	179
12	6	18		121	114	235
9	14	23	5:00	103	106	209
13	10	23		91	120	211
17	12	29		81	110	191
31	22	53		62	61	123
24	25	49	6:00	72	65	137
34	31	65		93	91	184
70	42	112		86	80	166
119	49	168		128	58	186
158	46	204	7:00	56	88	144
187	57	244		44	56	100
194	42	236		29	43	72
139	55	194		24	23	47
119	66	185	8:00	22	29	51
117	56	173		32	42	74
113	65	178		19	72	91
121	62	183		29	75	104
103	56	159	9:00	20	64	84
75	53	128		26	73	99
65	46	111		21	34	55
63	54	117		16	59	75
60	69	129	10:00	17	57	74
66	78	144		17	23	40
81	50	131		14	15	29
93	68	161		11	9	20
51	95	146	11:00	8	11	19
49	46	95		9	5	14
39	46	85		10	9	19
45	82	127		7	5	12

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24 HOUR VOLUMES

STREET : 14TH
LOCATION : S/O YUCAIPA

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	13	15	28
	1:00	3	9	12
	2:00	4	5	9
	3:00	11	3	14
	4:00	32	8	40
	5:00	68	38	106
	6:00	188	91	279
	7:00	473	151	624
	8:00	272	143	415
	9:00	163	112	275
	10:00	148	119	267
	11:00	120	116	236
PM	12:00	180	179	359
	1:00	122	155	277
	2:00	142	211	353
	3:00	203	252	455
	4:00	211	238	449
	5:00	160	251	411
	6:00	184	171	355
	7:00	69	131	200
	8:00	50	106	156
	9:00	40	132	172
	10:00	25	60	85
	11:00	22	19	41
	12:00	2,903	2,715	5,618

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15 MINUTE COUNTS

STREET : 14TH
LOCATION : S/O YUCAIPA

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
5	2	7	12:00	41	41	82
3	5	8		41	42	83
1	3	4		47	42	89
4	5	9		51	54	105
0	2	2	1:00	41	49	90
1	1	2		19	33	52
1	4	5		30	37	67
1	2	3		32	36	68
1	1	2	2:00	29	46	75
2	1	3		37	44	81
0	2	2		44	53	97
1	1	2		32	68	100
2	2	4	3:00	43	71	114
4	0	4		63	59	122
2	1	3		56	65	121
3	0	3		41	57	98
4	1	5	4:00	46	62	108
6	3	9		46	50	96
7	2	9		62	60	122
15	2	17		57	66	123
10	11	21	5:00	51	63	114
11	7	18		46	76	122
22	6	28		34	70	104
25	14	39		29	42	71
23	18	41	6:00	34	43	77
33	19	52		44	43	87
38	26	64		53	45	98
94	28	122		53	40	93
105	26	131	7:00	23	38	61
114	46	160		23	48	71
133	36	169		9	28	37
121	43	164		14	17	31
75	40	115	8:00	16	17	33
64	30	94		11	38	49
59	37	96		9	21	30
74	36	110		14	30	44
52	31	83	9:00	11	29	40
34	23	57		11	40	51
33	21	54		11	31	42
44	37	81		7	32	39
39	27	66	10:00	6	22	28
32	30	62		9	15	24
36	36	72		5	17	22
41	26	67		5	6	11
36	32	68	11:00	6	6	12
30	27	57		6	7	13
23	21	44		5	4	9
31	36	67		5	2	7

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24 HOUR VOLUMES

STREET : YUCAIPA
LOCATION : I-10 EB/I-10 WB

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	192	69	261
	1:00	92	44	136
	2:00	47	21	68
	3:00	39	29	68
	4:00	59	28	87
	5:00	167	76	243
	6:00	406	104	510
	7:00	903	270	1,173
	8:00	796	236	1,032
	9:00	782	267	1,049
	10:00	742	268	1,010
	11:00	793	254	1,047
PM	12:00	955	295	1,250
	1:00	904	262	1,166
	2:00	982	270	1,252
	3:00	1,245	317	1,562
	4:00	1,519	352	1,871
	5:00	1,621	385	2,006
	6:00	1,461	363	1,824
	7:00	956	319	1,275
	8:00	690	281	971
	9:00	544	241	785
	10:00	389	147	536
	11:00	311	145	456
	12:00	16,595	5,043	21,638

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : YUCAIPA
LOCATION : I-10 EB/I-10 WB

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
47	16	63	12:00	230	84	314
50	18	68		221	81	302
54	16	70		256	54	310
41	19	60		248	76	324
33	6	39	1:00	235	81	316
22	8	30		205	66	271
19	14	33		226	49	275
18	16	34		238	66	304
13	7	20	2:00	203	66	269
10	5	15		255	87	342
14	3	17		258	46	304
10	6	16		266	71	337
13	12	25	3:00	292	70	362
10	3	13		274	71	345
9	12	21		357	89	446
7	2	9		322	87	409
14	7	21	4:00	356	88	444
10	8	18		384	88	472
18	5	23		389	84	473
17	8	25		390	92	482
31	15	46	5:00	422	80	502
38	17	55		382	98	480
50	25	75		403	90	493
48	19	67		414	117	531
67	12	79	6:00	366	77	443
80	20	100		376	106	482
102	32	134		383	108	491
157	40	197		336	72	408
203	59	262	7:00	279	87	366
197	58	255		244	95	339
256	76	332		242	72	314
247	77	324		191	65	256
217	60	277	8:00	208	75	283
223	53	276		149	65	214
169	62	231		190	82	272
187	61	248		143	59	202
214	64	278	9:00	147	68	215
190	64	254		136	57	193
184	79	263		132	62	194
194	60	254		129	54	183
157	61	218	10:00	112	40	152
190	64	254		98	33	131
201	73	274		83	25	108
194	70	264		96	49	145
222	71	293	11:00	79	44	123
199	60	259		76	30	106
176	65	241		92	47	139
196	58	254		64	24	88

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24 HOUR VOLUMES

STREET : YUCAIPA
LOCATION : N/O I-10 WB RAMPS

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	130	64	194
	1:00	64	63	127
	2:00	61	40	101
	3:00	51	117	168
	4:00	86	284	370
	5:00	210	697	907
	6:00	413	1,305	1,718
	7:00	697	1,591	2,288
	8:00	794	1,374	2,168
	9:00	732	1,169	1,901
	10:00	737	1,068	1,805
	11:00	685	1,006	1,691
PM	12:00	921	1,016	1,937
	1:00	853	996	1,849
	2:00	1,240	1,217	2,457
	3:00	1,300	1,032	2,332
	4:00	1,552	928	2,480
	5:00	1,695	961	2,656
	6:00	1,436	793	2,229
	7:00	838	576	1,414
	8:00	613	386	999
	9:00	515	366	881
	10:00	307	234	541
	11:00	214	90	304
	12:00			
		16,144	17,373	33,517

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15 MINUTE COUNTS

STREET : YUCAIPA
LOCATION : N/O I-10 WB RAMPS

YUCAIPA
DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
41	18	59	12:00	240	237	477
33	20	53		204	243	447
21	11	32		238	265	503
35	15	50		239	271	510
23	21	44	1:00	237	261	498
16	14	30		196	246	442
7	16	23		179	230	409
18	12	30		241	259	500
15	15	30	2:00	278	280	558
13	9	22		339	284	623
19	9	28		314	285	599
14	7	21		309	368	677
7	21	28	3:00	300	263	563
14	23	37		334	274	608
15	33	48		329	254	583
15	40	55		337	241	578
8	40	48	4:00	332	261	593
13	66	79		377	240	617
23	86	109		403	214	617
42	92	134		440	213	653
41	121	162	5:00	421	229	650
57	163	220		394	252	646
52	188	240		466	221	687
60	225	285		414	259	673
76	225	301	6:00	380	228	608
70	303	373		421	205	626
99	374	473		327	179	506
168	403	571		308	181	489
159	383	542	7:00	256	170	426
176	394	570		206	128	334
182	413	595		178	142	320
180	401	581		198	136	334
201	354	555	8:00	184	85	269
205	341	546		157	108	265
179	313	492		126	87	213
209	366	575		146	106	252
177	297	474	9:00	147	94	241
187	294	481		143	103	246
205	280	485		129	98	227
163	298	461		96	71	167
175	254	429	10:00	93	88	181
184	269	453		85	65	150
180	245	425		64	48	112
198	300	498		65	33	98
173	204	377	11:00	61	28	89
174	281	455		50	25	75
166	289	455		49	24	73
172	232	404		54	13	67

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24 HOUR VOLUMES

STREET : YUCAIPA
LOCATION : E/O SAND CANYON/14TH

YUCAIPA
DATE : 02-26-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	110	36	146
	1:00	44	22	66
	2:00	39	15	54
	3:00	19	82	101
	4:00	38	236	274
	5:00	81	503	584
	6:00	238	905	1,143
	7:00	531	871	1,402
	8:00	568	871	1,439
	9:00	529	702	1,231
	10:00	594	624	1,218
	11:00	600	588	1,188
PM	12:00	762	629	1,391
	1:00	694	532	1,226
	2:00	859	621	1,480
	3:00	1,038	681	1,719
	4:00	1,390	632	2,022
	5:00	1,396	746	2,142
	6:00	1,242	623	1,865
	7:00	821	412	1,233
	8:00	590	339	929
	9:00	433	255	688
	10:00	290	193	483
	11:00	189	68	257
	12:00	13,095	11,186	24,281

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15 MINUTE COUNTS

STREET : YUCAIPA
LOCATION : E/O SAND CANYON/14TH

YUCAIPA
DATE : 02-26-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
32	10	42	12:00	180	151	331
21	12	33		185	146	331
40	10	50		196	169	365
17	4	21		201	163	364
16	4	20	1:00	176	130	306
10	9	19		150	132	282
12	3	15		188	152	340
6	6	12		180	118	298
7	3	10	2:00	196	151	347
10	2	12		216	159	375
11	3	14		207	151	358
11	7	18		240	160	400
2	11	13	3:00	223	160	383
5	20	25		239	180	419
6	19	25		296	180	476
6	32	38		280	161	441
11	39	50	4:00	331	175	506
7	43	50		368	164	532
8	77	85		332	142	474
12	77	89		359	151	510
18	73	91	5:00	350	184	534
19	121	140		349	197	546
15	138	153		367	184	551
29	171	200		330	181	511
42	157	199	6:00	321	176	497
42	213	255		332	168	500
67	253	320		317	150	467
87	282	369		272	129	401
105	214	319	7:00	239	117	356
121	195	316		213	108	321
149	221	370		193	113	306
156	241	397		176	74	250
142	196	338	8:00	153	74	227
143	220	363		125	84	209
134	234	368		171	81	252
149	221	370		141	100	241
154	191	345	9:00	114	68	182
121	176	297		111	70	181
124	181	305		107	57	164
130	154	284		101	60	161
141	151	292	10:00	94	65	159
133	165	298		71	50	121
150	136	286		65	44	109
170	172	342		60	34	94
149	145	294	11:00	51	16	67
138	140	278		42	18	60
146	148	294		46	22	68
167	155	322		50	12	62

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24 HOUR VOLUMES

STREET : YUCAIPA
LOCATION : E/O OAK GLEN

YUCAIPA
DATE : 02-26-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	92	51	143
	1:00	46	27	73
	2:00	31	21	52
	3:00	22	50	72
	4:00	40	129	169
	5:00	67	320	387
	6:00	197	562	759
	7:00	429	1,108	1,537
	8:00	642	888	1,530
	9:00	576	820	1,396
	10:00	633	835	1,468
	11:00	758	965	1,723
PM	12:00	913	1,127	2,040
	1:00	927	1,013	1,940
	2:00	1,019	1,077	2,096
	3:00	1,244	1,188	2,432
	4:00	1,218	1,029	2,247
	5:00	1,290	1,089	2,379
	6:00	1,117	865	1,982
	7:00	771	590	1,361
	8:00	553	422	975
	9:00	435	254	689
	10:00	273	178	451
	11:00	156	89	245
	12:00	13,449	14,697	28,146

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : YUCAIPA
LOCATION : E/O OAK GLEN

YUCAIPA
DATE : 02-26-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
32	18	50	12:00	186	270	456
26	10	36		243	284	527
21	16	37		244	288	532
13	7	20		240	285	525
14	8	22	1:00	204	247	451
10	10	20		270	268	538
8	3	11		246	264	510
14	6	20		207	234	441
6	6	12	2:00	248	267	515
9	5	14		289	270	559
8	1	9		241	242	483
8	9	17		241	298	539
6	12	18	3:00	265	327	592
3	6	9		366	318	684
6	15	21		311	256	567
7	17	24		302	287	589
13	22	35	4:00	327	243	570
9	28	37		329	266	595
5	41	46		277	261	538
13	38	51		285	259	544
26	55	81	5:00	307	275	582
13	57	70		309	285	594
15	92	107		337	265	602
13	116	129		337	264	601
32	96	128	6:00	309	237	546
40	123	163		269	238	507
62	164	226		307	202	509
63	179	242		232	188	420
87	200	287	7:00	219	185	404
93	226	319		202	137	339
100	318	418		204	125	329
149	364	513		146	143	289
238	276	514	8:00	155	106	261
153	196	349		116	105	221
139	199	338		142	113	255
112	217	329		140	98	238
150	234	384	9:00	126	75	201
152	212	364		107	64	171
132	184	316		108	68	176
142	190	332		94	47	141
160	190	350	10:00	88	54	142
172	206	378		77	48	125
147	219	366		61	37	98
154	220	374		47	39	86
168	251	419	11:00	42	26	68
214	218	432		36	18	54
159	236	395		32	29	61
217	260	477		46	16	62

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24 HOUR VOLUMES

STREET : SAN TIMOTEO
LOCATION : N/O LIVE OAK CYN

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	14	31	45
	1:00	20	13	33
	2:00	14	17	31
	3:00	18	16	34
	4:00	34	25	59
	5:00	163	95	258
	6:00	479	233	712
	7:00	692	360	1,052
	8:00	514	252	766
	9:00	272	214	486
	10:00	250	214	464
	11:00	196	243	439
PM	12:00	233	295	528
	1:00	225	313	538
	2:00	291	414	705
	3:00	286	621	907
	4:00	407	665	1,072
	5:00	331	705	1,036
	6:00	231	452	683
	7:00	123	236	359
	8:00	104	173	277
	9:00	105	137	242
	10:00	65	90	155
	11:00	37	47	84
	12:00	5,104	5,861	10,965

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15 MINUTE COUNTS

STREET : SAN TIMOTEO
LOCATION : N/O LIVE OAK CYN

YUCAIPA
DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
2	10	12	12:00	61	89	150
2	11	13		44	84	128
6	7	13		59	62	121
4	3	7		69	60	129
5	4	9	1:00	53	74	127
7	5	12		53	87	140
6	0	6		62	72	134
2	4	6		57	80	137
3	5	8	2:00	70	73	143
2	5	7		62	118	180
7	4	11		79	107	186
2	3	5		80	116	196
2	5	7	3:00	76	132	208
3	4	7		57	161	218
4	3	7		72	130	202
9	4	13		81	198	279
3	5	8	4:00	99	164	263
3	2	5		91	159	250
15	14	29		106	154	260
13	4	17		111	188	299
12	16	28	5:00	106	178	284
36	24	60		95	181	276
47	27	74		68	167	235
68	28	96		62	179	241
70	35	105	6:00	58	175	233
96	43	139		67	125	192
136	67	203		55	86	141
177	88	265		51	66	117
175	72	247	7:00	32	65	97
175	103	278		34	73	107
177	102	279		35	53	88
165	83	248		22	45	67
159	71	230	8:00	23	43	66
113	65	178		33	46	79
119	62	181		24	51	75
123	54	177		24	33	57
90	55	145	9:00	27	38	65
52	61	113		25	42	67
60	59	119		26	34	60
70	39	109		27	23	50
55	52	107	10:00	14	26	40
71	53	124		14	27	41
60	64	124		19	21	40
64	45	109		18	16	34
61	70	131	11:00	9	9	18
31	63	94		12	17	29
61	54	115		12	12	24
43	56	99		4	9	13

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : LIVE OAK
LOCATION : S/O OUTER HWY

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	19	10	29
	1:00	7	2	9
	2:00	5	6	11
	3:00	7	7	14
	4:00	20	37	57
	5:00	35	85	120
	6:00	94	178	272
	7:00	96	352	448
	8:00	140	189	329
	9:00	80	115	195
	10:00	94	82	176
	11:00	99	87	186
PM	12:00	115	121	236
	1:00	99	114	213
	2:00	139	179	318
	3:00	168	138	306
	4:00	236	148	384
	5:00	207	131	338
	6:00	162	81	243
	7:00	90	57	147
	8:00	49	44	93
	9:00	52	31	83
	10:00	60	26	86
	11:00	25	13	38
	12:00			
		2,098	2,233	4,331

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : LIVE OAK — YUCAIPA
LOCATION : S/O OUTER HWY — DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
4	4	8	12:00	29	33	62
3	0	3		34	34	68
2	2	4		25	21	46
10	4	14		27	33	60
2	0	2	1:00	24	33	57
0	1	1		28	20	48
3	0	3		25	25	50
2	1	3		22	36	58
3	1	4	2:00	30	37	67
0	1	1		35	51	86
0	1	1		32	41	73
2	3	5		42	50	92
0	1	1	3:00	47	31	78
2	2	4		38	49	87
0	2	2		54	22	76
5	2	7		29	36	65
1	3	4	4:00	34	37	71
5	17	22		73	35	108
4	8	12		76	40	116
10	9	19		53	36	89
3	17	20	5:00	70	47	117
9	22	31		45	43	88
7	19	26		43	21	64
16	27	43		49	20	69
26	38	64	6:00	47	21	68
16	31	47		45	24	69
18	53	71		28	20	48
34	56	90		42	16	58
27	96	123	7:00	18	20	38
22	99	121		31	19	50
26	84	110		29	7	36
21	73	94		12	11	23
27	51	78	8:00	14	9	23
43	56	99		10	16	26
43	51	94		14	11	25
27	31	58		11	8	19
16	29	45	9:00	16	8	24
21	28	49		14	10	24
25	25	50		11	4	15
18	33	51		11	9	20
21	17	38	10:00	18	11	29
20	13	33		18	6	24
31	28	59		13	5	18
22	24	46		11	4	15
29	18	47	11:00	7	5	12
27	27	54		8	4	12
28	25	53		3	3	6
15	17	32		7	1	8

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24 HOUR VOLUMES

STREET : LIVE OAK
LOCATION : I-10 EB/I-10 WB

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	80	24	104
	1:00	56	13	69
	2:00	35	24	59
	3:00	36	18	54
	4:00	35	53	88
	5:00	66	143	209
	6:00	171	245	416
	7:00	261	473	734
	8:00	260	335	595
	9:00	269	214	483
	10:00	299	216	515
	11:00	369	178	547
PM	12:00	398	260	658
	1:00	428	287	715
	2:00	381	396	777
	3:00	434	314	748
	4:00	448	290	738
	5:00	503	294	797
	6:00	493	200	693
	7:00	513	165	678
	8:00	411	131	542
	9:00	350	127	477
	10:00	218	82	300
	11:00	154	36	190
	12:00	6,668	4,518	11,186

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : LIVE OAK — YUCAIPA
LOCATION : I-10 EB/I-10 WB — DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
31	6	37	12:00	83	60	143
13	6	19		107	64	171
15	7	22		103	64	167
21	5	26		105	72	177
19	3	22	1:00	100	66	166
13	2	15		118	73	191
12	3	15		100	87	187
12	5	17		110	61	171
10	4	14	2:00	99	73	172
6	8	14		107	96	203
10	4	14		92	116	208
9	8	17		83	111	194
14	5	19	3:00	102	86	188
8	4	12		107	96	203
9	4	13		117	60	177
5	5	10		108	72	180
8	8	16	4:00	116	79	195
8	11	19		104	59	163
8	16	24		112	70	182
11	18	29		116	82	198
12	30	42	5:00	117	79	196
14	32	46		121	84	205
16	33	49		131	72	203
24	48	72		134	59	193
31	52	83	6:00	131	61	192
47	62	109		124	29	153
42	59	101		127	58	185
51	72	123		111	52	163
62	106	168	7:00	141	44	185
59	131	190		121	38	159
67	114	181		119	46	165
73	122	195		132	37	169
51	109	160	8:00	106	29	135
72	91	163		123	39	162
68	73	141		92	28	120
69	62	131		90	35	125
62	56	118	9:00	94	33	127
56	55	111		96	43	139
65	49	114		82	24	106
86	54	140		78	27	105
77	63	140	10:00	59	25	84
68	48	116		61	24	85
65	45	110		54	20	74
89	60	149		44	13	57
86	40	126	11:00	52	12	64
85	45	130		34	12	46
98	49	147		33	8	41
100	44	144		35	4	39

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : OAK GLEN RD
LOCATION : N/O 14TH/CALIMESA

YUCAIPA
DATE : 02-25-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	68	26	94
	1:00	48	24	72
	2:00	36	32	68
	3:00	28	33	61
	4:00	31	97	128
	5:00	48	264	312
	6:00	151	494	645
	7:00	306	608	914
	8:00	325	467	792
	9:00	321	405	726
	10:00	313	356	669
	11:00	339	342	681
PM	12:00	425	396	821
	1:00	442	422	864
	2:00	390	399	789
	3:00	570	413	983
	4:00	503	419	922
	5:00	517	408	925
	6:00	473	351	824
	7:00	443	260	703
	8:00	318	191	509
	9:00	292	133	425
	10:00	162	113	275
	11:00	123	44	167
	12:00			
		6,672	6,697	13,369

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : OAK GLEN RD — YUCAIPA

LOCATION : N/O 14TH/CALIMESA — DATE : 02-25-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
20	9	29	12:00	85	93	178
19	5	24		125	78	203
16	6	22		116	108	224
13	6	19		99	117	216
17	8	25	1:00	100	95	195
15	8	23		111	103	214
7	8	15		103	124	227
9	0	9		128	100	228
8	2	10	2:00	106	104	210
12	8	20		93	89	182
11	8	19		101	101	202
5	14	19		90	105	195
11	8	19	3:00	136	93	229
8	7	15		154	119	273
7	7	14		141	89	230
2	11	13		139	112	251
10	21	31	4:00	123	103	226
6	22	28		113	106	219
10	26	36		131	107	238
5	28	33		136	103	239
13	47	60	5:00	145	111	256
6	60	66		154	123	277
14	69	83		119	91	210
15	88	103		99	83	182
30	94	124	6:00	109	92	201
24	130	154		108	84	192
48	119	167		132	78	210
49	151	200		124	97	221
59	152	211	7:00	136	67	203
77	165	242		114	69	183
85	144	229		92	64	156
85	147	232		101	60	161
76	102	178	8:00	90	53	143
91	103	194		84	53	137
77	138	215		85	44	129
81	124	205		59	41	100
80	102	182	9:00	77	23	100
60	93	153		77	45	122
76	107	183		70	34	104
105	103	208		68	31	99
83	92	175	10:00	46	33	79
78	86	164		46	32	78
71	97	168		38	27	65
81	81	162		32	21	53
74	85	159	11:00	43	17	60
91	73	164		24	15	39
97	91	188		27	10	37
77	93	170		29	2	31

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24 HOUR VOLUMES

STREET : OAK GLEN RD
LOCATION : N/O YUCAIPA

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	57	15	72
	1:00	20	14	34
	2:00	18	11	29
	3:00	15	36	51
	4:00	18	121	139
	5:00	48	241	289
	6:00	102	453	555
	7:00	251	644	895
	8:00	224	492	716
	9:00	191	427	618
	10:00	196	390	586
	11:00	248	389	637
PM	12:00	307	452	759
	1:00	291	412	703
	2:00	292	489	781
	3:00	383	563	946
	4:00	388	468	856
	5:00	468	583	1,051
	6:00	487	442	929
	7:00	366	228	594
	8:00	323	186	509
	9:00	211	134	345
	10:00	130	76	206
	11:00	74	35	109
	12:00	5,108	7,301	12,409

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : OAK GLEN RD
LOCATION : N/O YUCAIPA

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
19	5	24	12:00	81	119	200
10	3	13		86	117	203
19	3	22		73	101	174
9	4	13		67	115	182
2	3	5	1:00	76	110	186
10	6	16		80	105	185
6	4	10		58	96	154
2	1	3		77	101	178
2	3	5	2:00	70	105	175
8	1	9		68	127	195
4	3	7		71	137	208
4	4	8		83	120	203
3	5	8	3:00	97	122	219
6	12	18		96	156	252
3	8	11		96	157	253
3	11	14		94	128	222
6	13	19	4:00	91	118	209
2	26	28		97	120	217
5	36	41		98	112	210
5	46	51		102	118	220
9	40	49	5:00	104	138	242
4	66	70		111	159	270
14	68	82		122	152	274
21	67	88		131	134	265
21	90	111	6:00	122	139	261
23	110	133		125	122	247
23	125	148		118	90	208
35	128	163		122	91	213
49	125	174	7:00	104	68	172
77	153	230		84	58	142
73	178	251		91	50	141
52	188	240		87	52	139
62	97	159	8:00	79	51	130
59	103	162		69	33	102
49	134	183		76	62	138
54	158	212		99	40	139
44	94	138	9:00	61	37	98
51	127	178		52	35	87
48	103	151		43	24	67
48	103	151		55	38	93
50	89	139	10:00	53	25	78
63	109	172		29	17	46
37	102	139		25	18	43
46	90	136		23	16	39
52	90	142	11:00	22	6	28
58	108	166		18	10	28
61	93	154		19	11	30
77	98	175		15	8	23

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24 HOUR VOLUMES

STREET : OAK GLEN RD
LOCATION : YUCAIPA/BRYANT

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	37	12	49
	1:00	16	8	24
	2:00	14	6	20
	3:00	13	35	48
	4:00	19	104	123
	5:00	31	218	249
	6:00	98	471	569
	7:00	356	823	1,179
	8:00	296	516	812
	9:00	215	370	585
	10:00	227	382	609
	11:00	262	262	524
PM	12:00	381	319	700
	1:00	359	318	677
	2:00	491	494	985
	3:00	612	464	1,076
	4:00	556	363	919
	5:00	712	437	1,149
	6:00	608	400	1,008
	7:00	411	234	645
	8:00	335	172	507
	9:00	228	119	347
	10:00	134	65	199
	11:00	68	27	95
	12:00	6,479	6,619	13,098

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : OAK GLEN RD — YUCAIPA
LOCATION : YUCAIPA/BRYANT — DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
13	7	20	12:00	100	75	175
7	3	10		93	81	174
9	2	11		97	72	169
8	0	8		91	91	182
4	3	7	1:00	88	87	175
4	2	6		101	71	172
4	3	7		91	86	177
4	0	4		79	74	153
1	2	3	2:00	124	98	222
6	1	7		119	125	244
3	1	4		100	169	269
4	2	6		148	102	250
5	11	16	3:00	194	88	282
4	6	10		149	165	314
3	9	12		151	102	253
1	9	10		118	109	227
4	14	18	4:00	125	99	224
5	27	32		139	77	216
4	28	32		150	99	249
6	35	41		142	88	230
2	38	40	5:00	169	134	303
5	61	66		156	104	260
8	53	61		198	98	296
16	66	82		189	101	290
12	99	111	6:00	156	131	287
16	116	132		163	94	257
30	133	163		141	102	243
40	123	163		148	73	221
72	146	218	7:00	122	65	187
93	241	334		111	61	172
106	238	344		74	50	124
85	198	283		104	58	162
69	92	161	8:00	89	38	127
88	121	209		58	27	85
76	160	236		101	62	163
63	143	206		87	45	132
52	91	143	9:00	58	38	96
55	109	164		72	27	99
49	81	130		49	21	70
59	89	148		49	33	82
50	89	139	10:00	63	23	86
64	87	151		31	21	52
50	99	149		22	14	36
63	107	170		18	7	25
65	88	153	11:00	19	6	25
64	94	158		19	9	28
67	80	147		15	4	19
66	0	66		15	8	23

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24 HOUR VOLUMES

STREET : COLORADO
LOCATION : N/O WILDWOOD CYN

YUCAIPA
DATE : 02-28-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	6	8	14
	1:00	4	3	7
	2:00	2	0	2
	3:00	2	4	6
	4:00	0	5	5
	5:00	7	12	19
	6:00	34	32	66
	7:00	175	63	238
	8:00	94	85	179
	9:00	56	49	105
	10:00	47	43	90
	11:00	54	59	113
PM	12:00	52	47	99
	1:00	65	64	129
	2:00	79	83	162
	3:00	107	136	243
	4:00	87	80	167
	5:00	80	100	180
	6:00	85	93	178
	7:00	55	48	103
	8:00	42	31	73
	9:00	37	28	65
	10:00	13	14	27
	11:00	12	12	24
	12:00			
		1,195	1,099	2,294

15 MINUTE COUNTS

STREET : COLORADO
LOCATION : N/O WILDWOOD CYN

YUCAIPA
DATE : 02-28-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
1	2	3	12:00	19	16	35
2	1	3		8	9	17
0	2	2		12	13	25
3	3	6		13	9	22
1	0	1	1:00	15	14	29
1	1	2		18	20	38
1	0	1		16	12	28
1	2	3		16	18	34
0	0	0	2:00	11	29	40
1	0	1		15	20	35
1	0	1		26	15	41
0	0	0		27	19	46
2	0	2	3:00	36	36	72
0	0	0		22	48	70
0	1	1		21	26	47
0	3	3		28	26	54
0	1	1	4:00	17	20	37
0	2	2		26	21	47
0	1	1		23	21	44
0	1	1		21	18	39
0	1	1	5:00	24	21	45
2	5	7		23	19	42
3	4	7		13	28	41
2	2	4		20	32	52
7	9	16	6:00	29	21	50
8	6	14		27	23	50
5	6	11		16	26	42
14	11	25		13	23	36
20	15	35	7:00	15	15	30
42	18	60		21	13	34
72	10	82		9	10	19
41	20	61		10	10	20
29	31	60	8:00	11	13	24
23	17	40		7	5	12
29	22	51		9	9	18
13	15	28		15	4	19
13	10	23	9:00	11	12	23
16	20	36		10	7	17
13	10	23		8	4	12
14	9	23		8	5	13
14	12	26	10:00	2	5	7
10	7	17		4	4	8
11	10	21		4	3	7
12	14	26		3	2	5
15	15	30	11:00	5	3	8
17	15	32		4	5	9
13	19	32		3	2	5
9	10	19		0	2	2

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24 HOUR VOLUMES

STREET : WILDWOOD CYN
LOCATION : N/O CALIMESA

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	35	15	50
	1:00	17	11	28
	2:00	13	17	30
	3:00	11	35	46
	4:00	21	107	128
	5:00	20	210	230
	6:00	80	358	438
	7:00	103	320	423
	8:00	88	246	334
	9:00	69	201	270
	10:00	69	190	259
	11:00	79	154	233
PM	12:00	137	150	287
	1:00	153	171	324
	2:00	182	192	374
	3:00	244	153	397
	4:00	270	137	407
	5:00	267	154	421
	6:00	275	131	406
	7:00	213	79	292
	8:00	154	67	221
	9:00	123	56	179
	10:00	98	49	147
	11:00	48	22	70
	12:00	2,769	3,225	5,994

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : WILDWOOD CYN
LOCATION : N/O CALIMESA

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
11	6	17	12:00	30	36	66
8	2	10		27	39	66
9	4	13		37	39	76
7	3	10		43	36	79
5	0	5	1:00	44	37	81
3	5	8		39	45	84
5	4	9		27	38	65
4	2	6		43	51	94
1	5	6	2:00	53	54	107
5	4	9		42	34	76
6	6	12		43	58	101
1	2	3		44	46	90
1	8	9	3:00	45	37	82
6	10	16		59	46	105
0	10	10		72	37	109
4	7	11		68	33	101
2	19	21	4:00	66	32	98
6	16	22		73	34	107
7	39	46		74	31	105
6	33	39		57	40	97
3	29	32	5:00	64	41	105
4	48	52		61	34	95
7	60	67		71	35	106
6	73	79		71	44	115
15	76	91	6:00	73	34	107
25	82	107		71	21	92
19	91	110		61	42	103
21	109	130		70	34	104
24	91	115	7:00	71	22	93
27	97	124		41	25	66
23	74	97		59	18	77
29	58	87		42	14	56
24	48	72	8:00	41	14	55
30	66	96		36	15	51
21	74	95		35	18	53
13	58	71		42	20	62
12	48	60	9:00	29	18	47
26	48	74		34	12	46
12	60	72		31	13	44
19	45	64		29	13	42
13	39	52	10:00	22	10	32
11	59	70		24	20	44
22	40	62		26	9	35
23	52	75		26	10	36
19	36	55	11:00	16	10	26
17	44	61		12	4	16
24	38	62		15	5	20
19	36	55		5	3	8

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : WILDWOOD CYN
LOCATION : E/O COLORADO

YUCAIPA
DATE : 02-26-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	40	20	60
	1:00	25	16	41
	2:00	9	16	25
	3:00	13	28	41
	4:00	15	81	96
	5:00	30	192	222
	6:00	90	324	414
	7:00	116	464	580
	8:00	142	303	445
	9:00	76	220	296
	10:00	74	197	271
	11:00	99	154	253
PM	12:00	163	184	347
	1:00	184	203	387
	2:00	223	220	443
	3:00	285	222	507
	4:00	305	197	502
	5:00	301	208	509
	6:00	318	159	477
	7:00	249	111	360
	8:00	154	95	249
	9:00	135	72	207
	10:00	101	53	154
	11:00	52	25	77
	12:00	3,199	3,764	6,963

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : WILDWOOD CYN
LOCATION : E/O COLORADO

YUCAIPA
DATE : 02-26-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
9	8	17	12:00	28	59	87
13	3	16		35	39	74
9	5	14		49	48	97
9	4	13		51	38	89
9	2	11	1:00	53	39	92
4	7	11		51	52	103
5	2	7		37	53	90
7	5	12		43	59	102
0	4	4	2:00	57	56	113
3	3	6		52	47	99
4	6	10		50	49	99
2	3	5		64	68	132
2	6	8	3:00	51	52	103
4	8	12		82	54	136
4	6	10		73	58	131
3	8	11		79	58	137
1	14	15	4:00	82	44	126
5	14	19		77	55	132
6	31	37		84	46	130
3	22	25		62	52	114
6	35	41	5:00	68	59	127
5	41	46		74	50	124
7	52	59		74	43	117
12	64	76		85	56	141
18	76	94	6:00	85	54	139
24	84	108		86	26	112
30	66	96		87	40	127
18	98	116		60	39	99
31	102	133	7:00	72	26	98
33	116	149		59	34	93
29	119	148		62	29	91
23	127	150		56	22	78
48	66	114	8:00	45	18	63
41	88	129		32	27	59
31	78	109		42	25	67
22	71	93		35	25	60
25	63	88	9:00	33	22	55
20	54	74		40	21	61
16	59	75		30	15	45
15	44	59		32	14	46
15	51	66	10:00	25	14	39
15	55	70		31	18	49
15	46	61		18	11	29
29	45	74		27	10	37
22	46	68	11:00	20	10	30
22	46	68		9	5	14
31	31	62		15	6	21
24	31	55		8	4	12

Prepared by NEWPORT TRAFFIC STUDIES

24 HOUR VOLUMES

STREET : MILL CREEK
LOCATION : W/O BRYANT

YUCAIPA
DATE : 02-26-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	24	14	38
	1:00	11	8	19
	2:00	5	4	9
	3:00	4	13	17
	4:00	10	44	54
	5:00	17	119	136
	6:00	85	377	462
	7:00	128	722	850
	8:00	143	722	865
	9:00	131	356	487
	10:00	180	160	340
	11:00	166	160	326
PM	12:00	186	175	361
	1:00	169	190	359
	2:00	244	165	409
	3:00	299	145	444
	4:00	497	205	702
	5:00	488	248	736
	6:00	375	134	509
	7:00	217	26	243
	8:00	189	43	232
	9:00	150	32	182
	10:00	90	25	115
	11:00	35	16	51
	12:00	3,843	4,103	7,946

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : MILL CREEK
LOCATION : W/O BRYANT

YUCAIPA
DATE : 02-26-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
8	4	12	12:00	50	44	94
4	5	9		47	43	90
7	2	9		43	40	83
5	3	8		46	48	94
5	0	5	1:00	33	41	74
2	4	6		43	54	97
1	3	4		42	40	82
3	1	4		51	55	106
3	1	4	2:00	53	32	85
0	0	0		62	46	108
0	2	2		56	41	97
2	1	3		73	46	119
2	1	3	3:00	67	41	108
1	3	4		68	30	98
0	4	4		78	35	113
1	5	6		86	39	125
1	6	7	4:00	109	42	151
3	7	10		115	49	164
3	18	21		131	51	182
3	13	16		142	63	205
2	18	20	5:00	128	71	199
2	31	33		116	62	178
7	37	44		133	63	196
6	33	39		111	52	163
17	37	54	6:00	102	39	141
14	81	95		98	37	135
22	111	133		104	32	136
32	148	180		71	26	97
28	176	204	7:00	69	3	72
29	186	215		59	7	66
35	184	219		49	5	54
36	176	212		40	11	51
30	199	229	8:00	50	2	52
40	184	224		47	10	57
35	165	200		37	13	50
38	174	212		55	18	73
36	144	180	9:00	40	8	48
37	94	131		33	5	38
28	54	82		36	12	48
30	64	94		41	7	48
38	41	79	10:00	27	1	28
42	48	90		30	7	37
47	33	80		18	12	30
53	38	91		15	5	20
52	40	92	11:00	7	6	13
38	44	82		12	4	16
36	44	80		7	3	10
40	32	72		9	3	12

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24 HOUR VOLUMES

STREET : MILL CREEK
LOCATION : E/O BRYANT

YUCAIPA
DATE : 02-26-08

		EASTBOUND	WESTBOUND	TOTAL
AM	12:00	16	6	22
	1:00	10	2	12
	2:00	0	3	3
	3:00	7	9	16
	4:00	7	28	35
	5:00	19	70	89
	6:00	65	153	218
	7:00	90	240	330
	8:00	94	217	311
	9:00	87	158	245
	10:00	136	145	281
	11:00	107	138	245
PM	12:00	148	110	258
	1:00	126	155	281
	2:00	154	154	308
	3:00	158	136	294
	4:00	205	124	329
	5:00	213	144	357
	6:00	187	94	281
	7:00	146	40	186
	8:00	123	37	160
	9:00	81	19	100
	10:00	62	16	78
	11:00	30	10	40
	12:00	2,271	2,208	4,479

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15 MINUTE COUNTS

STREET : MILL CREEK
LOCATION : E/O BRYANT

YUCAIPA
DATE : 02-26-08

AM				PM		
EAST BOUND	WEST BOUND	TOTAL TOTAL		EAST BOUND	WEST BOUND	TOTAL TOTAL
6	0	6	12:00	37	22	59
3	3	6		34	40	74
4	2	6		36	22	58
3	1	4		41	26	67
3	0	3	1:00	24	36	60
1	1	2		40	40	80
1	1	2		33	38	71
5	0	5		29	41	70
0	0	0	2:00	33	33	66
0	0	0		38	41	79
0	2	2		39	36	75
0	1	1		44	44	88
1	1	2	3:00	30	37	67
3	1	4		45	31	76
3	3	6		40	39	79
0	4	4		43	29	72
0	6	6	4:00	48	31	79
3	5	8		47	29	76
2	10	12		49	26	75
2	7	9		61	38	99
3	10	13	5:00	52	37	89
3	16	19		48	46	94
5	21	26		60	35	95
8	23	31		53	26	79
10	21	31	6:00	52	31	83
5	25	30		46	22	68
16	48	64		45	20	65
34	59	93		44	21	65
24	64	88	7:00	50	7	57
26	57	83		29	15	44
21	62	83		41	9	50
19	57	76		26	9	35
29	61	90	8:00	31	7	38
21	52	73		27	8	35
23	56	79		31	10	41
21	48	69		34	12	46
16	45	61	9:00	17	6	23
22	24	46		15	4	19
23	43	66		23	4	27
26	46	72		26	5	31
35	38	73	10:00	23	4	27
34	42	76		19	3	22
33	31	64		11	5	16
34	34	68		9	4	13
40	35	75	11:00	9	1	10
22	30	52		8	4	12
27	35	62		8	2	10
18	38	56		5	3	8

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24 HOUR VOLUMES

STREET : BRYANT ST
LOCATION : S/O MILL CREEK

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	16	18	34
	1:00	8	4	12
	2:00	0	3	3
	3:00	9	4	13
	4:00	22	10	32
	5:00	81	24	105
	6:00	325	90	415
	7:00	604	139	743
	8:00	615	153	768
	9:00	294	115	409
	10:00	151	150	301
	11:00	135	135	270
	12:00	155	144	299
PM	1:00	166	160	326
	2:00	142	224	366
	3:00	205	305	510
	4:00	189	392	581
	5:00	195	427	622
	6:00	185	306	491
	7:00	71	126	197
	8:00	96	127	223
	9:00	66	102	168
	10:00	57	59	116
	11:00	23	29	52
	12:00	3,810	3,246	7,056

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : BRYANT ST — YUCAIPA

LOCATION : S/O MILL CREEK — DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
7	3	10	12:00	30	33	63
2	5	7		38	33	71
4	5	9		46	33	79
3	5	8		41	45	86
2	1	3	1:00	35	30	65
3	0	3		57	41	98
2	1	3		36	51	87
1	2	3		38	38	76
0	1	1	2:00	27	48	75
0	0	0		39	65	104
0	1	1		35	45	80
0	1	1		41	66	107
4	2	6	3:00	41	62	103
0	1	1		57	77	134
3	1	4		59	76	135
2	0	2		48	90	138
3	1	4	4:00	46	83	129
3	2	5		43	98	141
10	2	12		49	99	148
6	5	11		51	112	163
14	3	17	5:00	53	106	159
23	6	29		43	109	152
25	8	33		51	113	164
19	7	26		48	99	147
37	20	57	6:00	52	89	141
66	14	80		51	97	148
95	19	114		39	68	107
127	37	164		43	52	95
145	32	177	7:00	19	30	49
156	37	193		21	42	63
161	34	195		14	28	42
142	36	178		17	26	43
172	33	205	8:00	22	30	52
150	42	192		21	36	57
139	46	185		20	19	39
154	32	186		33	42	75
142	31	173	9:00	15	31	46
73	26	99		19	25	44
37	24	61		20	21	41
42	34	76		12	25	37
35	35	70	10:00	14	13	27
37	29	66		16	22	38
33	42	75		17	16	33
46	44	90		10	8	18
37	29	66	11:00	6	7	13
37	34	71		7	8	15
36	31	67		5	8	13
25	41	66		5	6	11

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24 HOUR VOLUMES

STREET : BRYANT ST
LOCATION : S/O OAK GLEN

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	21	19	40
	1:00	10	8	18
	2:00	3	10	13
	3:00	14	7	21
	4:00	33	9	42
	5:00	73	48	121
	6:00	240	101	341
	7:00	513	420	933
	8:00	586	385	971
	9:00	310	252	562
	10:00	277	299	576
	11:00	290	304	594
PM	12:00	391	322	713
	1:00	322	343	665
	2:00	415	449	864
	3:00	490	570	1,060
	4:00	381	487	868
	5:00	366	539	905
	6:00	346	489	835
	7:00	255	307	562
	8:00	240	243	483
	9:00	144	202	346
	10:00	102	125	227
	11:00	43	37	80
	12:00			
		5,865	5,975	11,840

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : BRYANT ST
LOCATION : S/O OAK GLEN

YUCAIPA
DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
7	4	11	12:00	110	73	183
6	4	10		116	76	192
5	5	10		77	89	166
3	6	9		88	84	172
4	3	7	1:00	80	94	174
4	1	5		81	78	159
1	1	2		89	86	175
1	3	4		72	85	157
1	4	5	2:00	95	79	174
1	2	3		132	90	222
1	2	3		110	144	254
0	2	2		78	136	214
4	2	6	3:00	120	110	230
5	1	6		129	141	270
2	3	5		115	171	286
3	1	4		126	148	274
10	1	11	4:00	97	128	225
4	3	7		89	107	196
10	2	12		101	131	232
9	3	12		94	121	215
14	11	25	5:00	113	129	242
18	4	22		96	137	233
16	19	35		81	131	212
25	14	39		76	142	218
32	13	45	6:00	84	135	219
45	30	75		73	122	195
59	25	84		88	123	211
104	33	137		101	109	210
120	79	199	7:00	72	102	174
121	103	224		66	76	142
131	132	263		57	79	136
141	106	247		60	50	110
142	101	243	8:00	58	61	119
171	99	270		58	53	111
139	98	237		56	63	119
134	87	221		68	66	134
96	77	173	9:00	39	79	118
76	64	140		43	40	83
76	41	117		35	40	75
62	70	132		27	43	70
66	73	139	10:00	21	41	62
57	74	131		26	31	57
80	82	162		33	35	68
74	70	144		22	18	40
71	74	145	11:00	17	12	29
73	70	143		12	9	21
71	75	146		4	10	14
75	85	160		10	6	16

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24 HOUR VOLUMES

STREET : BRYANT ST
LOCATION : S/O YUCAIPA

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	12	15	27
	1:00	3	6	9
	2:00	4	2	6
	3:00	7	4	11
	4:00	23	7	30
	5:00	35	23	58
	6:00	130	88	218
	7:00	307	225	532
	8:00	270	267	537
	9:00	176	186	362
	10:00	167	202	369
	11:00	160	236	396
PM	12:00	266	262	528
	1:00	202	276	478
	2:00	233	318	551
	3:00	296	375	671
	4:00	285	360	645
	5:00	244	370	614
	6:00	262	404	666
	7:00	143	240	383
	8:00	138	198	336
	9:00	59	162	221
	10:00	58	85	143
	11:00	20	27	47
	12:00	3,500	4,338	7,838

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : BRYANT ST — YUCAIPA
LOCATION : S/O YUCAIPA — DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
3	5	8	12:00	72	49	121
2	3	5		68	67	135
3	4	7		75	58	133
4	3	7		51	88	139
0	3	3	1:00	42	63	105
2	1	3		53	74	127
1	1	2		50	65	115
0	1	1		57	74	131
0	1	1	2:00	54	66	120
1	0	1		62	82	144
1	1	2		47	93	140
2	0	2		70	77	147
3	2	5	3:00	67	83	150
1	2	3		55	93	148
2	0	2		78	98	176
1	0	1		96	101	197
3	1	4	4:00	79	103	182
5	1	6		80	89	169
4	1	5		74	94	168
11	4	15		52	74	126
6	4	10	5:00	49	107	156
5	4	9		76	81	157
13	8	21		64	89	153
11	7	18		55	93	148
13	21	34	6:00	80	106	186
24	15	39		65	102	167
33	22	55		60	108	168
60	30	90		57	88	145
57	46	103	7:00	45	69	114
79	62	141		31	66	97
93	52	145		33	62	95
78	65	143		34	43	77
86	76	162	8:00	35	55	90
68	66	134		32	40	72
61	72	133		35	45	80
55	53	108		36	58	94
53	55	108	9:00	16	69	85
39	49	88		20	30	50
46	25	71		16	30	46
38	57	95		7	33	40
43	56	99	10:00	13	23	36
43	57	100		16	25	41
45	43	88		17	22	39
36	46	82		12	15	27
36	56	92	11:00	9	7	16
41	65	106		4	13	17
41	52	93		3	5	8
42	63	105		4	2	6

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24 HOUR VOLUMES

STREET : BRYANT ST
LOCATION : S/O WILDWOOD CYN

YUCAIPA
DATE : 02-26-08

		NORTHBOUND	SOUTHBOUND	TOTAL
AM	12:00	7	5	12
	1:00	2	4	6
	2:00	4	3	7
	3:00	3	0	3
	4:00	9	8	17
	5:00	15	20	35
	6:00	40	72	112
	7:00	142	114	256
	8:00	144	120	264
	9:00	90	74	164
	10:00	90	102	192
	11:00	82	91	173
PM	12:00	113	102	215
	1:00	120	139	259
	2:00	137	153	290
	3:00	170	165	335
	4:00	141	109	250
	5:00	156	111	267
	6:00	150	116	266
	7:00	99	105	204
	8:00	59	91	150
	9:00	31	53	84
	10:00	24	23	47
	11:00	12	15	27
	12:00			
		1,840	1,795	3,635

Prepared by NEWPORT TRAFFIC STUDIES

15 MINUTE COUNTS

STREET : BRYANT ST — YUCAIPA
LOCATION : S/O WILDWOOD CYN — DATE : 02-26-08

AM				PM		
NORTH BOUND	SOUTH BOUND	TOTAL TOTAL		NORTH BOUND	SOUTH BOUND	TOTAL TOTAL
0	1	1	12:00	30	23	53
3	0	3		22	24	46
4	4	8		34	21	55
0	0	0		27	34	61
0	2	2	1:00	31	41	72
1	0	1		34	28	62
0	2	2		27	39	66
1	0	1		28	31	59
0	0	0	2:00	28	29	57
0	0	0		28	36	64
1	2	3		39	42	81
3	1	4		42	46	88
0	0	0	3:00	37	50	87
1	0	1		49	30	79
2	0	2		45	44	89
0	0	0		39	41	80
0	1	1	4:00	42	26	68
5	0	5		35	31	66
0	1	1		32	26	58
4	6	10		32	26	58
2	2	4	5:00	46	32	78
5	4	9		38	29	67
4	6	10		39	31	70
4	8	12		33	19	52
6	16	22	6:00	38	21	59
6	9	15		38	26	64
13	20	33		37	33	70
15	27	42		37	36	73
26	29	55	7:00	29	37	66
29	32	61		31	24	55
46	29	75		16	25	41
41	24	65		23	19	42
41	36	77	8:00	15	31	46
36	32	68		15	16	31
31	29	60		15	20	35
36	23	59		14	24	38
33	20	53	9:00	12	22	34
19	15	34		8	10	18
23	17	40		3	8	11
15	22	37		8	13	21
28	29	57	10:00	4	8	12
21	21	42		7	7	14
14	29	43		6	7	13
27	23	50		7	1	8
15	26	41	11:00	4	4	8
23	21	44		2	5	7
20	23	43		4	6	10
24	21	45		2	0	2

Prepared by NEWPORT TRAFFIC STUDIES

APPENDIX 3.6

Existing Conditions Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.278
Loss Time (sec): 0 Average Delay (sec/veh): 89.0
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	1	606		130			35	352		4			2		4		3		289		2		90	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	1	606		130			35	352		4			2		4		3		289		2		90	
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:	1	638		137			37	371		4			2		4		3		304		2		95	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	1	638		137			37	371		4			2		4		3		304		2		95	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	1	638		137			37	371		4			2		4		3		304		2		95	
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:	0.01	0.82		0.17			0.09	0.90		0.01			0.22		0.45		0.33		0.76		0.01		0.23	
Final Sat.:	1	499		107			50	505		6			89		178		134		409		3		127	
Capacity Analysis Module:																								
Vol/Sat:	1.28	1.28		1.28			0.73	0.73		0.73			0.02		0.02		0.02		0.74		0.74		0.74	
Crit Moves:		****						****						****						****				
Delay/Veh:	157.2	157		157.2			24.2	24.2		24.2			11.0		11.0		11.0		25.7		25.7		25.7	
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	157.2	157		157.2			24.2	24.2		24.2			11.0		11.0		11.0		25.7		25.7		25.7	
LOS by Move:	F		F		F		C		C		C		B		B		B		D		D		D	
ApproachDel:		157.2						24.2						11.0						25.7				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		157.2						24.2						11.0						25.7				
LOS by Appr:		F						C						B						D				
AllWayAvgQ:	25.0	25.0		25.0			2.3	2.3		2.3			0.0		0.0		0.0		2.4		2.4		2.4	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.106
Loss Time (sec):	0	Average Delay (sec/veh):	77.9
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
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:	2	419	293	36	629	6	10	5	1	140	1	35
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:	2	441	308	38	662	6	11	5	1	147	1	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	441	308	38	662	6	11	5	1	147	1	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	441	308	38	662	6	11	5	1	147	1	37
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:	0.01	0.58	0.41	0.05	0.94	0.01	0.63	0.31	0.06	0.79	0.01	0.20
Final Sat.:	2	399	279	35	608	6	281	140	28	410	3	102
Capacity Analysis Module:												
Vol/Sat:	1.11	1.11	1.11	1.09	1.09	1.09	0.04	0.04	0.04	0.36	0.36	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	88.9	88.9	88.9	84.5	84.5	84.5	11.0	11.0	11.0	13.8	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	88.9	88.9	84.5	84.5	84.5	11.0	11.0	11.0	13.8	13.8	13.8
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:		88.9			84.5			11.0			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		88.9			84.5			11.0			13.8	
LOS by Appr:		F			F			B			B	
AllWayAvgQ:	15.2	15.2	15.2	13.7	13.7	13.7	0.0	0.0	0.0	0.6	0.6	0.6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	6	Average Delay (sec/veh):	27.1
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
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:	127	161	48	16	182	121	45	304	31	76	514	45
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:	134	169	51	17	192	127	47	320	33	80	541	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	169	51	17	192	127	47	320	33	80	541	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	169	51	17	192	127	47	320	33	80	541	47
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.03	0.01	0.11	0.07	0.03	0.18	0.02	0.05	0.30	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.31	0.37	0.11	0.04	0.42	0.28	0.11	0.71	0.07	0.11	0.71	0.06
Delay/Veh:	27.5	28.0	25.8	25.2	28.5	27.2	26.0	35.7	25.7	15.6	24.2	15.3
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:	27.5	28.0	25.8	25.2	28.5	27.2	26.0	35.7	25.7	15.6	24.2	15.3
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	3	4	1	0	5	3	1	9	1	1	13	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	6	Average Delay (sec/veh):	29.0
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
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:	63	192	76	23	173	75	131	611	86	33	322	17
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:	66	202	80	24	182	79	138	643	91	35	339	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	202	80	24	182	79	138	643	91	35	339	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	202	80	24	182	79	138	643	91	35	339	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.04	0.01	0.10	0.04	0.08	0.36	0.05	0.02	0.19	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.15	0.44	0.17	0.06	0.40	0.17	0.19	0.82	0.12	0.08	0.77	0.04
Delay/Veh:	26.1	28.8	26.3	25.4	28.3	26.3	15.8	29.6	15.3	26.3	39.8	26.0
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:	26.1	28.8	26.3	25.4	28.3	26.3	15.8	29.6	15.3	26.3	39.8	26.0
LOS by Move:	C	C	C	C	C	C	B	C	B	C	D	C
HCM2kAvgQ:	2	5	2	1	4	2	2	18	1	1	11	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	6	Average Delay (sec/veh):	23.8
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
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:	189	120	63	76	90	4	17	259	142	71	782	27
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:	199	126	66	80	95	4	18	273	149	75	823	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	126	66	80	95	4	18	273	149	75	823	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	126	66	80	95	4	18	273	149	75	823	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.60	1.00	0.85	0.54	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1076	1800	1530	976	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.04	0.08	0.05	0.00	0.01	0.15	0.10	0.05	0.46	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.48	0.48	0.21	0.59	0.59
Volume/Cap:	0.74	0.28	0.17	0.33	0.21	0.01	0.11	0.31	0.20	0.22	0.78	0.03
Delay/Veh:	44.9	30.6	29.6	31.4	29.9	28.2	41.3	16.1	15.1	33.1	19.1	8.6
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:	44.9	30.6	29.6	31.4	29.9	28.2	41.3	16.1	15.1	33.1	19.1	8.6
LOS by Move:	D	C	C	C	C	C	D	B	B	C	B	A
HCM2kAvgQ:	8	3	2	2	2	0	1	5	3	2	20	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	6	Average Delay (sec/veh):	21.2
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	63	154	44	63	10	25	509	111	99	403	10
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	63	154	44	63	10	25	509	111	99	403	10
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:	78	66	162	46	66	11	26	536	117	104	424	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	66	162	46	66	11	26	536	117	104	424	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	66	162	46	66	11	26	536	117	104	424	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.65	1.00	0.85	0.65	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1173	1800	1530	1173	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.11	0.04	0.04	0.01	0.02	0.30	0.08	0.06	0.24	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.21	0.57	0.57	0.12	0.48	0.48
Volume/Cap:	0.27	0.15	0.42	0.16	0.15	0.03	0.08	0.52	0.13	0.52	0.49	0.01
Delay/Veh:	30.6	29.4	32.2	29.5	29.4	28.3	32.2	13.8	10.2	43.7	17.8	13.4
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:	30.6	29.4	32.2	29.5	29.4	28.3	32.2	13.8	10.2	43.7	17.8	13.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	2	2	4	1	2	0	1	10	2	4	9	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
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 0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
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:	43	163	34	24	104	108	99	224	23	52	298	28
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:	45	172	36	25	109	114	104	236	24	55	314	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	172	36	25	109	114	104	236	24	55	314	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	172	36	25	109	114	104	236	24	55	314	29
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:	0.18	0.68	0.14	1.00	0.49	0.51	1.00	0.91	0.09	1.00	0.91	0.09
Final Sat.:	84	320	67	434	239	248	465	457	47	474	471	44
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.06	0.46	0.46	0.22	0.52	0.52	0.12	0.67	0.67
Crit Moves:	****					****			****			****
Delay/Veh:	17.4	17.4	17.4	10.9	14.7	14.7	12.1	16.0	16.0	10.9	21.0	21.0
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:	17.4	17.4	17.4	10.9	14.7	14.7	12.1	16.0	16.0	10.9	21.0	21.0
LOS by Move:	C	C	C	B	B	B	B	C	C	B	C	C
ApproachDel:	17.4			14.3			14.9			19.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.4			14.3			14.9			19.6		
LOS by Appr:	C			B			B			C		
AllWayAvgQ:	0.9	0.9	0.9	0.1	0.7	0.7	0.3	0.9	0.9	0.1	1.6	1.6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
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 0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
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:	20	124	19	9	172	64	129	219	42	19	100	7
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:	21	131	20	9	181	67	136	231	44	20	105	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	131	20	9	181	67	136	231	44	20	105	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
FinalVolume:	21	131	20	9	181	67	136	231	44	20	105	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.76	0.12	1.00	0.73	0.27	1.00	0.84	0.16	1.00	0.93	0.07
Final Sat.:	66	408	62	507	413	154	537	497	95	490	497	35
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.02	0.44	0.44	0.25	0.46	0.46	0.04	0.21	0.21
Crit Moves:		****				****		****			****	
Delay/Veh:	12.1	12.1	12.1	9.6	13.1	13.1	11.3	13.2	13.2	9.8	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	9.6	13.1	13.1	11.3	13.2	13.2	9.8	10.6	10.6
LOS by Move:	B	B	B	A	B	B	B	B	B	A	B	B
ApproachDel:		12.1			12.9			12.6			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.1			12.9			12.6			10.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.7	0.7	0.3	0.8	0.8	0.0	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	0	Average Delay (sec/veh):	77.2
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
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:	56	15	4	70	14	81	95	215	15	2	718	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:	59	16	4	74	15	85	100	226	16	2	756	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	16	4	74	15	85	100	226	16	2	756	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	16	4	74	15	85	100	226	16	2	756	133
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:	0.75	0.20	0.05	0.83	0.17	1.00	0.31	0.69	1.00	0.01	0.99	1.00
Final Sat.:	334	89	24	376	75	524	169	382	629	2	613	688
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.20	0.20	0.16	0.59	0.59	0.03	1.23	1.23	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	12.2	12.2	12.2	12.3	12.3	10.6	17.9	17.9	8.4	138.0	138	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	12.3	12.3	10.6	17.9	17.9	8.4	138.0	138	9.1
LOS by Move:	B	B	B	B	B	B	C	C	A	F	F	A
ApproachDel:		12.2			11.4			17.4			118.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			11.4			17.4			118.8	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.3	1.3	0.0	22.1	22.1	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
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 0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
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:	14	23	1	126	14	57	67	329	33	2	183	74
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:	15	24	1	133	15	60	71	346	35	2	193	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	24	1	133	15	60	71	346	35	2	193	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	24	1	133	15	60	71	346	35	2	193	78
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:	0.37	0.60	0.03	0.90	0.10	1.00	0.17	0.83	1.00	0.01	0.99	1.00
Final Sat.:	176	289	13	446	50	587	106	518	712	6	594	676
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.30	0.30	0.10	0.67	0.67	0.05	0.32	0.32	0.12
Crit Moves:		****		****				****			****	
Delay/Veh:	10.3	10.3	10.3	12.2	12.2	9.0	18.6	18.6	7.8	11.1	11.1	8.4
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:	10.3	10.3	10.3	12.2	12.2	9.0	18.6	18.6	7.8	11.1	11.1	8.4
LOS by Move:	B	B	B	B	B	A	C	C	A	B	B	A
ApproachDel:		10.3			11.2			17.8			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			11.2			17.8			10.4	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.1	1.8	1.8	0.0	0.4	0.4	0.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	6	Average Delay (sec/veh):	18.2
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
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:	14	1	3	220	1	30	27	201	3	9	790	298
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:	15	1	3	232	1	32	28	212	3	9	832	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	3	232	1	32	28	212	3	9	832	314
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	1.05	1.05	1.00	1.00	1.00
FinalVolume:	15	1	3	232	1	32	28	222	3	9	832	314
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.88	0.01	0.11	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1339	96	287	1500	7	205	1700	3547	53	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.15	0.02	0.06	0.06	0.01	0.46	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.04	0.04	0.04	0.60	0.60	0.60	0.15	0.14	0.14	0.02	0.82	0.31
Delay/Veh:	25.4	25.4	25.4	35.6	35.6	35.6	37.8	12.7	12.7	26.7	17.4	7.4
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:	25.4	25.4	25.4	35.6	35.6	35.6	37.8	12.7	12.7	26.7	17.4	7.4
LOS by Move:	C	C	C	D	D	D	D	B	B	C	B	A
HCM2kAvgQ:	0	0	0	7	7	7	1	1	1	0	17	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	6	Average Delay (sec/veh):	22.3
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	0	1 0	1	0 1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
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	1	3	262	1	20	35	436	9	1	213	173
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:	3	1	3	276	1	21	37	459	9	1	224	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	276	1	21	37	459	9	1	224	182
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	1.05	1.05	1.00	1.00	1.00
FinalVolume:	3	1	3	276	1	21	37	482	10	1	224	182
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.93	0.01	0.06	1.00	1.96	0.04	1.00	1.00	1.00
Final Sat.:	752	251	752	1580	6	121	1700	3527	73	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.02	0.14	0.14	0.00	0.12	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.11	0.30	0.30	0.16	0.34	0.34
Volume/Cap:	0.01	0.01	0.01	0.36	0.36	0.36	0.20	0.46	0.46	0.00	0.36	0.30
Delay/Veh:	9.8	9.8	9.8	13.0	13.0	13.0	38.6	26.9	26.9	32.1	22.8	21.8
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:	9.8	9.8	9.8	13.0	13.0	13.0	38.6	26.9	26.9	32.1	22.8	21.8
LOS by Move:	A	A	A	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	4	4	4	1	5	5	0	4	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.178
Loss Time (sec):	6	Average Delay (sec/veh):	10.2
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
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:	92	571	0	0	103	901	0	0	0	22	0	148
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	601	0	0	108	0	0	0	0	23	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	601	0	0	108	0	0	0	0	23	0	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	0.00	1.00	1.00	1.00	1.00	1.00	1.05
FinalVolume:	97	631	0	0	114	0	0	0	0	23	0	164
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.23	0.00	1.77
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	339	0	2751
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.56	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.20	0.31	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.20	0.00	0.18
Delay/Veh:	16.0	7.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14.2	0.0	14.1
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:	16.0	7.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14.2	0.0	14.1
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	1	3	0	0	1	0	0	0	0	2	0	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	6	Average Delay (sec/veh):	12.7
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0	0 2	0 1	0	0 0	0 0 0	0	0 1!	0 1
Volume Module:												
Base Vol:	90	1412	0	0	185	643	0	0	0	23	0	146
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:	90	1412	0	0	185	643	0	0	0	23	0	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	1486	0	0	195	0	0	0	0	24	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1486	0	0	195	0	0	0	0	24	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.05	1.00	1.00	1.05	0.00	1.00	1.00	1.00	1.00	1.00	1.05
FinalVolume:	95	1561	0	0	204	0	0	0	0	24	0	161
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	354	0	2735
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.29	0.57	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.20	0.77	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.18
Delay/Veh:	16.4	11.8	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14.4	0.0	14.2
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:	16.4	11.8	0.0	0.0	16.7	0.0	0.0	0.0	0.0	14.4	0.0	14.2
LOS by Move:	B	B	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	1	12	0	0	2	0	0	0	0	2	0	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	6	Average Delay (sec/veh):	21.3
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	115	47	80	45	0	548	0	83	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	47	80	45	0	548	0	83	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	49	84	47	0	577	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	121	49	84	47	0	577	0	87	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	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	127	52	84	50	0	606	0	87	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	1.79	0.00	0.21	0.00	0.00	0.00
Final Sat.:	0	2556	1044	1700	3600	0	3036	0	385	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.05	0.01	0.00	0.20	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.14	0.30	0.00	0.66	0.00	0.66	0.00	0.00	0.00
Volume/Cap:	0.00	0.32	0.32	0.35	0.05	0.00	0.30	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	49.3	49.3	51.0	32.6	0.0	9.7	0.0	10.0	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	49.3	49.3	51.0	32.6	0.0	9.7	0.0	10.0	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	A	A	B	A	A	A
HCM2kAvgQ:	0	3	3	3	1	0	6	0	7	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	6	Average Delay (sec/veh):	22.8
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	1 0	1 0	2	0 0	1 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	141	13	134	74	0	1361	0	302	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	141	13	134	74	0	1361	0	302	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	148	14	141	78	0	1433	0	318	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	148	14	141	78	0	1433	0	318	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	1.05	1.05	1.00	1.05	1.00	1.05	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	156	14	141	82	0	1504	0	318	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	1.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	0	3296	304	1700	3600	0	2915	0	514	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.08	0.02	0.00	0.52	0.00	0.62	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.09	0.25	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Volume/Cap:	0.00	0.31	0.31	0.88	0.09	0.00	0.73	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	49.2	49.2	96.2	37.6	0.0	12.8	0.0	19.4	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	49.2	49.2	96.2	37.6	0.0	12.8	0.0	19.4	0.0	0.0	0.0
LOS by Move:	A	D	D	F	D	A	B	A	B	A	A	A
HCM2kAvgQ:	0	3	3	7	1	0	23	0	37	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0	1 0	0 1	0 0	1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	1	116	2	10	7	3	2	1	4	151
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:	1	4	1	122	2	11	7	3	2	1	4	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	1	122	2	11	7	3	2	1	4	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	4	1	122	2	11	7	3	2	1	4	159
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:	0.16	0.67	0.17	0.98	0.02	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	130	519	130	646	11	841	456	196	130	6	24	913
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.19	0.19	0.01	0.02	0.02	0.02	0.17	0.17	0.17
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	9.2	9.2	6.9	7.5	7.5	7.5	7.5	7.5	7.5
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:	7.5	7.5	7.5	9.2	9.2	6.9	7.5	7.5	7.5	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			9.1			7.5			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			9.1			7.5			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
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 0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	2	343	7	26	28	15	1	1	4	123
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:	1	3	2	361	7	27	29	16	1	1	4	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	2	361	7	27	29	16	1	1	4	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	2	361	7	27	29	16	1	1	4	129
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:	0.17	0.50	0.33	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.03	0.96
Final Sat.:	120	360	240	642	13	837	408	218	15	6	24	726
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.56	0.56	0.03	0.07	0.07	0.07	0.18	0.18	0.18
Crit Moves:		****		****					****		****	
Delay/Veh:	7.8	7.8	7.8	14.7	14.7	7.1	8.6	8.6	8.6	8.3	8.3	8.3
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:	7.8	7.8	7.8	14.7	14.7	7.1	8.6	8.6	8.6	8.3	8.3	8.3
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
ApproachDel:		7.8			14.1			8.6			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			14.1			8.6			8.3	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: A[9.8]

****

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	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:	14	0	12	0	0	0	0	106	14	19	142	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:	15	0	13	0	0	0	0	112	15	20	149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	13	0	0	0	0	112	15	20	149	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	308	308	119	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	xxxxx
Potent Cap.:	688	609	938	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Move Cap.:	681	601	938	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1473	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	779	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	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:	17	0	12	0	0	0	0	346	14	15	111	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:	18	0	13	0	0	0	0	364	15	16	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	0	13	0	0	0	0	364	15	16	117	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	520	520	372	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	379	xxxx	xxxxx
Potent Cap.:	520	463	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1191	xxxx	xxxxx
Move Cap.:	515	457	679	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1191	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	572	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D[31.8]

****

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	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:	129	0	21	0	0	0	0	358	48	10	1001	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:	136	0	22	0	0	0	0	377	51	11	1054	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	136	0	22	0	0	0	0	377	51	11	1054	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	950	1477	214	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	427	xxxx	xxxxx
Potent Cap.:	262	127	798	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1143	xxxx	xxxxx
Move Cap.:	260	126	798	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1143	xxxx	xxxxx
Volume/Cap:	0.52	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	287	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		31.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[19.1]

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	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:	76	0	16	0	0	0	0	557	76	15	280	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:	80	0	17	0	0	0	0	586	80	16	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	0	17	0	0	0	0	586	80	16	295	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	805	953	333	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	xxxx	xxxxx
Potent Cap.:	324	261	668	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	933	xxxx	xxxxx
Move Cap.:	320	257	668	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	933	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		19.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

****

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F[55.8]

****

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 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
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	15	37	1	17	24	102	555	7				27	952	1			
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	16	39	1	18	25	107	584	7				28	1002	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	13	16	39	1	18	25	107	584	7				28	1002	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1369	1863	296	1574	1866	502	1003	xxxx	xxxxx				592	xxxx	xxxxx			
Potent Cap.:	107	74	707	76	73	520	698	xxxx	xxxxx				994	xxxx	xxxxx			
Move Cap.:	68	61	707	50	60	520	698	xxxx	xxxxx				994	xxxx	xxxxx			
Volume/Cap:	0.18	0.26	0.06	0.02	0.30	0.05	0.15	xxxx	xxxx				0.03	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx				8.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	135	xxxxx	xxxx	121	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.3	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	55.8	xxxxx	xxxxx	51.1	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*				*	*	*			
ApproachDel:		55.8			51.1			xxxxxx						xxxxxx				
ApproachLOS:		F			F			*						*				

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: F[153.4]

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 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	5	11	30	1	6	68	53	1437	13				25	720	4			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	5	11	30	1	6	68	53	1437	13				25	720	4			
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:	5	12	32	1	6	72	56	1513	14				26	758	4			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	5	12	32	1	6	72	56	1513	14				26	758	4			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2066	2446	763	1686	2451	381	762	xxxx	xxxxx				1526	xxxx	xxxxx			
Potent Cap.:	32	32	351	62	31	623	859	xxxx	xxxxx				442	xxxx	xxxxx			
Move Cap.:	21	28	351	35	28	623	859	xxxx	xxxxx				442	xxxx	xxxxx			
Volume/Cap:	0.25	0.42	0.09	0.03	0.23	0.11	0.06	xxxx	xxxx				0.06	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx				0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx				13.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*				B	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	64	xxxxx	xxxx	211	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	1.6	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	153	xxxxx	xxxxx	31.8	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	D	*	*	*	*				*	*	*			
ApproachDel:	153.4			31.8			xxxxxx						xxxxxx					
ApproachLOS:	F			D			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #13 16th St. (NS) / Avenue E (EW)

****

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[10.1]

****

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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	26	9	5	30	5	1	27	13	32	59	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	27	9	5	32	5	1	28	14	34	62	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	27	9	5	32	5	1	28	14	34	62	5
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:	37	xxxx	xxxxx	37	xxxx	xxxxx	134	105	34	121	103	32
Potent Cap.:	1587	xxxx	xxxxx	1587	xxxx	xxxxx	843	789	1045	859	791	1047
Move Cap.:	1587	xxxx	xxxxx	1587	xxxx	xxxxx	781	781	1045	817	783	1047
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.04	0.01	0.04	0.08	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	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	xxxx	849	xxxxx	xxxx	805	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.5			10.1		
ApproachLOS:	*			*			A			B		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: B[10.1]

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 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
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:	9	35	33	10	17	8	1	61	9	7	35	7
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:	9	37	35	11	18	8	1	64	9	7	37	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	37	35	11	18	8	1	64	9	7	37	7
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:	26	xxxx	xxxxx	72	xxxx	xxxxx	138	134	22	153	121	54
Potent Cap.:	1601	xxxx	xxxxx	1541	xxxx	xxxxx	837	761	1061	818	774	1019
Move Cap.:	1601	xxxx	xxxxx	1541	xxxx	xxxxx	792	751	1061	751	764	1019
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.09	0.01	0.01	0.05	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	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	xxxx	781	xxxxx	xxxx	790	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			10.1			9.9		
ApproachLOS:	*			*			B			A		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: C[15.8]

****

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 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	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:	10	37	35	11	64	22	4	18	5	162	172	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:	11	39	37	12	67	23	4	19	5	171	181	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	39	37	12	67	23	4	19	5	171	181	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	602	562	22	595	559	186	191	xxxx	xxxxx	24	xxxx	xxxxx
Potent Cap.:	414	439	1062	419	440	862	1395	xxxx	xxxxx	1604	xxxx	xxxxx
Move Cap.:	318	386	1062	340	387	862	1395	xxxx	xxxxx	1604	xxxx	xxxxx
Volume/Cap:	0.03	0.10	0.03	0.03	0.17	0.03	0.00	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	369	xxxx	xxxxx	xxxx	435	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	16.2	xxxx	xxxxx	xxxxx	15.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	12.9			15.8			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: B[11.1]

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 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
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:	20	58	127	16	26	4	17	63	17	17	39	13
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:	21	61	134	17	27	4	18	66	18	18	41	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	61	134	17	27	4	18	66	18	18	41	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	211	202	75	292	204	48	55	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	751	698	992	664	696	1027	1563	xxxx	xxxxx	1525	xxxx	xxxxx
Move Cap.:	712	682	992	526	680	1027	1563	xxxx	xxxxx	1525	xxxx	xxxxx
Volume/Cap:	0.03	0.09	0.13	0.03	0.04	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	689	xxxx	xxxxx	xxxx	634	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.4	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.9	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	9.9			11.1			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 6.6 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
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	63	0	168	72	82	0	0	63	10
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	66	0	177	76	86	0	0	66	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	66	0	177	76	86	0	0	66	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	309	309	72	77	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	687	608	996	1535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	660	577	996	1535	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.18	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	875	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[11.2]

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	0	1!	0	0	0	1	0	0	0	1	0	0
Volume Module:																		
Base Vol:	0	0	0	20	0	40	190	188	0	0	0	0	61	15	0	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	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	40	190	188	0	0	0	0	61	15	0	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	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	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	42	200	198	0	0	0	0	64	16	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	42	200	198	0	0	0	0	64	16	0	0	0	0
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	670	670	72	80	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	425	381	996	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	377	325	996	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	0.06	0.00	0.04	0.13	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	644	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*						
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx								
ApproachLOS:	*			B			*			*								

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	8	Average Delay (sec/veh):	35.2
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
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:	38	355	38	66	76	58	108	469	23	57	825	201
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:	40	374	40	69	80	61	114	494	24	60	868	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	374	40	69	80	61	114	494	24	60	868	212
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:	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	42	392	40	73	84	61	114	518	25	60	912	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.92	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.20	1.80	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.61	0.39
Final Sat.:	344	3217	1530	1661	1759	1530	1615	3408	167	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.04	0.05	0.04	0.07	0.15	0.15	0.04	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.17	0.17	0.17	0.10	0.42	0.42	0.16	0.48	0.48
Volume/Cap:	0.67	0.67	0.14	0.26	0.28	0.24	0.67	0.36	0.36	0.23	0.67	0.67
Delay/Veh:	52.4	52.4	45.0	47.2	47.4	47.2	66.1	25.5	25.5	47.7	26.8	26.8
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:	52.4	52.4	45.0	47.2	47.4	47.2	66.1	25.5	25.5	47.7	26.8	26.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	9	9	1	3	3	2	6	7	7	2	18	18

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	8	Average Delay (sec/veh):	34.7
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	1	0 1	1 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
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:	28	115	36	184	166	76	174	1253	56	39	671	100
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:	29	121	38	194	175	80	183	1319	59	41	706	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	121	38	194	175	80	183	1319	59	41	706	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.05	1.05	1.00	1.05	1.05
FinalVolume:	31	127	38	203	183	80	183	1385	62	41	742	111
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.93	0.99	0.85	0.92	0.97	0.85	0.90	0.99	0.99	0.90	0.98	0.98
Lanes:	0.41	1.59	1.00	1.08	0.92	1.00	1.00	1.91	0.09	1.00	1.74	0.26
Final Sat.:	690	2834	1530	1788	1613	1530	1615	3425	153	1615	3074	458
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.11	0.11	0.05	0.11	0.40	0.40	0.03	0.24	0.24
Crit Moves:	****			****				****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.19	0.52	0.52	0.08	0.41	0.41
Volume/Cap:	0.27	0.27	0.15	0.67	0.67	0.31	0.59	0.77	0.77	0.33	0.59	0.59
Delay/Veh:	47.2	47.2	46.3	53.7	53.7	48.0	50.9	26.9	26.9	58.4	30.7	30.7
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:	47.2	47.2	46.3	53.7	53.7	48.0	50.9	26.9	26.9	58.4	30.7	30.7
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	3	1	9	9	3	8	24	24	2	13	13

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
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:	14	414	17	21	114	5	10	30	12	11	53	99
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:	15	436	18	22	120	5	11	32	13	12	56	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	436	18	22	120	5	11	32	13	12	56	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	436	18	22	120	5	11	32	13	12	56	104
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:	0.03	0.93	0.04	0.15	0.81	0.04	0.19	0.58	0.23	0.07	0.32	0.61
Final Sat.:	24	704	29	101	550	24	112	336	134	44	212	395
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.22	0.22	0.22	0.09	0.09	0.09	0.26	0.26	0.26
Crit Moves:			****		****				****	****		
Delay/Veh:	14.5	14.5	14.5	9.4	9.4	9.4	9.0	9.0	9.0	9.6	9.6	9.6
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:	14.5	14.5	14.5	9.4	9.4	9.4	9.0	9.0	9.0	9.6	9.6	9.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	14.5			9.4			9.0			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.5			9.4			9.0			9.6		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.4	1.4	1.4	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
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:	8	158	19	59	186	13	11	84	12	37	42	30
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:	8	166	20	62	196	14	12	88	13	39	44	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	166	20	62	196	14	12	88	13	39	44	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	166	20	62	196	14	12	88	13	39	44	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.86	0.10	0.23	0.72	0.05	0.10	0.79	0.11	0.34	0.39	0.27
Final Sat.:	31	618	74	168	529	37	67	512	73	223	253	181
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.37	0.37	0.37	0.17	0.17	0.17	0.17	0.17	0.17
Crit Moves:	****				****			****				****
Delay/Veh:	9.4	9.4	9.4	10.3	10.3	10.3	9.0	9.0	9.0	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	10.3	10.3	10.3	9.0	9.0	9.0	9.0	9.0	9.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.4			10.3			9.0			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			10.3			9.0			9.0	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	8	Average Delay (sec/veh):	29.9
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
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:	55	168	146	25	199	317	134	479	46	151	846	16
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:	58	177	154	26	209	334	141	504	48	159	891	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	177	154	26	209	334	141	504	48	159	891	17
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	1.05	1.05	1.00	1.05	1.00	1.03	1.10	1.10	1.03	1.10	1.10
FinalVolume:	58	186	161	26	220	334	145	555	53	164	980	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.07	0.93	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1791	1557	1615	3600	1530	3040	4863	467	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.02	0.06	0.22	0.05	0.11	0.11	0.05	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.39	0.39	0.10	0.40	0.40	0.09	0.33	0.33	0.10	0.34	0.34
Volume/Cap:	0.39	0.27	0.27	0.16	0.15	0.54	0.53	0.35	0.35	0.52	0.54	0.54
Delay/Veh:	48.9	22.9	22.9	45.4	20.9	26.1	49.6	28.0	28.0	48.3	29.5	29.5
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:	48.9	22.9	22.9	45.4	20.9	26.1	49.6	28.0	28.0	48.3	29.5	29.5
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	4	1	2	9	3	5	5	4	9	9

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	8	Average Delay (sec/veh):	34.8
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
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:	104	326	213	96	236	222	386	859	77	263	665	24
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:	109	343	224	101	248	234	406	904	81	277	700	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	343	224	101	248	234	406	904	81	277	700	25
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	1.05	1.05	1.00	1.05	1.00	1.03	1.10	1.10	1.03	1.10	1.10
FinalVolume:	109	360	235	101	261	234	419	995	89	285	770	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.90	0.10
Final Sat.:	1615	2049	1339	1615	3600	1530	3040	4896	439	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.07	0.15	0.14	0.20	0.20	0.09	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.37	0.37	0.12	0.29	0.29
Volume/Cap:	0.75	0.51	0.51	0.69	0.21	0.44	0.69	0.55	0.55	0.78	0.51	0.51
Delay/Veh:	67.4	29.0	29.0	61.4	25.5	28.4	44.1	27.6	27.6	57.7	32.8	32.8
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:	67.4	29.0	29.0	61.4	25.5	28.4	44.1	27.6	27.6	57.7	32.8	32.8
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	8	8	5	3	6	9	10	10	7	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	4	Average Delay (sec/veh):	10.2
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	22	304	82	36	395	4	13	115	28	216	224	49
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:	22	304	82	36	395	4	13	115	28	216	224	49
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	320	86	38	416	4	14	121	29	227	236	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	320	86	38	416	4	14	121	29	227	236	52
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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	336	91	38	437	4	14	121	29	227	236	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.41	0.97	0.97	0.42	1.00	1.00	0.53	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	743	2745	740	760	3560	36	949	1800	1530	1144	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.12	0.12	0.01	0.07	0.02	0.20	0.13	0.03
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.07	0.29	0.29	0.12	0.29	0.29	0.03	0.13	0.04	0.38	0.25	0.07
Delay/Veh:	10.6	11.7	11.7	10.9	11.7	11.7	7.1	7.6	7.2	9.2	8.2	7.3
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:	10.6	11.7	11.7	10.9	11.7	11.7	7.1	7.6	7.2	9.2	8.2	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	3	3	0	3	3	0	1	0	3	3	0

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	4	Average Delay (sec/veh):	9.2
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
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:	10	529	215	76	430	24	34	153	9	117	78	55
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:	11	557	226	80	453	25	36	161	9	123	82	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	557	226	80	453	25	36	161	9	123	82	58
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	1.05	1.05	1.00	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	585	238	80	475	27	36	161	9	123	82	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.40	0.96	0.96	0.26	0.99	0.99	0.66	1.00	0.85	0.57	1.00	0.85
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	726	2450	996	462	3382	189	1195	1800	1530	1032	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.17	0.14	0.14	0.03	0.09	0.01	0.12	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.03	0.45	0.45	0.32	0.26	0.26	0.07	0.22	0.02	0.30	0.11	0.09
Delay/Veh:	6.7	8.8	8.8	8.7	7.7	7.7	11.2	12.0	10.9	12.7	11.4	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:	6.7	8.8	8.8	8.7	7.7	7.7	11.2	12.0	10.9	12.7	11.4	11.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	1	2	2	0	2	0	2	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[17.5]

****

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	0 0 1!	0	0
Volume Module:												
Base Vol:	0 385		57	10 629		0	0 0		0	80		23
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:	0 385		57	10 629		0	0 0		0	80		23
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:	0 405		60	11 662		0	0 0		0	84		24
Reduct Vol:	0 0		0	0 0		0	0 0		0	0		0
FinalVolume:	0 405		60	11 662		0	0 0		0	84		24
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	465 xxxx		xxxxx	xxxx xxxx		xxxxx	757	1088	203
Potent Cap.:	xxxx xxxx		xxxxx	1107 xxxx		xxxxx	xxxx xxxx		xxxxx	348	217	811
Move Cap.:	xxxx xxxx		xxxxx	1107 xxxx		xxxxx	xxxx xxxx		xxxxx	345	215	811
Volume/Cap:	xxxx xxxx		xxxx	0.01 xxxx		xxxx	xxxx xxxx		xxxx	0.24	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	0.0 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	8.3 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	396	xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	17.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.5		
ApproachLOS:	*			*			*			C		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[21.4]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
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	727	76	8	548	0	0	0	0	42	0	27
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	765	80	8	577	0	0	0	0	44	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	765	80	8	577	0	0	0	0	44	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	845	xxxx	xxxxx	xxxx	xxxx	xxxxx	1071	1359	383
Potent Cap.:	xxxx	xxxx	xxxxx	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	219	150	621
Move Cap.:	xxxx	xxxx	xxxxx	800	xxxx	xxxxx	xxxx	xxxx	xxxxx	217	148	621
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.20	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	291	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.4		
ApproachLOS:	*			*			*			C		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	8	Average Delay (sec/veh):	77.3
Optimal Cycle:	130	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
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:	132	338	108	80	447	182	50	79	99	271	180	54
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:	139	356	114	84	471	192	53	83	104	285	189	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	356	114	84	471	192	53	83	104	285	189	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	356	114	84	471	192	53	83	104	285	189	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	0.24	0.58	0.18	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	391	1002	320	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.05	0.26	0.13	0.03	0.05	0.07	0.18	0.14	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.35	0.35	0.35	0.26	0.26	0.26	0.15	0.15	0.15	0.17	0.17	0.17
Volume/Cap:	1.01	1.01	1.01	0.20	1.01	0.48	0.21	0.30	0.44	1.01	0.81	0.81
Delay/Veh:	81.6	81.6	81.6	37.9	92.7	41.8	48.5	49.4	51.3	110.1	66.7	66.7
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:	81.6	81.6	81.6	37.9	92.7	41.8	48.5	49.4	51.3	110.1	66.7	66.7
LOS by Move:	F	F	F	D	F	D	D	D	D	F	E	E
HCM2kAvgQ:	31	31	31	3	25	7	2	3	4	17	12	12

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	8	Average Delay (sec/veh):	94.5
Optimal Cycle:	130	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
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:	75	537	150	78	429	83	159	215	93	133	90	107
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:	79	565	158	82	452	87	167	226	98	140	95	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	565	158	82	452	87	167	226	98	140	95	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	565	158	82	452	87	167	226	98	140	95	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	0.10	0.70	0.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	171	1221	341	1615	1800	1530	1615	1800	1530	1615	756	898
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.05	0.25	0.06	0.10	0.13	0.06	0.09	0.13	0.13
Crit Moves:		****			****			****			****	
Green/Cycle:	0.41	0.41	0.41	0.22	0.22	0.22	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.13	1.13	1.13	0.23	1.13	0.26	0.67	0.82	0.42	0.56	0.81	0.81
Delay/Veh:	114.6	115	114.6	41.8	137	42.2	59.0	70.3	50.9	53.9	71.2	71.2
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:	114.6	115	114.6	41.8	137	42.2	59.0	70.3	50.9	53.9	71.2	71.2
LOS by Move:	F	F	F	D	F	D	E	E	D	D	E	E
HCM2kAvgQ:	47	47	47	3	28	3	8	11	4	6	10	10

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.384
Loss Time (sec):	0	Average Delay (sec/veh):	113.7
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
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:	19	364	0	0	426	391	0	0	0	213	0	214
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:	20	383	0	0	448	412	0	0	0	224	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	383	0	0	448	412	0	0	0	224	0	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	383	0	0	448	412	0	0	0	224	0	225
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:	0.05	0.95	0.00	0.00	0.52	0.48	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	28	529	0	0	324	297	0	0	0	285	0	286
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	xxxx	xxxx	1.38	1.38	xxxx	xxxx	xxxx	0.79	xxxx	0.79
Crit Moves:		****			****					****		
Delay/Veh:	23.8	23.8	0.0	0.0	201	200.6	0.0	0.0	0.0	28.0	0.0	28.0
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:	23.8	23.8	0.0	0.0	201	200.6	0.0	0.0	0.0	28.0	0.0	28.0
LOS by Move:	C	C	*	*	F	F	*	*	*	D	*	D
ApproachDel:		23.8			200.6			xxxxxx			28.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		23.8			200.6			xxxxxx			28.0	
LOS by Appr:		C			F			*			D	
AllWayAvgQ:	2.2	2.2	2.2	33.1	33.1	33.1	0.0	0.0	0.0	3.0	3.0	3.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.015
Loss Time (sec):	0	Average Delay (sec/veh):	47.2
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 1	0	0 0	0	0 0 1	0	0	0 0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
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:	15	552	0	0	336	319	0	0	0	35	0	210
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:	16	581	0	0	354	336	0	0	0	37	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	581	0	0	354	336	0	0	0	37	0	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	581	0	0	354	336	0	0	0	37	0	221
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:	0.03	0.97	0.00	0.00	0.51	0.49	0.00	0.00	0.00	0.14	0.00	0.86
Final Sat.:	17	618	0	0	348	331	0	0	0	82	0	491
Capacity Analysis Module:												
Vol/Sat:	0.94	0.94	xxxx	xxxx	1.02	1.02	xxxx	xxxx	xxxx	0.45	xxxx	0.45
Crit Moves:	****					****				****		
Delay/Veh:	45.5	45.5	0.0	0.0	61.1	61.1	0.0	0.0	0.0	14.1	0.0	14.1
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:	45.5	45.5	0.0	0.0	61.1	61.1	0.0	0.0	0.0	14.1	0.0	14.1
LOS by Move:	E	E	*	*	F	F	*	*	*	B	*	B
ApproachDel:	45.5			61.1			xxxxxx			14.1		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	45.5			61.1			xxxxxx			14.1		
LOS by Appr:	E			F			*			B		
AllWayAvgQ:	6.5	6.5	6.5	10.0	10.0	10.0	0.0	0.0	0.0	0.8	0.8	0.8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	0	Average Delay (sec/veh):	31.4
Optimal Cycle:	0	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:	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 1	0	0	1 0	0 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	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	188	55	268	371	0	195	0	36	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	198	58	282	391	0	205	0	38	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	58	282	391	0	205	0	38	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
FinalVolume:	0	198	58	282	391	0	205	0	38	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	0.77	0.23	0.42	0.58	0.00	0.84	0.00	0.16	0.00	0.00	0.00
Final Sat.:	0	502	147	295	409	0	484	0	89	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.39	0.39	0.96	0.96	xxxx	0.42	xxxx	0.42	xxxx	xxxx	xxxx
Crit Moves:			****	****			****					
Delay/Veh:	0.0	11.7	11.7	45.4	45.4	0.0	13.3	0.0	13.3	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	11.7	11.7	45.4	45.4	0.0	13.3	0.0	13.3	0.0	0.0	0.0
LOS by Move:	*	B	B	E	E	*	B	*	B	*	*	*
ApproachDel:		11.7			45.4			13.3			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.7			45.4			13.3			xxxxxx	
LOS by Appr:		B			E			B			*	
AllWayAvgQ:	0.6	0.6	0.6	7.3	7.3	7.3	0.7	0.7	0.7	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	0	Average Delay (sec/veh):	18.0
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	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	249	157	235	136	0	318	0	33	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	262	165	247	143	0	335	0	35	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	165	247	143	0	335	0	35	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
FinalVolume:	0	262	165	247	143	0	335	0	35	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	0.61	0.39	0.63	0.37	0.00	0.91	0.00	0.09	0.00	0.00	0.00
Final Sat.:	0	395	249	382	221	0	520	0	54	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.66	0.66	0.65	0.65	xxxx	0.64	xxxx	0.64	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	17.7	17.7	18.1	18.1	0.0	18.2	0.0	18.2	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	17.7	17.7	18.1	18.1	0.0	18.2	0.0	18.2	0.0	0.0	0.0
LOS by Move:	*	C	C	C	C	*	C	*	C	*	*	*
ApproachDel:		17.7			18.1			18.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		17.7			18.1			18.2			xxxxxx	
LOS by Appr:		C			C			C			*	
AllWayAvgQ:	1.7	1.7	1.7	1.6	1.6	1.6	1.5	1.5	1.5	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	10.8
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	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:	16	153	0	0	330	77	90	0	51	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:	17	161	0	0	347	81	95	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	161	0	0	347	81	95	0	54	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
FinalVolume:	17	161	0	0	347	81	95	0	54	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:	0.09	0.91	0.00	0.00	0.81	0.19	0.64	0.00	0.36	0.00	0.00	0.00
Final Sat.:	69	661	0	0	655	153	417	0	237	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	xxxx	xxxx	0.53	0.53	0.23	xxxx	0.23	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	9.2	9.2	0.0	0.0	12.0	12.0	9.4	0.0	9.4	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:	9.2	9.2	0.0	0.0	12.0	12.0	9.4	0.0	9.4	0.0	0.0	0.0
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*
ApproachDel:		9.2			12.0			9.4		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxx		
ApprAdjDel:		9.2			12.0			9.4		xxxxxx		
LOS by Appr:		A			B			A			*	
AllWayAvgQ:	0.3	0.3	0.3	1.0	1.0	1.0	0.2	0.2	0.2	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	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:	65	269	0	0	138	31	137	0	38	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:	68	283	0	0	145	33	144	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	283	0	0	145	33	144	0	40	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
FinalVolume:	68	283	0	0	145	33	144	0	40	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:	0.19	0.81	0.00	0.00	0.82	0.18	0.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	148	612	0	0	606	136	520	0	144	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	xxxx	xxxx	0.24	0.24	0.28	xxxx	0.28	xxxx	xxxx	xxxx
Crit Moves:		****				****	****					
Delay/Veh:	11.4	11.4	0.0	0.0	9.1	9.1	9.8	0.0	9.8	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:	11.4	11.4	0.0	0.0	9.1	9.1	9.8	0.0	9.8	0.0	0.0	0.0
LOS by Move:	B	B	*	*	A	A	A	*	A	*	*	*
ApproachDel:		11.4			9.1			9.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.4			9.1			9.8			xxxxxx	
LOS by Appr:		B			A			A			*	
AllWayAvgQ:	0.8	0.8	0.8	0.3	0.3	0.3	0.3	0.3	0.3	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	14.5
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	1	0 1
Volume Module:												
Base Vol:	0	0	0	16	0	423	70	141	0	0	273	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	16	0	423	70	141	0	0	273	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	17	0	445	74	148	0	0	287	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	445	74	148	0	0	287	15
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	0	0	0	17	0	445	74	148	0	0	287	15
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	542	0	671	512	553	0	0	572	634
Capacity Analysis Module:												
Vol/Sat:	xxxx xxxx	xxxx		0.03 xxxx	0.66		0.14 0.27	xxxx		xxxx 0.50	0.02	
Crit Moves:					****			****			****	
Delay/Veh:	0.0 0.0	0.0		9.3 0.0	16.9		10.4 11.0	0.0		0.0 14.3	8.2	
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		9.3 0.0	16.9		10.4 11.0	0.0		0.0 14.3	8.2	
LOS by Move:	*	*	*	A	*	C	B	B	*	*	B	A
ApproachDel:	xxxxxx			16.6			10.8			14.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.6			10.8			14.0		
LOS by Appr:	*			C			B			B		
AllWayAvgQ:	0.0 0.0	0.0		0.0 0.0	1.7		0.1 0.3	0.0		0.0 0.9	0.0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	0	Average Delay (sec/veh):	11.2
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	1	0 1
Volume Module:												
Base Vol:	0	0	0	24	0	172	274	202	0	0	161	24
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	24	0	172	274	202	0	0	161	24
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	25	0	181	288	213	0	0	169	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	181	288	213	0	0	169	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	181	288	213	0	0	169	25
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	517	0	626	613	668	0	0	621	701
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.05	xxxx	0.29	0.47	0.32	xxxx	xxxx	0.27	0.04
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	10.1	13.4	10.3	0.0	0.0	10.3	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.6	0.0	10.1	13.4	10.3	0.0	0.0	10.3	7.8
LOS by Move:	*	*	*	A	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			10.1			12.1			10.0		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.1			12.1			10.0		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.4	0.8	0.4	0.0	0.0	0.3	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.122
Loss Time (sec):	0	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
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:	10	4	4	37	4	7	12	22	23	7	26	78
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:	11	4	4	39	4	7	13	23	24	7	27	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	4	4	39	4	7	13	23	24	7	27	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	4	4	39	4	7	13	23	24	7	27	82
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:	0.56	0.22	0.22	0.77	0.08	0.15	0.21	0.39	0.40	0.06	0.23	0.71
Final Sat.:	450	180	180	618	67	117	188	345	360	60	224	671
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.07	0.07	0.07	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	7.6	7.6	7.6	7.2	7.2	7.2	7.2	7.2	7.2
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:	7.4	7.4	7.4	7.6	7.6	7.6	7.2	7.2	7.2	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.6			7.2			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.6			7.2			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.072
Loss Time (sec):	0	Average Delay (sec/veh):	7.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	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:	7	7	9	13	2	4	5	40	5	4	38	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:	7	7	9	14	2	4	5	42	5	4	40	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	7	9	14	2	4	5	42	5	4	40	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
FinalVolume:	7	7	9	14	2	4	5	42	5	4	40	22
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:	0.30	0.30	0.40	0.68	0.11	0.21	0.10	0.80	0.10	0.06	0.61	0.33
Final Sat.:	267	267	344	575	88	177	89	709	89	59	557	308
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Delay/Veh:	7.1	7.1	7.1	7.3	7.3	7.3	7.3	7.3	7.3	7.1	7.1	7.1
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:	7.1	7.1	7.1	7.3	7.3	7.3	7.3	7.3	7.3	7.1	7.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.1			7.3			7.3			7.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.1			7.3			7.3			7.1		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 18.0 Worst Case Level Of Service: D[33.1]

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	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	0	0	265	0	16	0	67	2	245	30	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	0	0	279	0	17	0	71	2	258	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	279	0	17	0	71	2	258	32	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	619	620	32	xxxx	xxxx	xxxxx	73	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	456	407	1048	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	397	338	1048	xxxx	xxxx	xxxxx	1540	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.70	0.00	0.02	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	411	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	33.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			33.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 347.3 Worst Case Level Of Service: F[543.7]

****

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 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	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	0	0	689	0	25	0	85	2	268	55	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	0	0	725	0	26	0	89	2	282	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	725	0	26	0	89	2	282	58	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	713	714	58	xxxx	xxxx	xxxxx	92	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	402	359	1014	xxxx	xxxx	xxxxx	1516	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	344	292	1014	xxxx	xxxx	xxxxx	1516	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.11	0.00	0.03	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	55.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	544	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			543.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

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Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 1.5 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	1!	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	5	0	145	0	0	0	30	302	0		0	270	586							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	5	0	145	0	0	0	30	302	0		0	270	586							
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:	5	0	153	0	0	0	32	318	0		0	284	617							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	5	0	153	0	0	0	32	318	0		0	284	617							
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	974	1282	318	xxxx	xxxx	xxxxx	901	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	282	167	727	xxxx	xxxx	xxxxx	763	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	273	160	727	xxxx	xxxx	xxxxx	763	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	0.02	0.00	0.21	xxxx	xxxx	xxxx	0.04	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	A	*	*		*	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	689	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	11.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	B	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	11.8			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	B			*			*				*									

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: E[42.5]

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	8	0	280	0	0	0	32	742	0	0			315		380			
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:	8	0	280	0	0	0	32	742	0	0			315		380			
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:	8	0	295	0	0	0	34	781	0	0			332		400			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0			0		0			
FinalVolume:	8	0	295	0	0	0	34	781	0	0			332		400			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx			xxxx		xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx			xxxx		xxxxx			
Capacity Module:																		
Cnflict Vol:	1380	1580	781	xxxx	xxxx	xxxxx	732	xxxx	xxxxx	xxxx			xxxx		xxxxx			
Potent Cap.:	161	110	398	xxxx	xxxx	xxxxx	882	xxxx	xxxxx	xxxx			xxxx		xxxxx			
Move Cap.:	156	106	398	xxxx	xxxx	xxxxx	882	xxxx	xxxxx	xxxx			xxxx		xxxxx			
Volume/Cap:	0.05	0.00	0.74	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx			xxxx		xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx			xxxx		xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx			xxxx		xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	*			*		*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -			LTR -		RT			
Shared Cap.:	xxxx	382	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx			xxxx		xxxxx			
SharedQueue:	xxxxx	6.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx			xxxx		xxxxx			
Shrd ConDel:	xxxxx	42.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx			xxxx		xxxxx			
Shared LOS:	*	E	*	*	*	*	*	*	*	*			*		*			
ApproachDel:		42.5			xxxxxx			xxxxxx					xxxxxx					
ApproachLOS:		E			*			*					*					

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[14.2]

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	60	0	33	18	143	0	0	486	51
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	60	0	33	18	143	0	0	486	51
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	63	0	35	19	151	0	0	512	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	35	19	151	0	0	512	54
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	700	xxxx	512	565	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	409	xxxx	566	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	403	xxxx	566	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.6	xxxx	11.8	8.6	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 1.8 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:	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				64	0	15				25	325	0				0	227	59			
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				64	0	15				25	325	0				0	227	59			
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				67	0	16				26	342	0				0	239	62			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				67	0	16				26	342	0				0	239	62			
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				634	xxxx	239				301	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				447	xxxx	805				1271	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				440	xxxx	805				1271	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.15	xxxx	0.02				0.02	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.5	xxxx	0.1				0.1	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				14.7	xxxx	9.6				7.9	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 ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						13.7						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	4	Average Delay (sec/veh):	10.5
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	142	109	42	29	93	160	83	258	106	41	554	48
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:	142	109	42	29	93	160	83	258	106	41	554	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:	149	115	44	31	98	168	87	272	112	43	583	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	115	44	31	98	168	87	272	112	43	583	51
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	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	149	120	46	31	98	168	87	272	112	43	612	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.64	0.96	0.96	0.60	1.00	0.85	0.32	1.00	0.85	0.50	0.99	0.99
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16
Final Sat.:	1154	2490	959	1085	1800	1530	581	1800	1530	906	3273	284
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.05	0.03	0.05	0.11	0.15	0.15	0.07	0.05	0.19	0.19
Crit Moves:	****										****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.34	0.13	0.13	0.07	0.14	0.29	0.27	0.27	0.13	0.09	0.34	0.34
Delay/Veh:	15.6	13.9	13.9	13.7	14.1	15.1	8.5	8.2	7.5	7.3	8.5	8.5
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:	15.6	13.9	13.9	13.7	14.1	15.1	8.5	8.2	7.5	7.3	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	1	1	0	1	3	1	3	1	0	4	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	4	Average Delay (sec/veh):	10.8
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	129	130	83	62	121	118	171	689	162	50	448	50
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:	129	130	83	62	121	118	171	689	162	50	448	50
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:	136	137	87	65	127	124	180	725	171	53	472	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	137	87	65	127	124	180	725	171	53	472	53
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	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05
FinalVolume:	136	144	92	65	127	124	180	725	171	53	495	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.59	0.94	0.94	0.53	1.00	0.85	0.39	1.00	0.85	0.22	0.99	0.99
Lanes:	1.00	1.22	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1062	2070	1321	960	1800	1530	704	1800	1530	405	3190	356
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.07	0.07	0.08	0.26	0.40	0.11	0.13	0.16	0.16
Crit Moves:	****							****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.39	0.21	0.21	0.21	0.22	0.25	0.42	0.66	0.18	0.21	0.25	0.25
Delay/Veh:	18.8	17.1	17.1	17.3	17.2	17.4	7.6	10.2	6.0	6.4	6.2	6.2
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:	18.8	17.1	17.1	17.3	17.2	17.4	7.6	10.2	6.0	6.4	6.2	6.2
LOS by Move:	B	B	B	B	B	B	A	B	A	A	A	A
HCM2kAvgQ:	3	2	2	1	2	2	3	11	2	1	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	6	Average Delay (sec/veh):	15.4
Optimal Cycle:	70	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	150	53	35	96	22	21	14	26	67	23	84
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:	22	150	53	35	96	22	21	14	26	67	23	84
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	158	56	37	101	23	22	15	27	71	24	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	158	56	37	101	23	22	15	27	71	24	88
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	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	158	56	37	106	23	22	15	27	71	24	88
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.62	0.90	0.90	0.69	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.21	0.79
Final Sat.:	1615	1800	1530	1615	3600	1530	1119	569	1057	1248	341	1246
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.04	0.02	0.03	0.02	0.02	0.03	0.03	0.06	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.08	0.23	0.09	0.16	0.08	0.04	0.05	0.07	0.07	0.15	0.18	0.18
Delay/Veh:	24.6	14.6	13.8	26.6	14.9	14.7	13.5	13.6	13.6	14.1	14.4	14.4
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:	24.6	14.6	13.8	26.6	14.9	14.7	13.5	13.6	13.6	14.1	14.4	14.4
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	1	1	1	0	0	1	1	1	2	2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	6	Average Delay (sec/veh):	15.9
Optimal Cycle:	70	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	235	80	43	198	40	33	35	47	68	15	67
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:	40	235	80	43	198	40	33	35	47	68	15	67
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:	42	247	84	45	208	42	35	37	49	72	16	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	247	84	45	208	42	35	37	49	72	16	71
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	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	247	84	45	219	42	35	37	49	72	16	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.66	0.91	0.91	0.66	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	0.18	0.82
Final Sat.:	1615	1800	1530	1615	3600	1530	1183	702	943	1183	289	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.06	0.03	0.06	0.03	0.03	0.05	0.05	0.06	0.05	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.15	0.36	0.14	0.20	0.17	0.08	0.08	0.14	0.14	0.16	0.14	0.14
Delay/Veh:	25.0	15.6	14.1	26.9	15.4	14.9	13.7	14.0	14.0	14.2	14.1	14.1
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:	25.0	15.6	14.1	26.9	15.4	14.9	13.7	14.0	14.0	14.2	14.1	14.1
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	1	1	2	1	1	1	1	1	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	8	Average Delay (sec/veh):	23.5
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	94	138	37	39	145	141	55	122	171	43	392	52
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:	94	138	37	39	145	141	55	122	171	43	392	52
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:	99	145	39	41	153	148	58	128	180	45	413	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	145	39	41	153	148	58	128	180	45	413	55
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	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	153	41	41	153	148	58	128	180	45	413	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2748	737	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.08	0.10	0.04	0.07	0.12	0.03	0.23	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.49	0.19	0.19	0.20	0.29	0.34	0.29	0.21	0.35	0.19	0.63	0.10
Delay/Veh:	34.5	21.6	21.6	31.9	22.5	22.9	32.6	18.9	20.2	30.3	23.1	16.9
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:	34.5	21.6	21.6	31.9	22.5	22.9	32.6	18.9	20.2	30.3	23.1	16.9
LOS by Move:	C	C	C	C	C	C	C	B	C	C	C	B
HCM2kAvgQ:	3	2	2	1	3	3	2	2	4	1	9	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	8	Average Delay (sec/veh):	24.8
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	144	155	55	79	173	83	104	257	159	62	173	42
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:	144	155	55	79	173	83	104	257	159	62	173	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:	152	163	58	83	182	87	109	271	167	65	182	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	163	58	83	182	87	109	271	167	65	182	44
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	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	171	61	83	182	87	109	271	167	65	182	44
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.05	0.10	0.06	0.07	0.15	0.11	0.04	0.10	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.33	0.33	0.14	0.29	0.29	0.13	0.30	0.30	0.13	0.30	0.30
Volume/Cap:	0.50	0.20	0.20	0.36	0.35	0.20	0.53	0.50	0.36	0.32	0.34	0.10
Delay/Veh:	30.5	19.3	19.3	31.9	23.0	21.8	35.1	23.8	22.5	32.8	22.4	20.5
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:	30.5	19.3	19.3	31.9	23.0	21.8	35.1	23.8	22.5	32.8	22.4	20.5
LOS by Move:	C	B	B	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	4	2	2	2	4	2	3	6	3	2	4	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	6	Average Delay (sec/veh):	24.7
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	17	91	17	15	92	224	111	185	19	16	429	48
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:	17	91	17	15	92	224	111	185	19	16	429	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:	18	96	18	16	97	236	117	195	20	17	452	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	96	18	16	97	236	117	195	20	17	452	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	96	18	16	97	236	117	195	20	17	452	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.60	1.00	0.85	0.60	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1078	1800	1530	1081	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.01	0.05	0.15	0.07	0.11	0.01	0.01	0.25	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.34	0.34	0.70	0.43	0.43
Volume/Cap:	0.06	0.20	0.04	0.06	0.20	0.59	0.19	0.32	0.04	0.02	0.59	0.08
Delay/Veh:	27.7	28.9	27.6	27.7	29.0	34.4	9.7	24.8	22.2	5.0	23.1	17.0
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:	27.7	28.9	27.6	27.7	29.0	34.4	9.7	24.8	22.2	5.0	23.1	17.0
LOS by Move:	C	C	C	C	C	C	A	C	C	A	C	B
HCM2kAvgQ:	0	2	0	0	2	7	2	4	0	0	11	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	6	Average Delay (sec/veh):	24.9
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	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:	15	139	42	42	138	152	245	537	18	32	348	37
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:	16	146	44	44	145	160	258	565	19	34	366	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	146	44	44	145	160	258	565	19	34	366	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	146	44	44	145	160	258	565	19	34	366	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.51	1.00	0.85	0.51	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	916	1800	1530	913	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.03	0.05	0.08	0.10	0.16	0.31	0.01	0.02	0.20	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.60	0.34	0.34
Volume/Cap:	0.07	0.33	0.12	0.19	0.32	0.42	0.35	0.71	0.03	0.06	0.59	0.07
Delay/Veh:	28.7	31.0	29.1	30.0	31.0	32.2	7.2	26.0	15.9	9.5	28.4	22.1
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:	28.7	31.0	29.1	30.0	31.0	32.2	7.2	26.0	15.9	9.5	28.4	22.1
LOS by Move:	C	C	C	C	C	C	A	C	B	A	C	C
HCM2kAvgQ:	0	4	1	1	4	4	3	14	0	0	10	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
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:	6	81	52	12	77	23	22	79	11	71	140	23
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:	6	85	55	13	81	24	23	83	12	75	147	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	85	55	13	81	24	23	83	12	75	147	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	85	55	13	81	24	23	83	12	75	147	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.59	0.37	0.11	0.69	0.20	0.20	0.70	0.10	0.30	0.60	0.10
Final Sat.:	31	419	269	74	477	143	139	499	69	224	442	73
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.17	0.17	0.17	0.17	0.17	0.17	0.33	0.33	0.33
Crit Moves:			****		****			****			****	
Delay/Veh:	8.8	8.8	8.8	8.7	8.7	8.7	8.7	8.7	8.7	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	8.7	8.7	8.7	8.7	8.7	8.7	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.8			8.7			8.7			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			8.7			8.7			9.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.4	0.4	0.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
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:	9	135	114	19	112	37	32	103	23	54	96	26
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:	9	142	120	20	118	39	34	108	24	57	101	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	142	120	20	118	39	34	108	24	57	101	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	142	120	20	118	39	34	108	24	57	101	27
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:	0.03	0.53	0.44	0.11	0.67	0.22	0.20	0.65	0.15	0.31	0.54	0.15
Final Sat.:	25	373	315	75	444	147	130	418	93	198	352	95
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.27	0.27	0.27	0.26	0.26	0.26	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	10.4	10.4	10.4	9.7	9.7	9.7	9.8	9.8	9.8	10.1	10.1	10.1
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:	10.4	10.4	10.4	9.7	9.7	9.7	9.8	9.8	9.8	10.1	10.1	10.1
LOS by Move:	B	B	B	A	A	A	A	A	A	B	B	B
ApproachDel:		10.4			9.7			9.8			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			9.7			9.8			10.1	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
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:	16	61	15	19	40	66	43	191	13	10	377	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:	17	64	16	20	42	69	45	201	14	11	397	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	69	45	201	14	11	397	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
FinalVolume:	17	64	16	20	42	69	45	201	14	11	397	23
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:	0.17	0.67	0.16	1.00	0.38	0.62	0.17	0.78	0.05	0.02	0.93	0.05
Final Sat.:	96	367	90	488	211	348	118	523	36	18	665	39
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.04	0.20	0.20	0.38	0.38	0.38	0.60	0.60	0.60
Crit Moves:		****				****		****				****
Delay/Veh:	9.9	9.9	9.9	9.7	9.8	9.8	11.0	11.0	11.0	14.4	14.4	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.7	9.8	9.8	11.0	11.0	11.0	14.4	14.4	14.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.9			9.8			11.0			14.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			9.8			11.0			14.4	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.2	0.2	0.6	0.6	0.6	1.3	1.3	1.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	21.6
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
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:	28	88	17	18	58	86	94	416	41	12	225	15
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:	29	93	18	19	61	91	99	438	43	13	237	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	91	99	438	43	13	237	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	91	99	438	43	13	237	16
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:	0.21	0.66	0.13	1.00	0.40	0.60	0.17	0.76	0.07	0.05	0.89	0.06
Final Sat.:	107	336	65	454	207	307	115	508	50	28	532	35
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.04	0.30	0.30	0.86	0.86	0.86	0.45	0.45	0.45
Crit Moves:	****				****			****			****	
Delay/Veh:	11.7	11.7	11.7	10.4	11.6	11.6	31.0	31.0	31.0	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	10.4	11.6	11.6	31.0	31.0	31.0	12.8	12.8	12.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:		11.7			11.5			31.0			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			11.5			31.0			12.8	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.3	0.3	4.2	4.2	4.2	0.7	0.7	0.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 48.8 Worst Case Level Of Service: F[73.7]

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:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	616	0	32			0	0	0			0	37	82			54	166	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:	616	0	32			0	0	0			0	37	82			54	166	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:	648	0	34			0	0	0			0	39	86			57	175	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	648	0	34			0	0	0			0	39	86			57	175	0		
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	371	xxxx	82			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			125	xxxx	xxxxx		
Potent Cap.:	634	xxxx	983			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1474	xxxx	xxxxx		
Move Cap.:	615	xxxx	983			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1474	xxxx	xxxxx		
Volume/Cap:	1.05	xxxx	0.03			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	17.8	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	77.0	xxxx	8.8			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	73.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	F					*					*					*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[15.5]

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:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	152	0		55		0	0		0		0	155		383		57	98		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:	152	0		55		0	0		0		0	155		383		57	98		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:	160	0		58		0	0		0		0	163		403		60	103		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	160	0		58		0	0		0		0	163		403		60	103		0	
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx	
FollowUpTim:	3.5	xxxx		3.3		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	588	xxxx		365		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		566	xxxx		xxxxx	
Potent Cap.:	475	xxxx		685		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1016	xxxx		xxxxx	
Move Cap.:	453	xxxx		685		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		1016	xxxx		xxxxx	
Volume/Cap:	0.35	xxxx		0.08		xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		0.06	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	1.6	xxxx		0.3		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		0.2	xxxx		xxxxx	
Control Del:	17.2	xxxx		10.7		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		8.8	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		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	15.5					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	8	Average Delay (sec/veh):	29.2
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	250	302	46	26	226	199	119	49	126	53	120	24
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:	250	302	46	26	226	199	119	49	126	53	120	24
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:	263	318	48	27	238	209	125	52	133	56	126	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	318	48	27	238	209	125	52	133	56	126	25
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	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	334	48	27	250	209	125	52	133	56	126	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.03	0.02	0.07	0.14	0.08	0.03	0.09	0.03	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.70	0.27	0.09	0.11	0.27	0.54	0.70	0.09	0.28	0.31	0.23	0.05
Delay/Veh:	37.3	21.7	20.3	33.4	27.0	30.4	50.0	22.1	23.7	37.8	23.2	21.8
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:	37.3	21.7	20.3	33.4	27.0	30.4	50.0	22.1	23.7	37.8	23.2	21.8
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	3	1	1	3	6	5	1	3	2	3	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	8	Average Delay (sec/veh):	28.0
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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	248	27	48	301	126	220	148	152	36	82	50
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	248	27	48	301	126	220	148	152	36	82	50
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	261	28	51	317	133	232	156	160	38	86	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	261	28	51	317	133	232	156	160	38	86	53
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	1.05	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	274	28	51	333	133	232	156	160	38	86	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.02	0.03	0.09	0.09	0.14	0.09	0.10	0.02	0.05	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.63	0.29	0.07	0.28	0.36	0.34	0.63	0.22	0.26	0.17	0.15	0.11
Delay/Veh:	44.6	26.8	25.2	37.4	27.7	27.8	35.0	18.1	18.5	34.3	22.6	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:	44.6	26.8	25.2	37.4	27.7	27.8	35.0	18.1	18.5	34.3	22.6	22.2
LOS by Move:	D	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	3	1	2	4	3	7	3	3	1	2	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	6	Average Delay (sec/veh):	25.9
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
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:	102	179	45	37	130	141	80	216	70	62	406	44
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:	107	188	47	39	137	148	84	227	74	65	427	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	188	47	39	137	148	84	227	74	65	427	46
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	1.05	1.05	1.05
FinalVolume:	107	188	47	39	137	148	84	227	74	69	449	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.54	0.97	0.97	0.38	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.28	0.72	1.00	0.25	1.58	0.17
Final Sat.:	966	1395	351	685	1800	1530	473	1276	1530	425	2781	301
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.08	0.10	0.18	0.18	0.05	0.16	0.16	0.16
Crit Moves:		****					****				****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.35	0.35	0.35	0.32	0.32	0.32
Volume/Cap:	0.42	0.51	0.51	0.21	0.29	0.37	0.51	0.51	0.14	0.51	0.51	0.51
Delay/Veh:	28.4	29.0	29.0	26.3	26.6	27.4	23.8	23.8	20.1	25.4	25.4	25.4
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:	28.4	29.0	29.0	26.3	26.6	27.4	23.8	23.8	20.1	25.4	25.4	25.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	1	3	4	7	7	1	7	7	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	6	Average Delay (sec/veh):	26.4
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	87	133	44	39	195	59	131	416	106	67	268	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	133	44	39	195	59	131	416	106	67	268	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	140	46	41	205	62	138	438	112	71	282	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	140	46	41	205	62	138	438	112	71	282	21
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	1.05	1.05	1.05
FinalVolume:	92	140	46	41	205	62	138	438	112	74	296	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.40	0.96	0.96	0.43	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	0.25	0.75	1.00	0.40	1.49	0.11
Final Sat.:	712	1302	431	772	1800	1530	420	1334	1530	661	2642	197
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.05	0.11	0.04	0.33	0.33	0.07	0.11	0.11	0.11
Crit Moves:	****						****			****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.47	0.47	0.47	0.23	0.23	0.23
Volume/Cap:	0.55	0.46	0.46	0.23	0.49	0.17	0.70	0.70	0.16	0.48	0.48	0.48
Delay/Veh:	34.3	30.5	30.5	28.6	30.8	27.8	21.8	21.8	13.9	30.2	30.2	30.2
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:	34.3	30.5	30.5	28.6	30.8	27.8	21.8	21.8	13.9	30.2	30.2	30.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	5	5	1	5	1	14	14	2	5	5	5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	16.6
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
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:	38	76	11	24	97	36	30	147	16	26	382	115
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:	40	80	12	25	102	38	32	155	17	27	402	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	80	12	25	102	38	32	155	17	27	402	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	80	12	25	102	38	32	155	17	27	402	121
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:	0.30	0.61	0.09	0.15	0.62	0.23	0.16	0.76	0.08	0.05	0.73	0.22
Final Sat.:	161	322	47	84	339	126	95	466	51	36	522	157
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.33	0.33	0.33	0.77	0.77	0.77
Crit Moves:		****			****			****			****	
Delay/Veh:	10.8	10.8	10.8	11.0	11.0	11.0	11.0	11.0	11.0	21.7	21.7	21.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	11.0	11.0	11.0	11.0	11.0	11.0	21.7	21.7	21.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.8			11.0			11.0			21.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			11.0			11.0			21.7	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	2.7	2.7	2.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
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:	59	44	56	59	78	77	28	343	55	22	223	66
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:	62	46	59	62	82	81	29	361	58	23	235	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	46	59	62	82	81	29	361	58	23	235	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	46	59	62	82	81	29	361	58	23	235	69
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:	0.37	0.28	0.35	0.28	0.36	0.36	0.07	0.80	0.13	0.07	0.72	0.21
Final Sat.:	185	138	175	145	192	189	41	503	81	42	426	126
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.43	0.43	0.43	0.72	0.72	0.72	0.55	0.55	0.55
Crit Moves:	****			****				****			****	
Delay/Veh:	11.9	11.9	11.9	12.9	12.9	12.9	20.2	20.2	20.2	14.7	14.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	12.9	12.9	12.9	20.2	20.2	20.2	14.7	14.7	14.7
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	11.9			12.9			20.2			14.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			12.9			20.2			14.7		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	2.0	2.0	2.0	1.0	1.0	1.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0	Average Delay (sec/veh):	10.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
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:	19	36	19	34	37	63	41	160	18	15	309	34
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:	20	38	20	36	39	66	43	168	19	16	325	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	38	20	36	39	66	43	168	19	16	325	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	38	20	36	39	66	43	168	19	16	325	36
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:	0.26	0.48	0.26	0.25	0.28	0.47	0.19	0.73	0.08	0.04	0.87	0.09
Final Sat.:	153	289	153	160	174	297	131	512	58	31	640	70
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.22	0.22	0.22	0.33	0.33	0.33	0.51	0.51	0.51
Crit Moves:		****			****			****			****	
Delay/Veh:	9.1	9.1	9.1	9.5	9.5	9.5	10.1	10.1	10.1	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	9.5	9.5	9.5	10.1	10.1	10.1	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.1			9.5			10.1			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			9.5			10.1			12.2	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.4	0.4	0.4	0.9	0.9	0.9

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing (2008) Traffic Conditions
With Existing Geometry

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

****

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	57	16	18	37	51	80	307	41	8	163	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	60	17	19	39	54	84	323	43	8	172	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	60	17	19	39	54	84	323	43	8	172	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	60	17	19	39	54	84	323	43	8	172	8
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:	0.24	0.59	0.17	0.17	0.35	0.48	0.19	0.72	0.09	0.04	0.92	0.04
Final Sat.:	141	350	98	104	214	295	140	539	72	31	625	31
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.18	0.18	0.18	0.60	0.60	0.60	0.27	0.27	0.27
Crit Moves:	****				****				****	****		
Delay/Veh:	9.5	9.5	9.5	9.3	9.3	9.3	14.1	14.1	14.1	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	9.3	9.3	9.3	14.1	14.1	14.1	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	9.5			9.3			14.1			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.3			14.1			9.7		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	1.3	1.3	1.3	0.3	0.3	0.3

****

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

****

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APPENDIX 3.7

Existing Conditions Traffic Signal Warrant Analysis Worksheets

Figure 4C-3. Warrant 3, Peak Hour

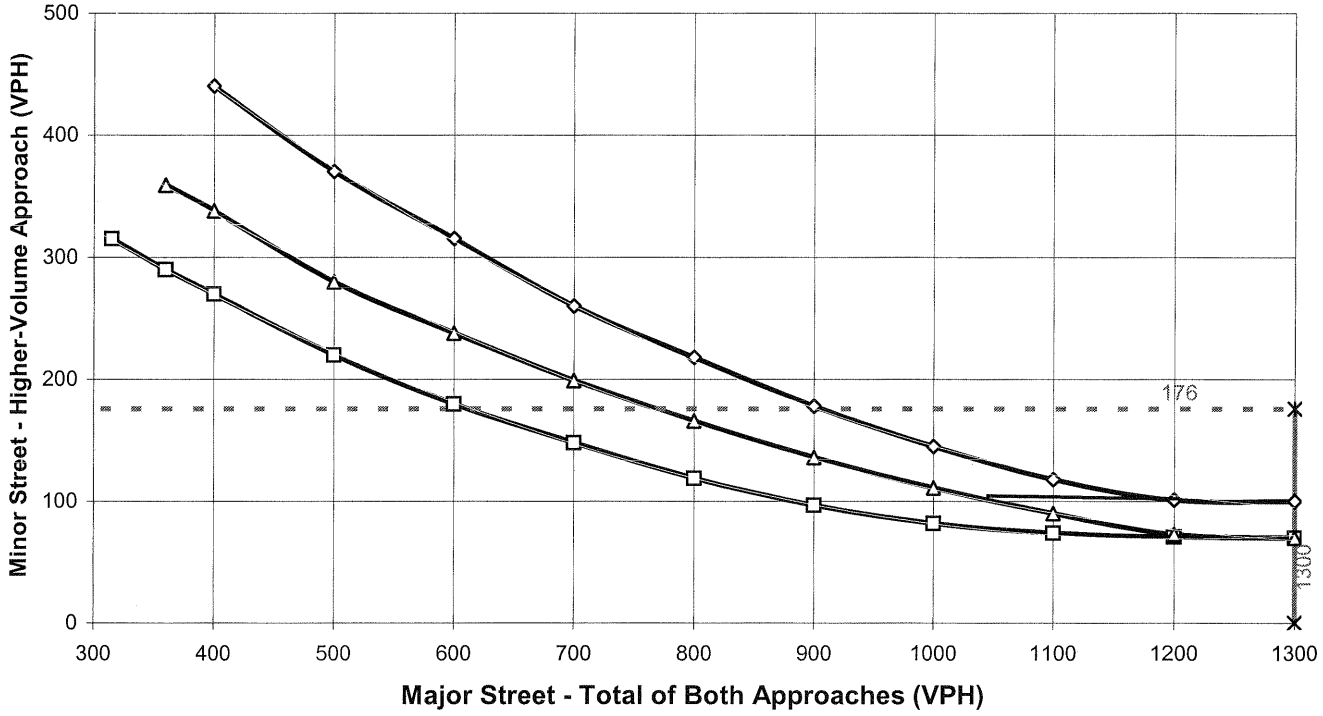
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = San Timoteo Canyon Rd. Total of Both Approaches (VPH) = 1385
Number of Approach Lanes Major Street = 1

Minor Street Name = Live Oak Canyon Rd. High Volume Approach (VPH) = 176
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

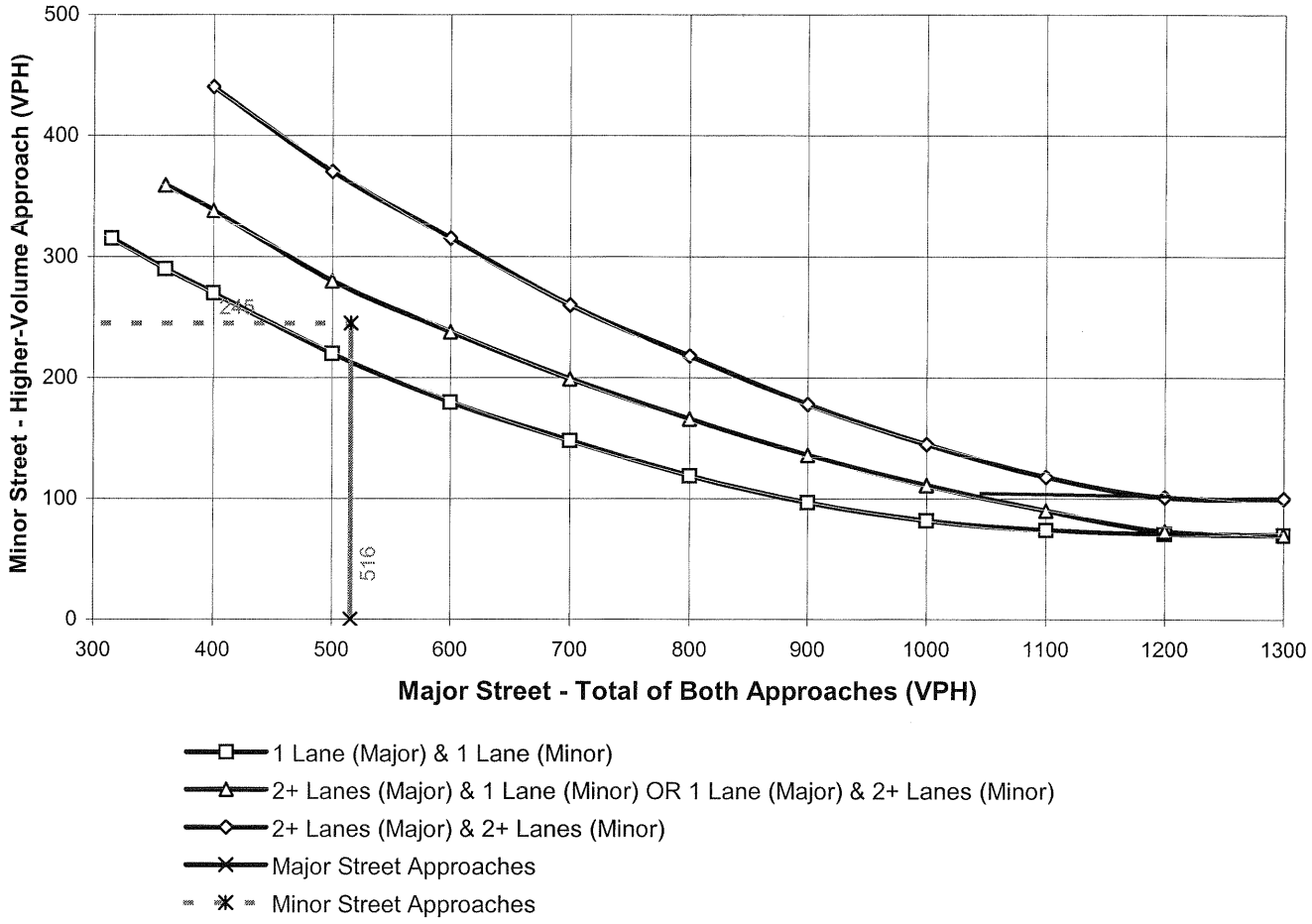
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Citrus Avenue — Total of Both Approaches (VPH) = 516
Number of Approach Lanes Major Street = 1

Minor Street Name = Wabash Avenue — High Volume Approach (VPH) = 245
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

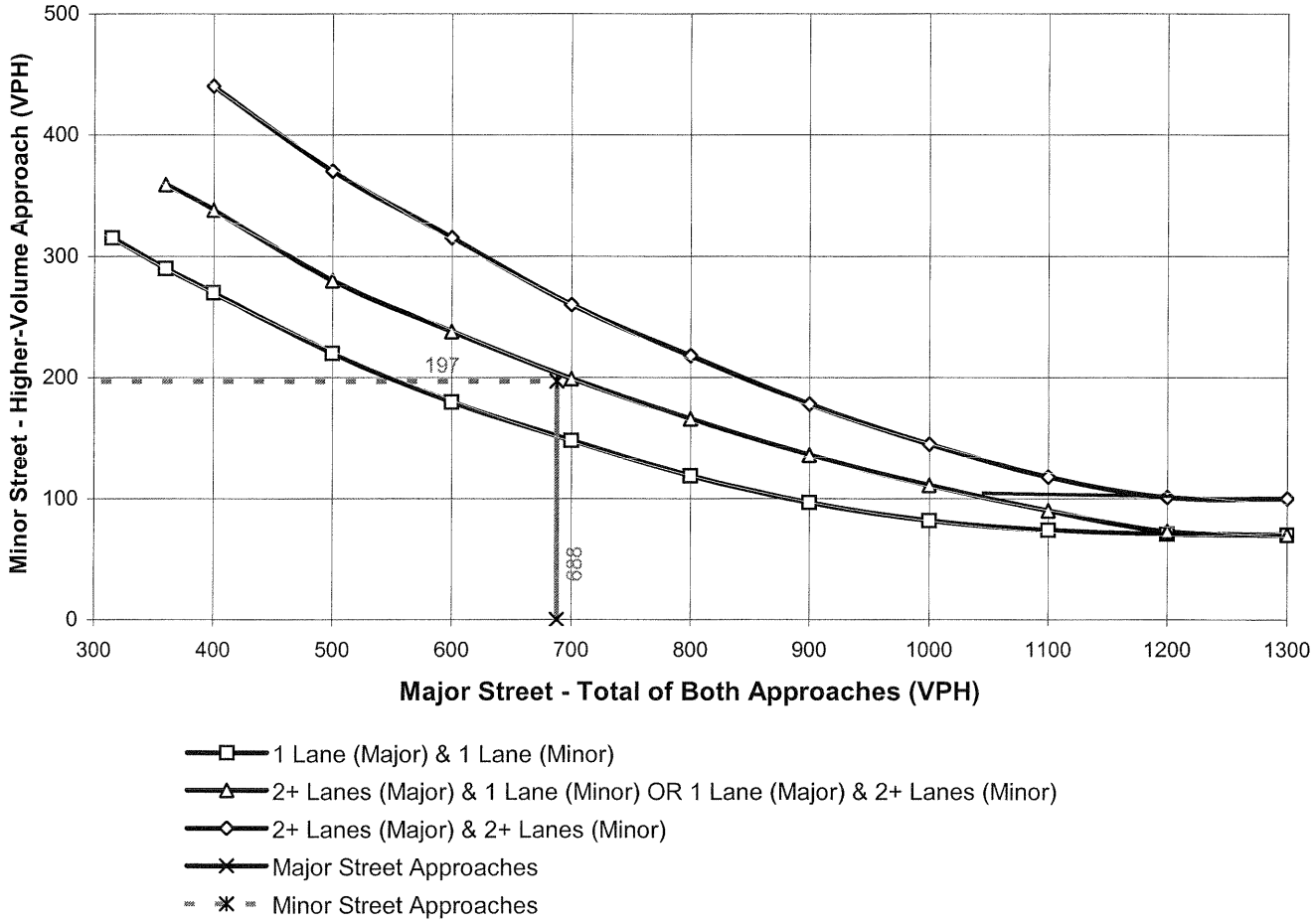
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = 5th Avenue — Total of Both Approaches (VPH) = 688
Number of Approach Lanes Major Street = 1

Minor Street Name = Wabash Avenue — High Volume Approach (VPH) = 197
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

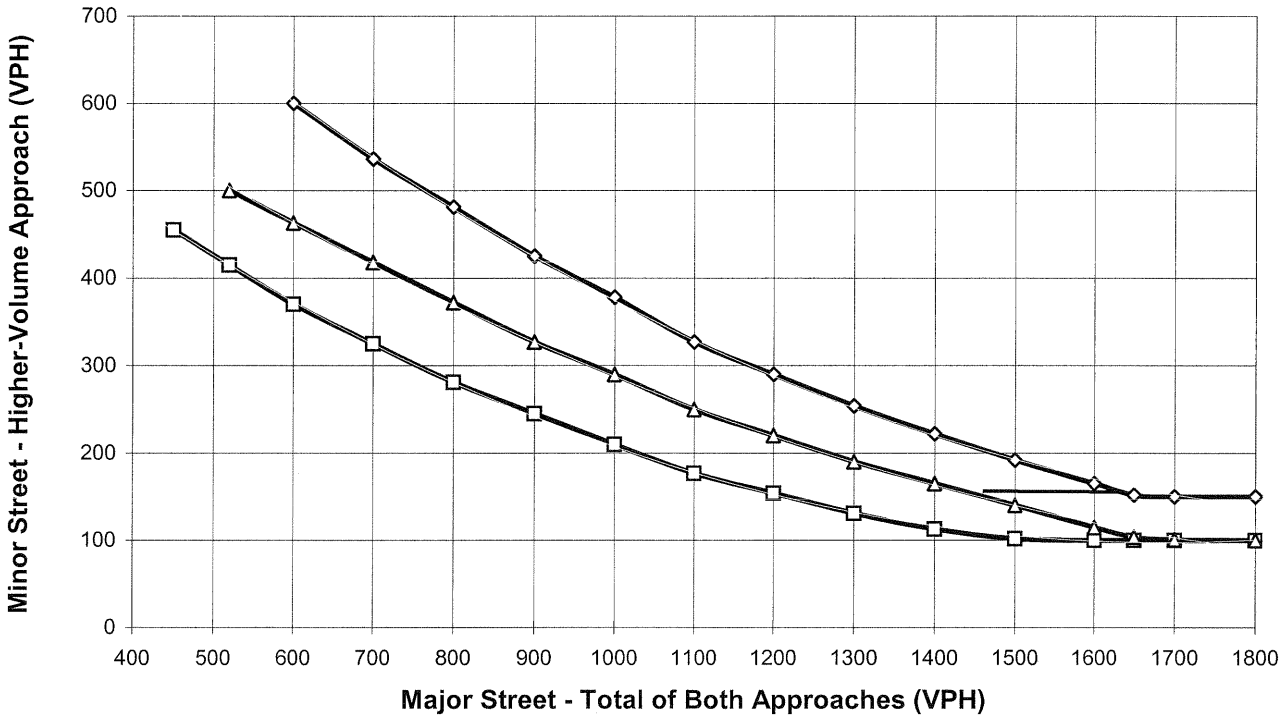
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **Yucaipa Blvd.** Total of Both Approaches (VPH) = **382**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Outer Hwy. 10 South** High Volume Approach (VPH) = **128**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

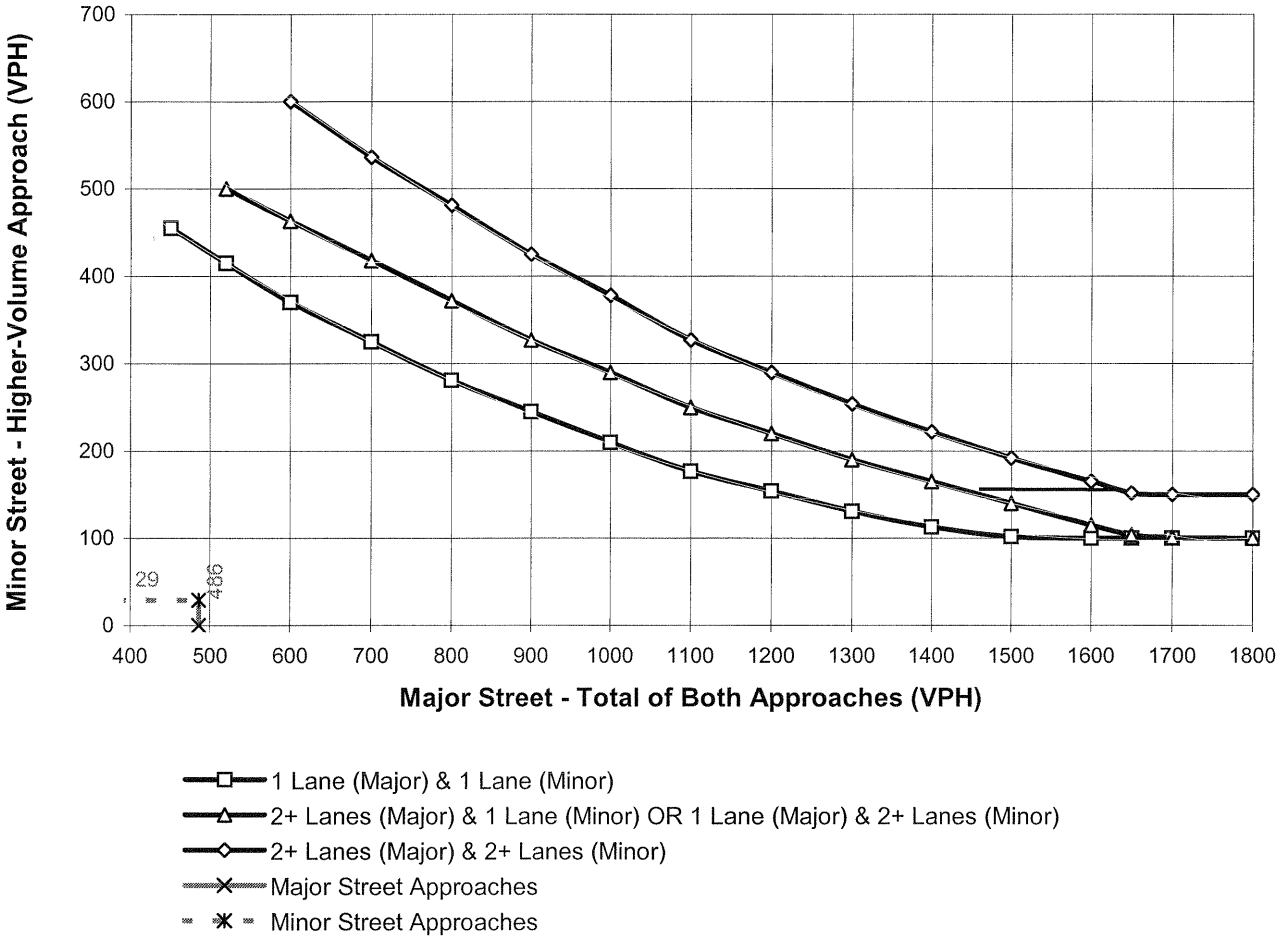
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **Outer HWY 10 South** Total of Both Approaches (VPH) = **486**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Alta Vista Drive** High Volume Approach (VPH) = **29**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

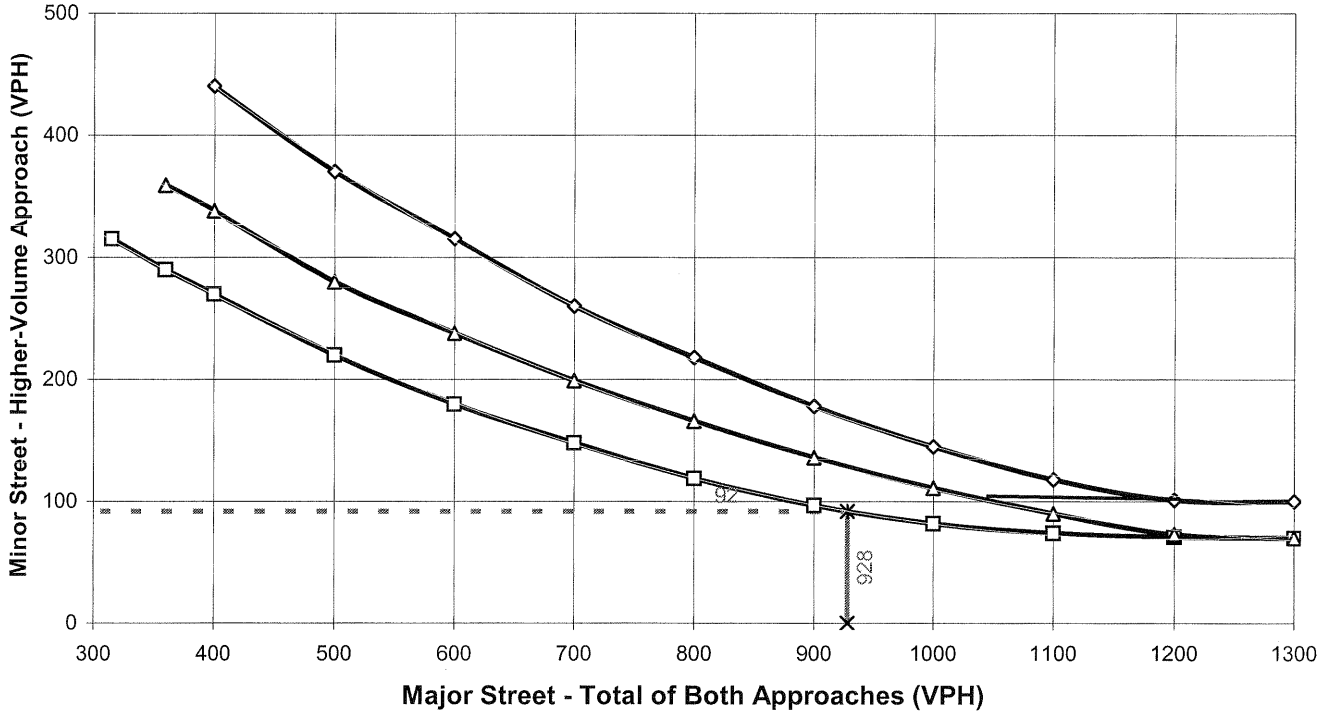
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Sand Canyon Rd. Total of Both Approaches (VPH) = 928
Number of Approach Lanes Major Street = 2

Minor Street Name = 16th St. High Volume Approach (VPH) = 92
Number of Approach Lanes Minor Street = 1

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

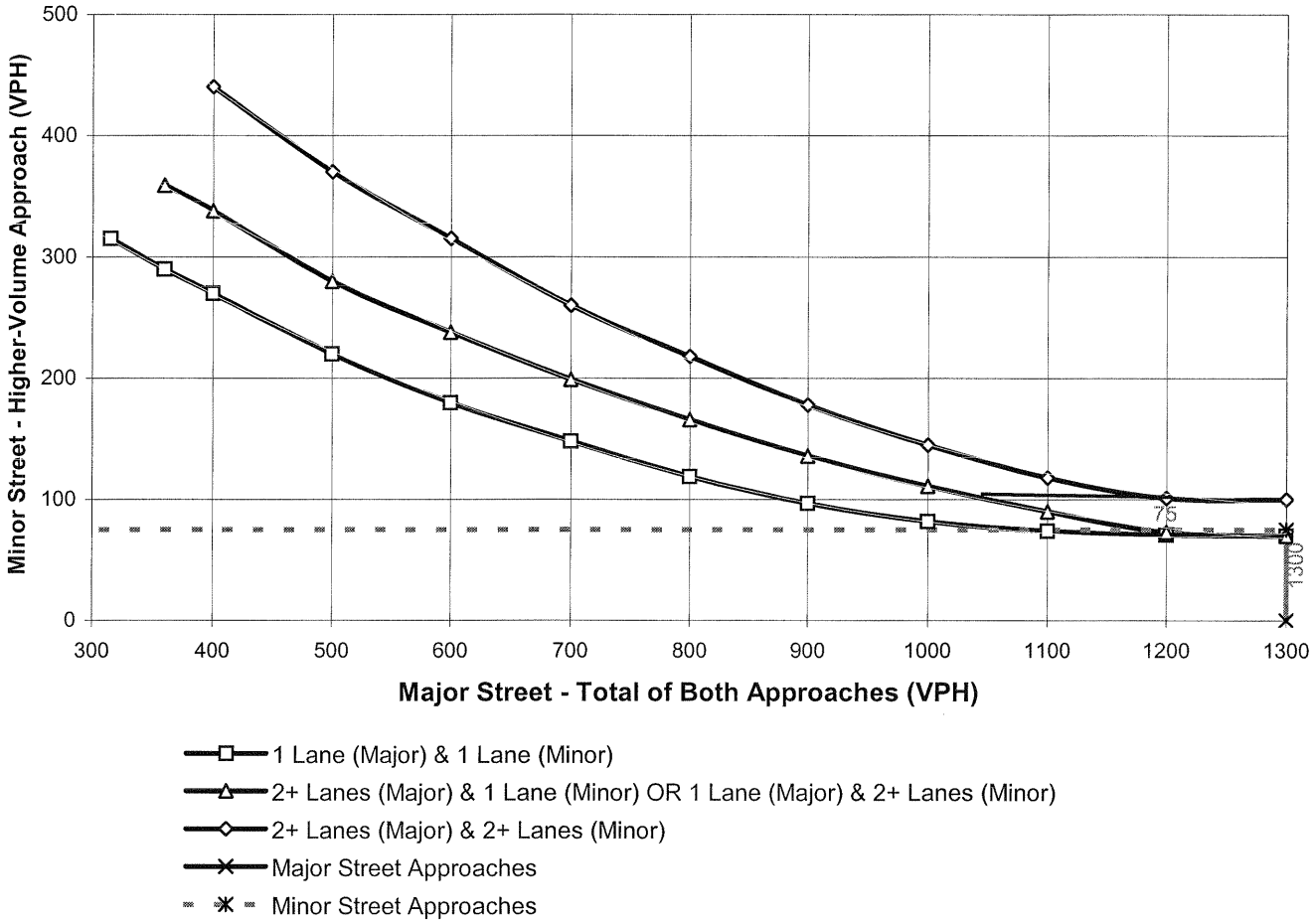
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Yucaipa Blvd. Total of Both Approaches (VPH) = 2252
Number of Approach Lanes Major Street = 2

Minor Street Name = 16th St. High Volume Approach (VPH) = 75
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

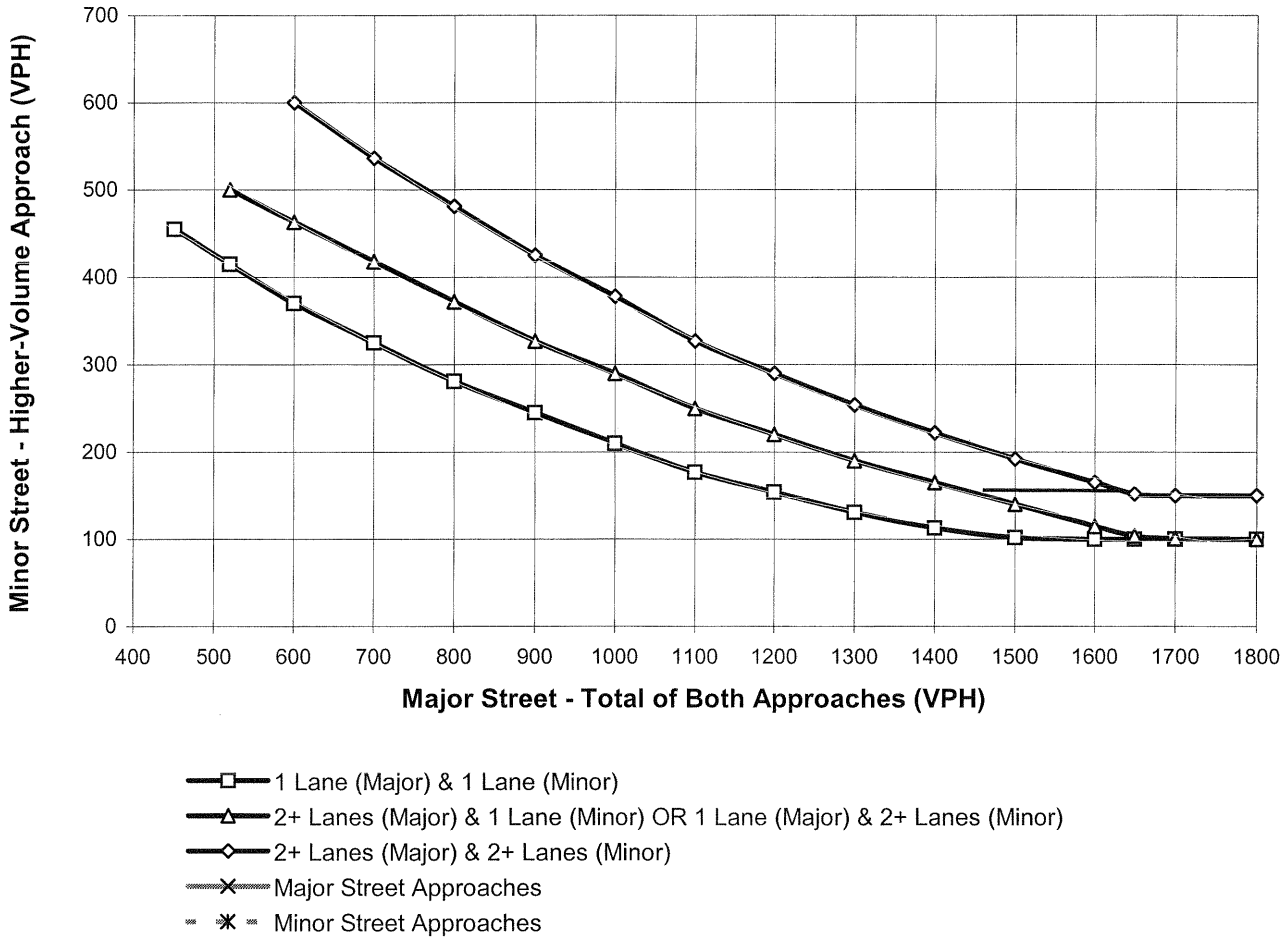
Major Street Name = **Avenue E**

Total of Both Approaches (VPH) = **120**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **16th St.**

High Volume Approach (VPH) = **77**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

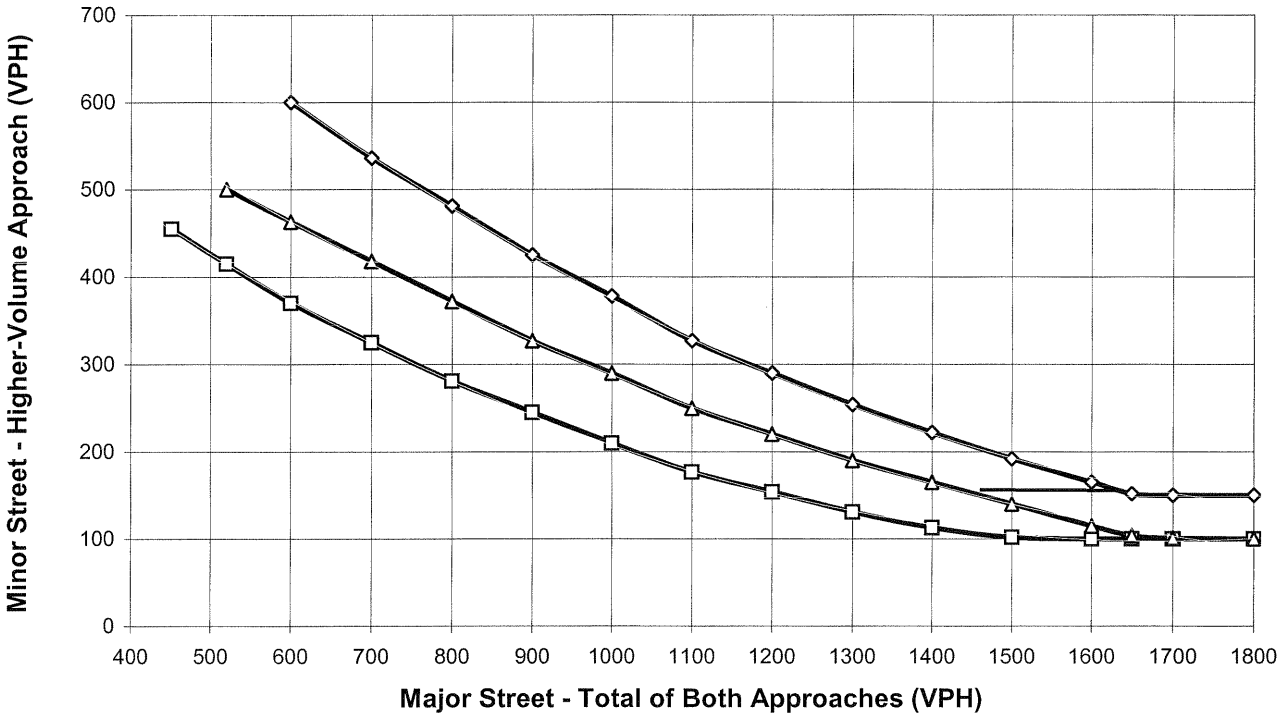
Major Street Name = **16th St.**

Total of Both Approaches (VPH) = **251**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Dunlap Blvd.**

High Volume Approach (VPH) = **97**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

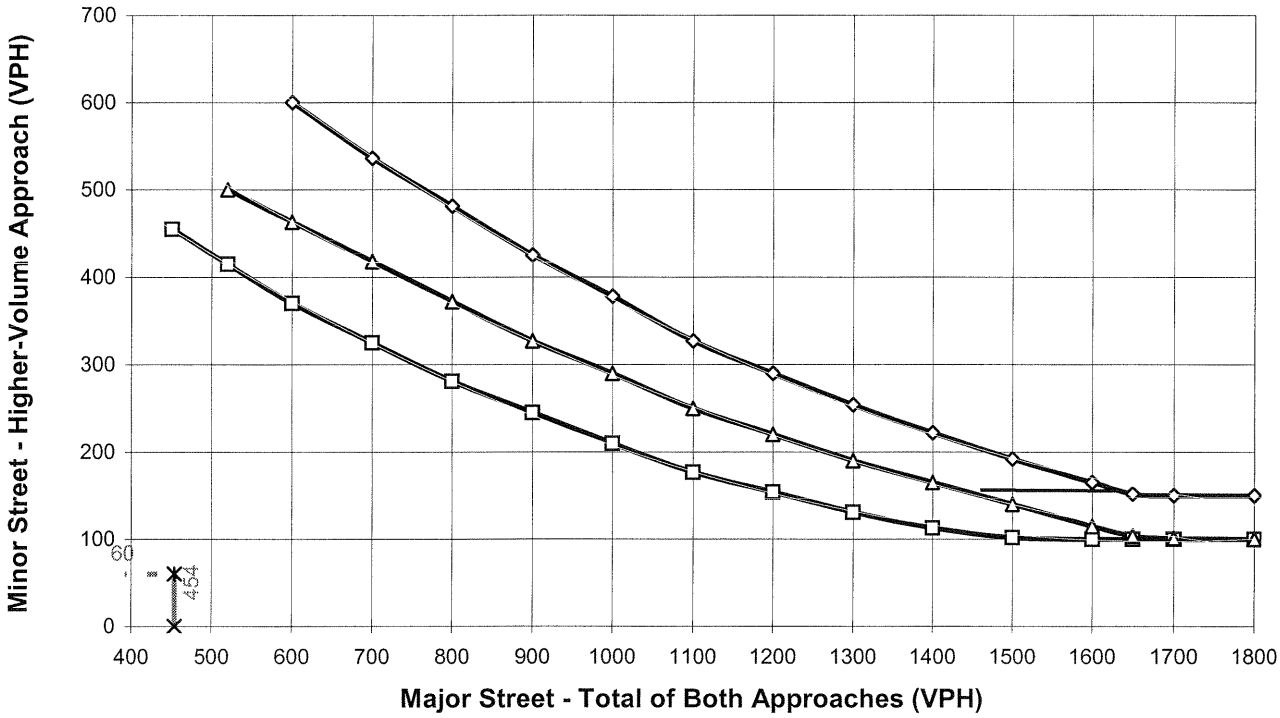
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **Outer Hwy. 10 South** Total of Both Approaches (VPH) = **454**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **16th St.** High Volume Approach (VPH) = **60**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

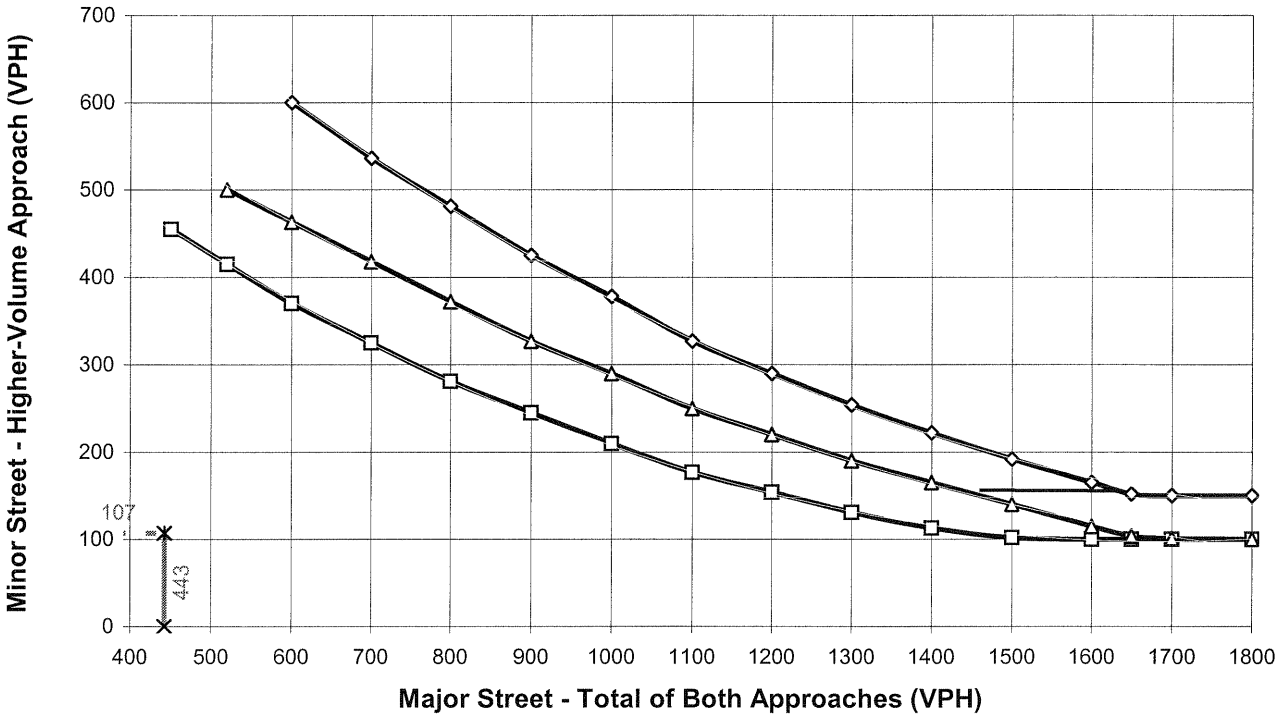
Major Street Name = **14th St.**

Total of Both Approaches (VPH) = **443**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenue E**

High Volume Approach (VPH) = **107**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

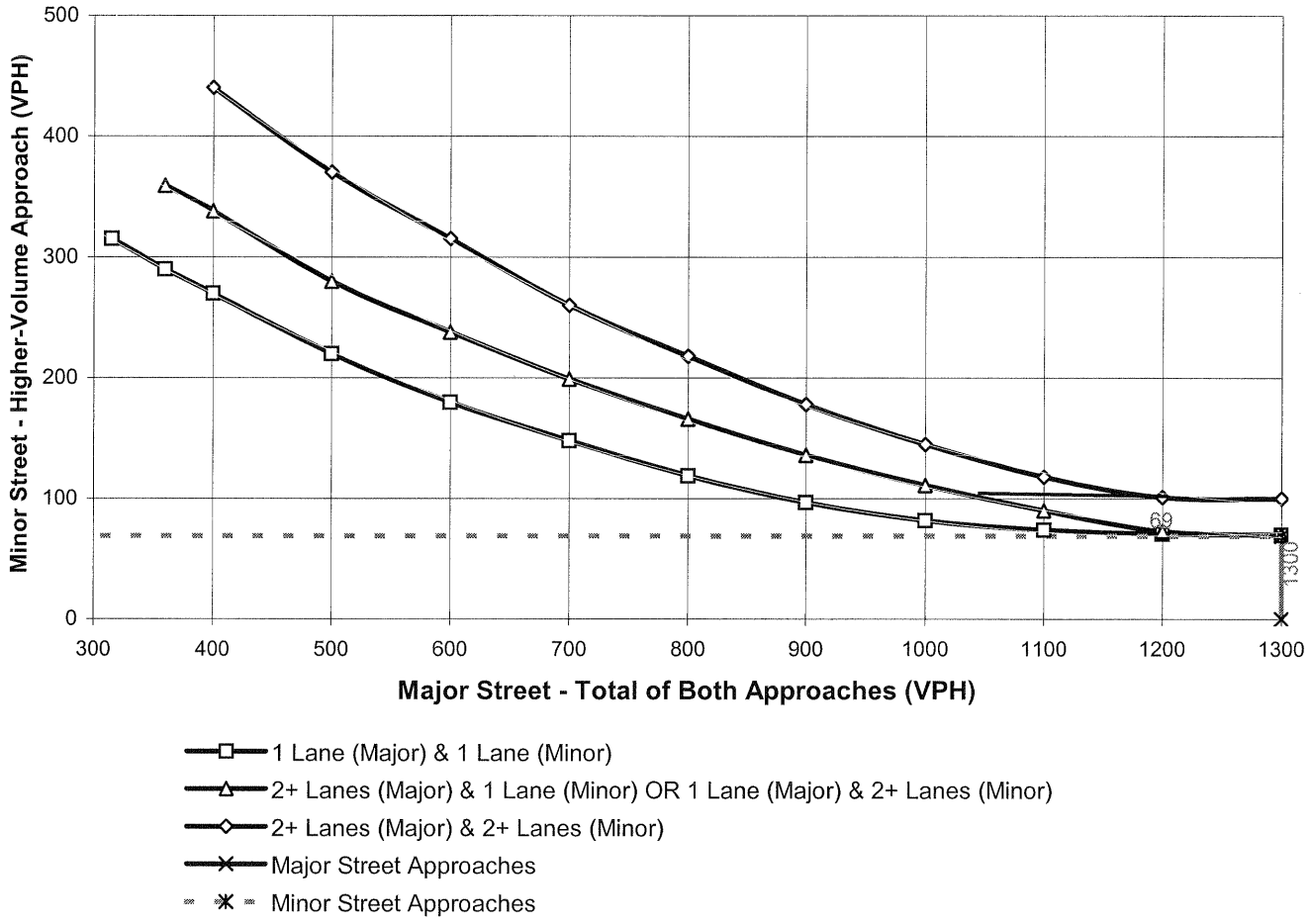
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Oak Glen Rd.
Total of Both Approaches (VPH) = 1359
Number of Approach Lanes Major Street = 2

Minor Street Name = Colorado St.
High Volume Approach (VPH) = 69
Number of Approach Lanes Minor Street = 1

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

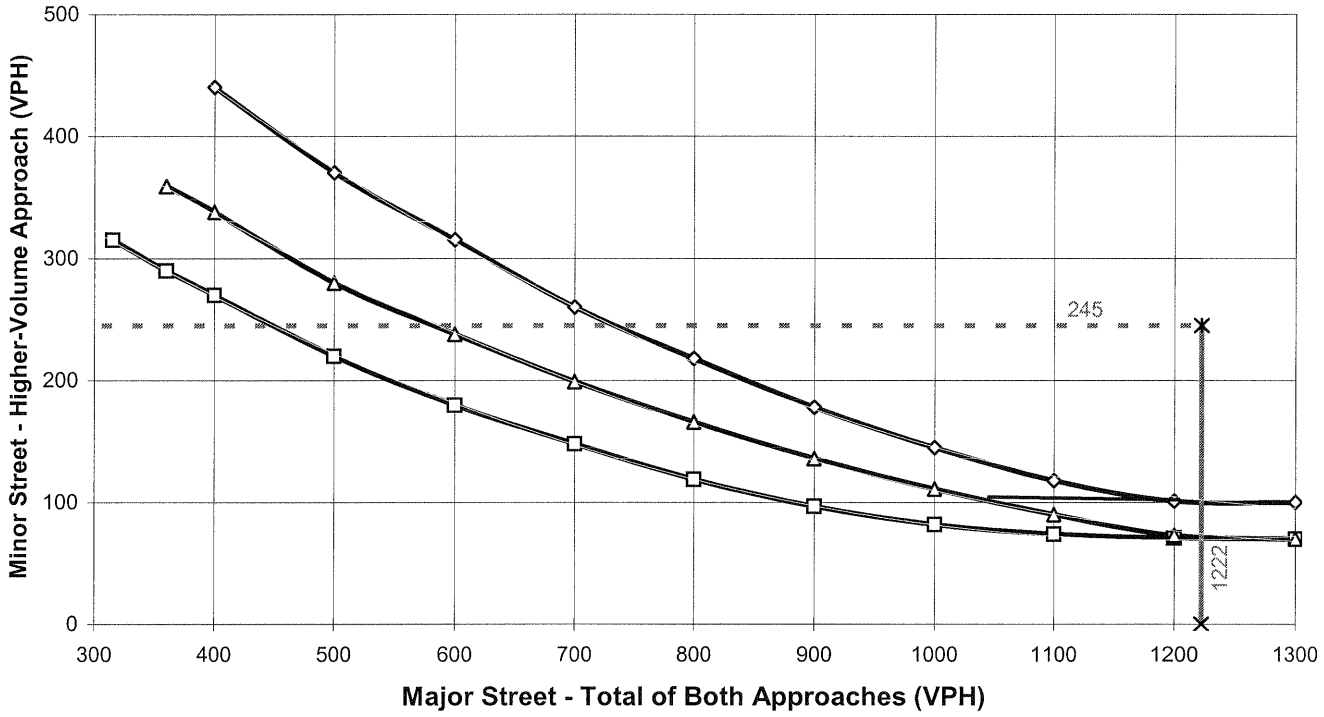
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Oak Glen Rd./Live Oak — Total of Both Approaches (VPH) = 1222
Number of Approach Lanes Major Street = 1

Minor Street Name = I-10 WB Ramps — High Volume Approach (VPH) = 245
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

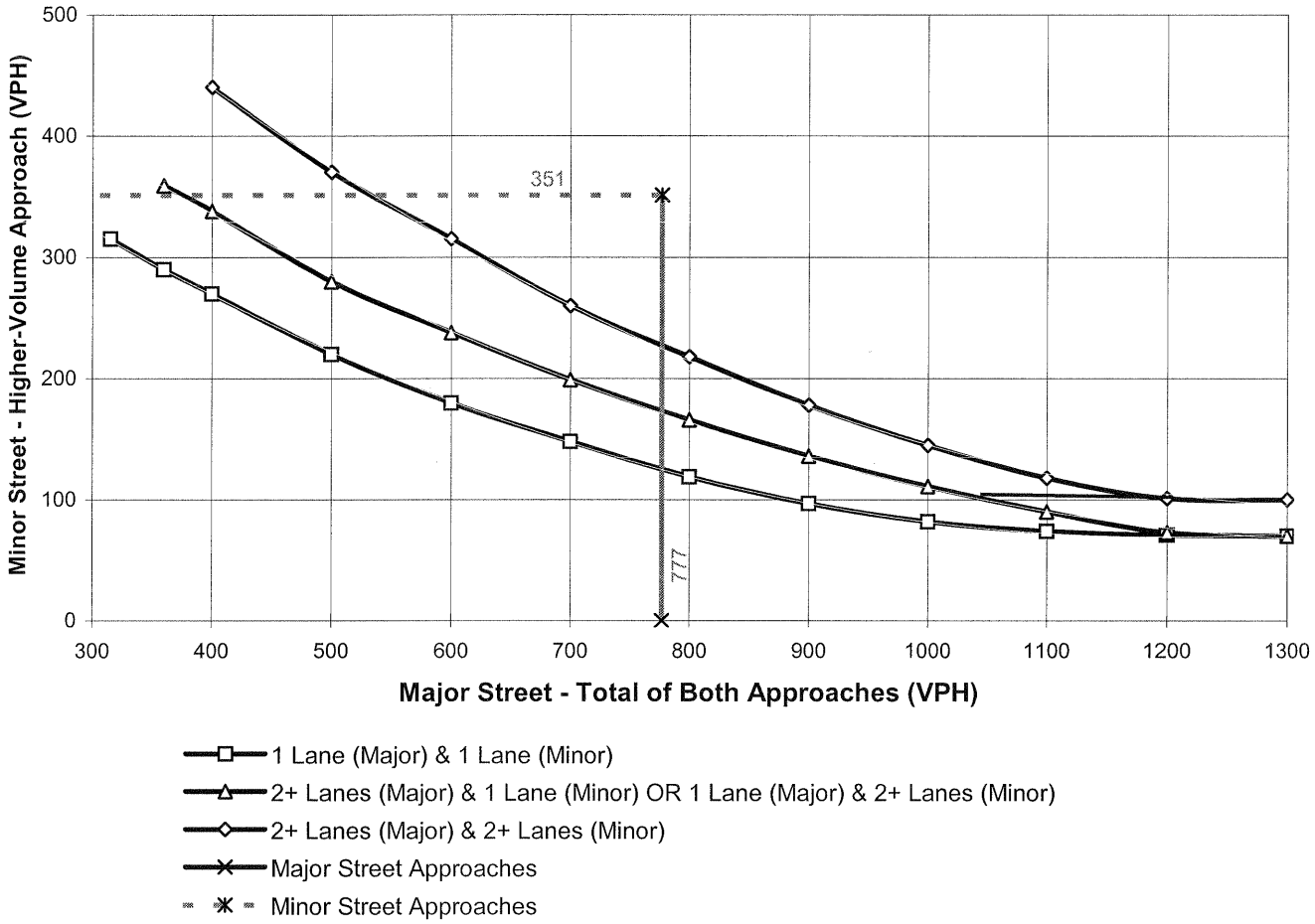
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Oak Glen Rd./Live Oak — Total of Both Approaches (VPH) = 777
Number of Approach Lanes Major Street = 1

Minor Street Name = I-10 EB Ramps — High Volume Approach (VPH) = 351
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

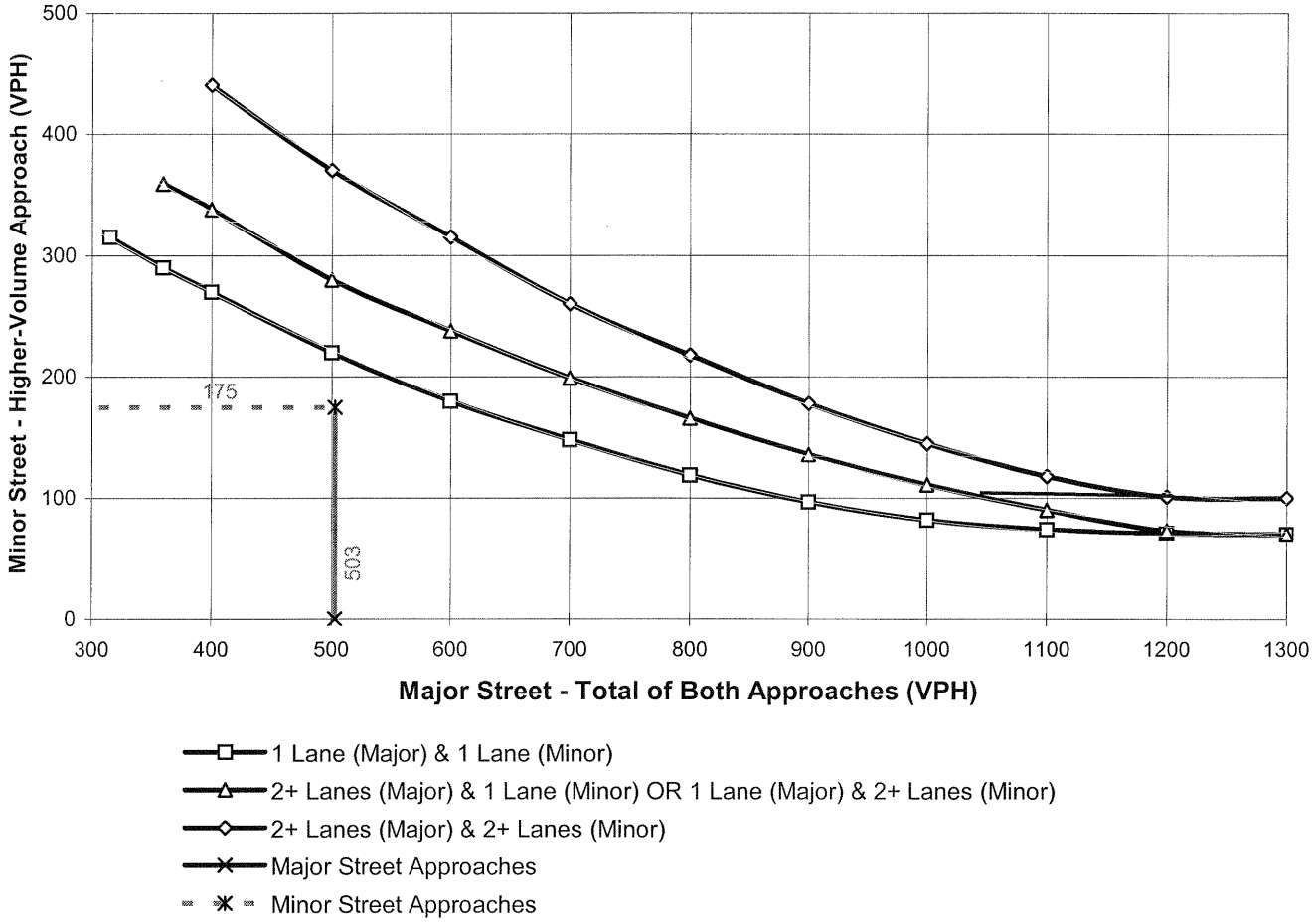
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Oak Glen Rd./Live Oak — Total of Both Approaches (VPH) = 503
Number of Approach Lanes Major Street = 1

Minor Street Name = Outer Hwy. 10 South — High Volume Approach (VPH) = 175
Number of Approach Lanes Minor Street = 1

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

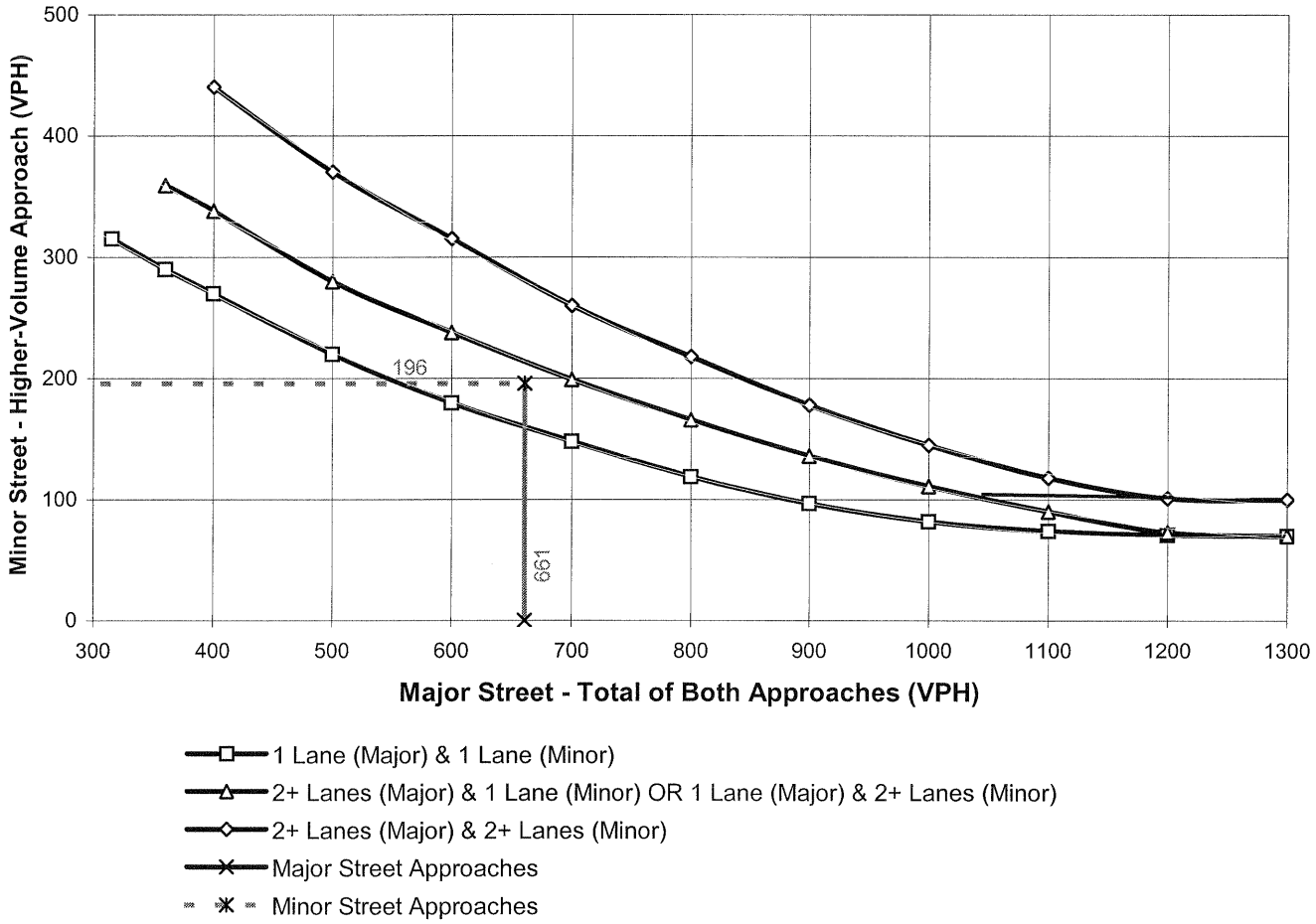
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = Calimesa Blvd. Total of Both Approaches (VPH) = 661
Number of Approach Lanes Major Street = 1

Minor Street Name = Wildwood Cyn. Rd. High Volume Approach (VPH) = 196
Number of Approach Lanes Minor Street = 2

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

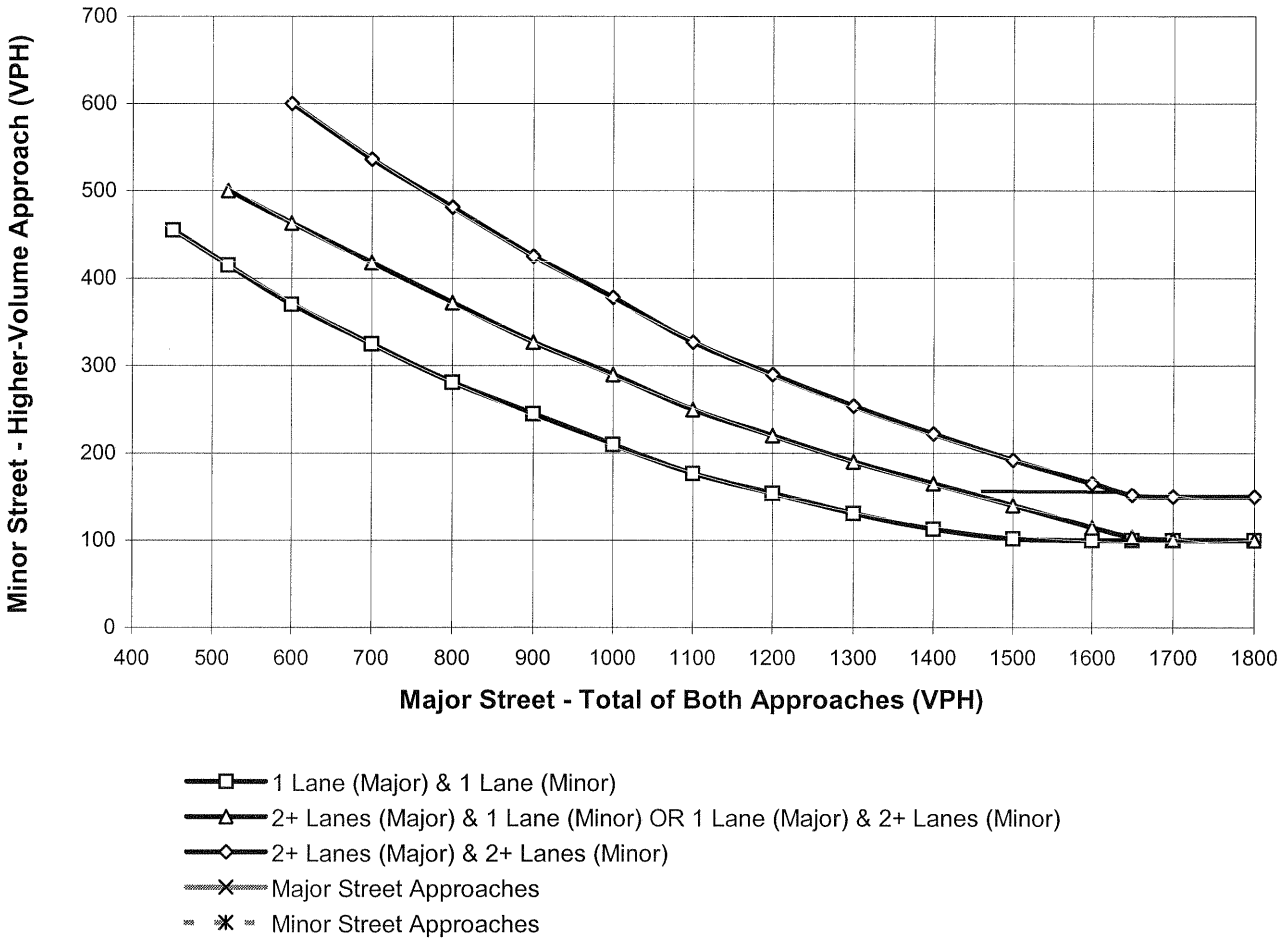
Major Street Name = **Colorado St.**

Total of Both Approaches (VPH) = **113**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **8th St.**

High Volume Approach (VPH) = **23**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

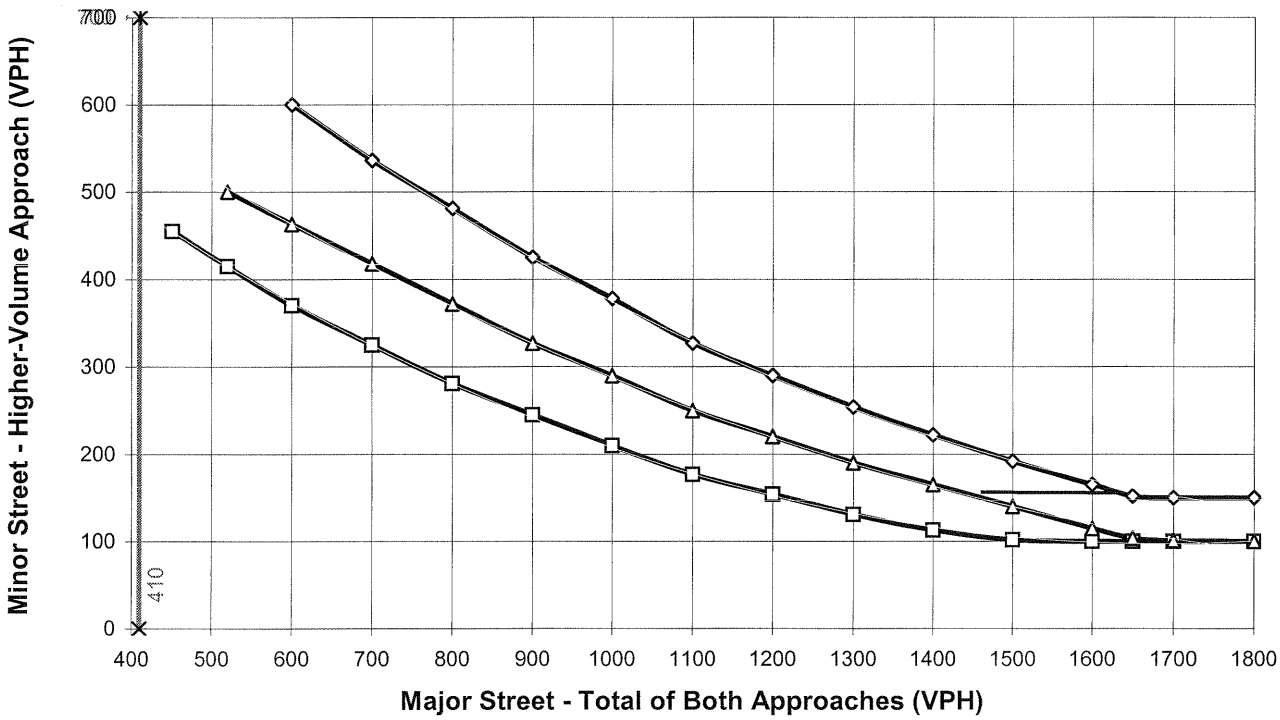
Major Street Name = **County Line Rd.**

Total of Both Approaches (VPH) = **410**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-10 EB Ramps**

High Volume Approach (VPH) = **714**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

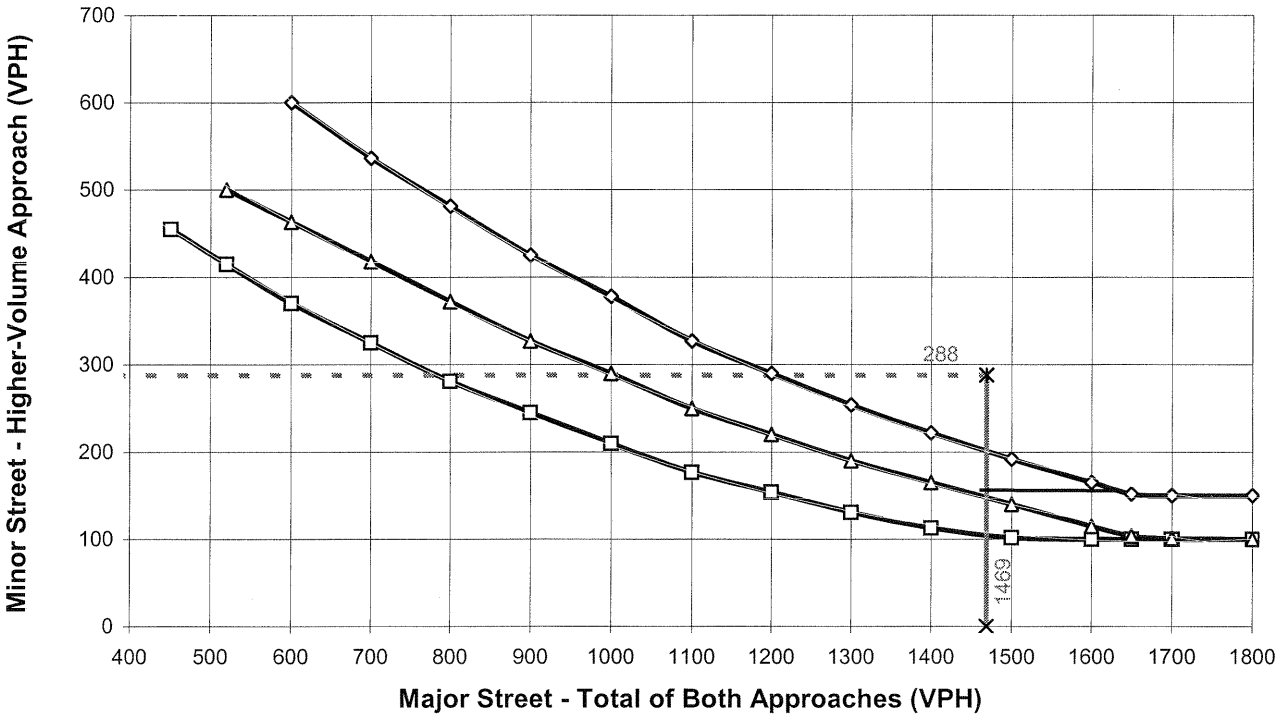
Major Street Name = **County Line Rd.**

Total of Both Approaches (VPH) = **1469**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **I-10 WB Ramps**

High Volume Approach (VPH) = **288**
Number of Approach Lanes On Minor Street = **1**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

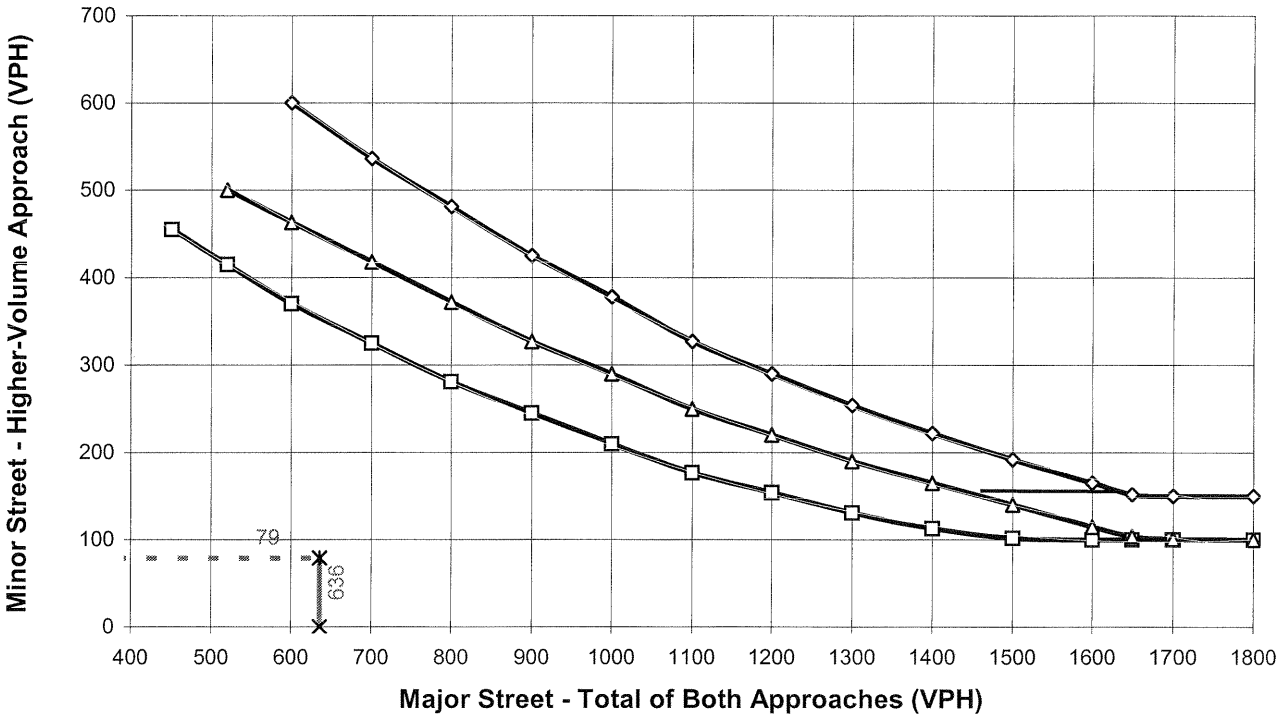
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **Wildwood Cyn. Rd.** Total of Both Approaches (VPH) = **636**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Colorado St.** High Volume Approach (VPH) = **79**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

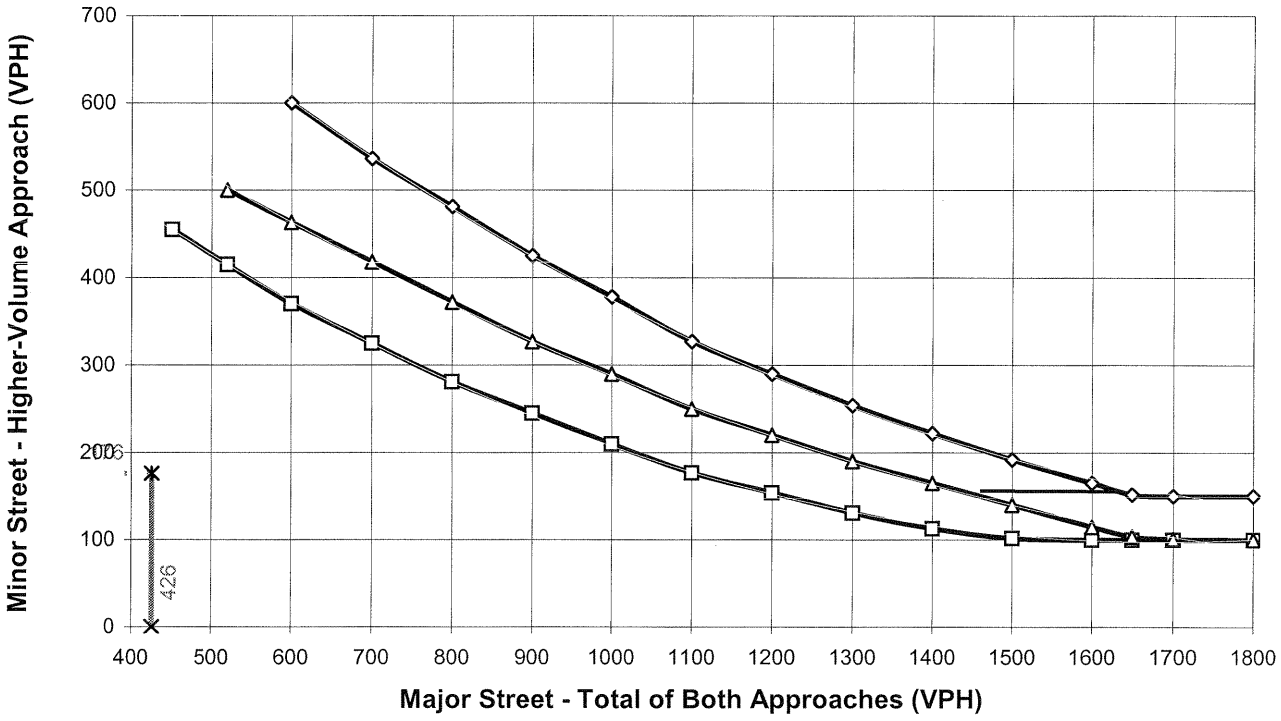
Major Street Name = **5th St.**

Total of Both Approaches (VPH) = **426**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Avenue L**

High Volume Approach (VPH) = **176**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

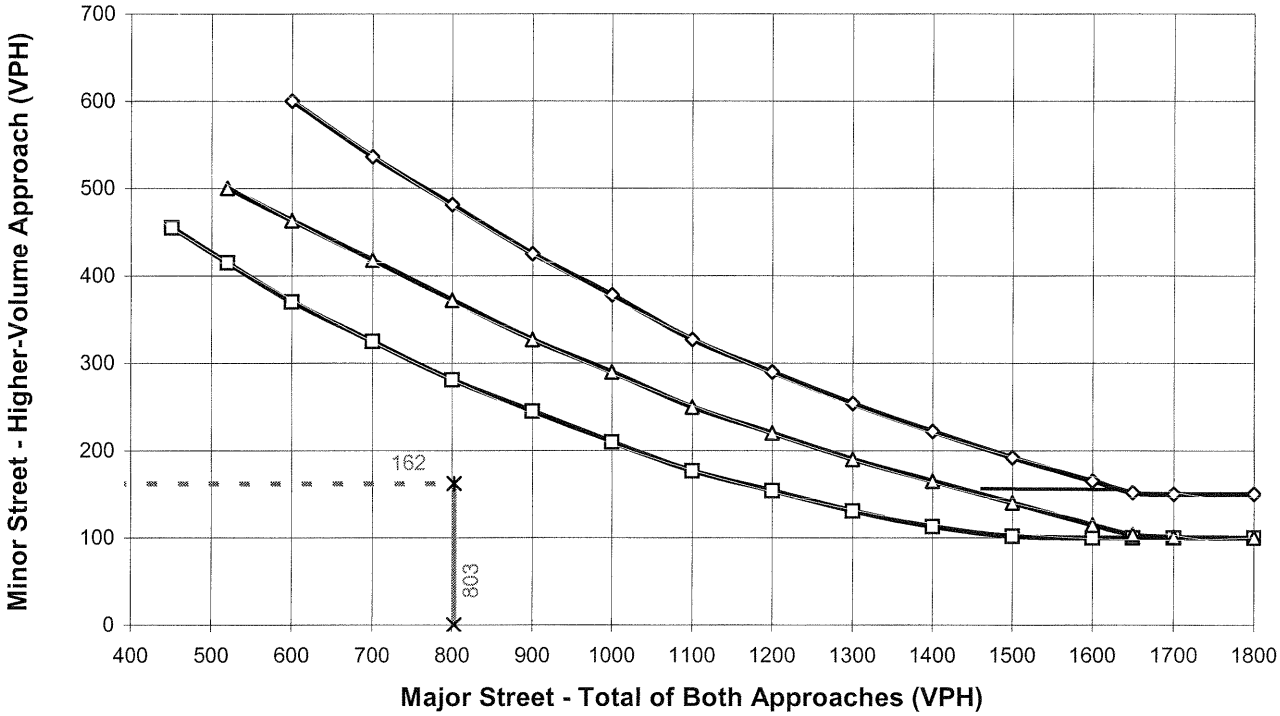
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **County Line Rd.**
Total of Both Approaches (VPH) = **803**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **California St.**
High Volume Approach (VPH) = **162**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



1 Lane (Major) & 1 Lane (Minor)
2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
2+ Lanes (Major) & 2+ Lanes (Minor)
Major Street Approaches
Minor Street Approaches

*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

Figure 4C-3. Warrant 3, Peak Hour

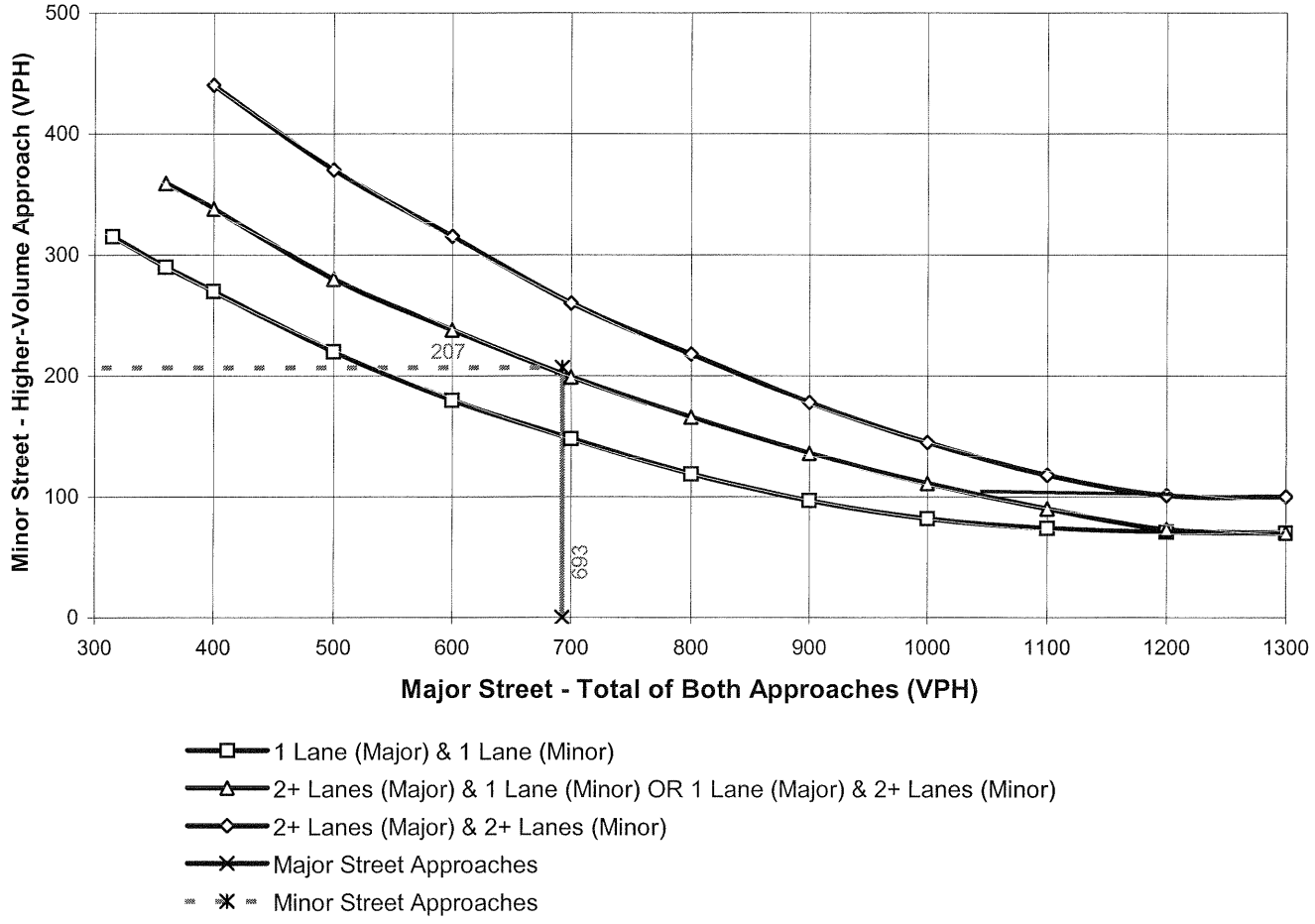
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = EXISTING

Major Street Name = State Hwy. 38 — Total of Both Approaches (VPH) = 693
Number of Approach Lanes Major Street = 1

Minor Street Name = Bryant St. — High Volume Approach (VPH) = 207
Number of Approach Lanes Minor Street = 1

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach

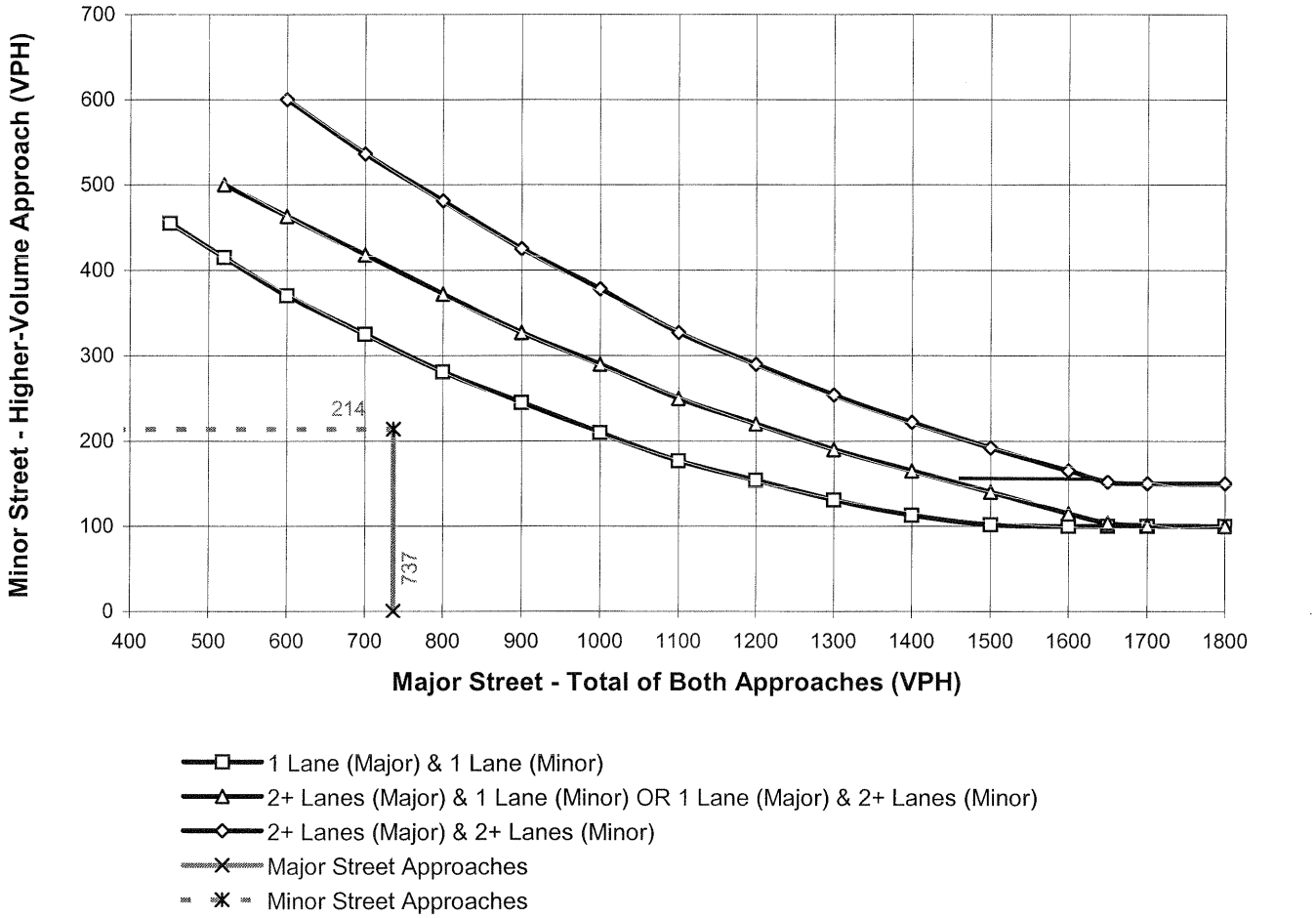
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **Wildwood Cyn. Rd.** Total of Both Approaches (VPH) = **737**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Bryant St.** High Volume Approach (VPH) = **214**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

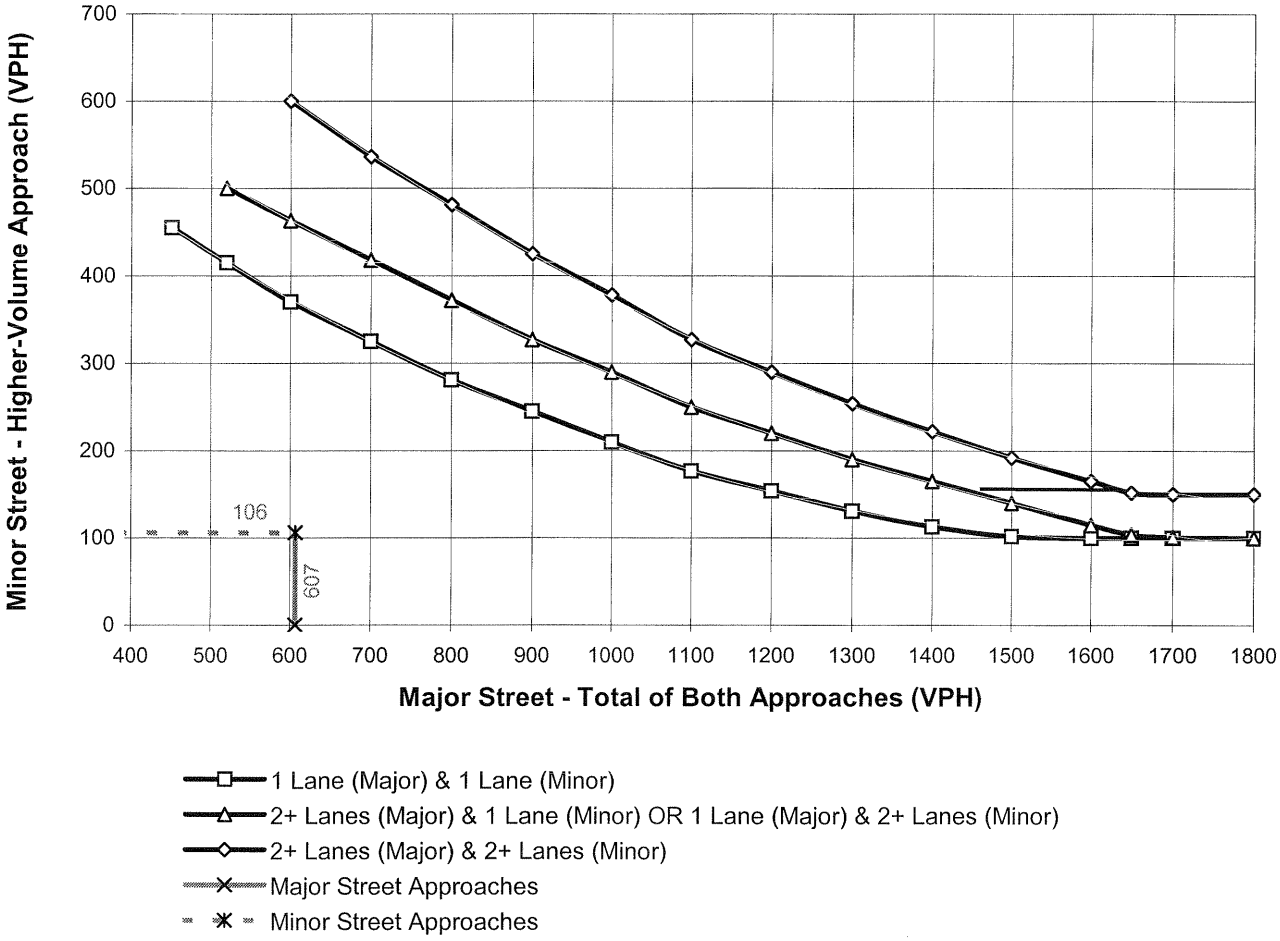
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing**

Major Street Name = **County Line Rd.**
Total of Both Approaches (VPH) = **607**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Bryant St.**
High Volume Approach (VPH) = **106**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach

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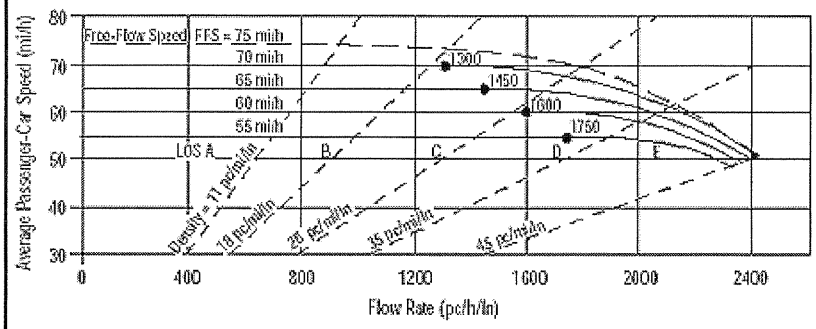
APPENDIX 3.8

Existing Conditions Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4987*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*137000*	veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Rolling*
DDHV = AADT x K x D	*4987*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*4*		f_N	*1.5*	mi/h
FFS (measured)		mi/h	FFS	*68.5*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1568*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.2*	mi/h	S	mi/h
D = v_p / S	*23.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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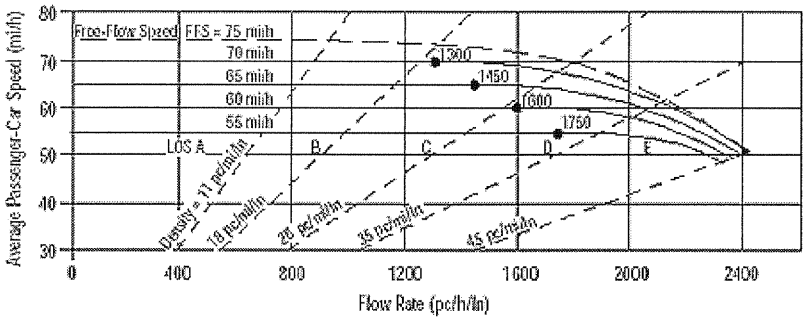
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/17/2010*
Analysis Time Period	

Site Information

Highway/Direction of Travel	*Eastbound*
From/To	*West of Yucaipa Blvd.*
Jurisdiction	*Caltrans*
Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4987*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*137000*	veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Rolling*
DDHV = AADT x K x D	*4987*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*1.5*	mi/h
FFS	*68.5*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1568*	pc/h/ln
S	*68.2*	mi/h
D = v_p / S	*23.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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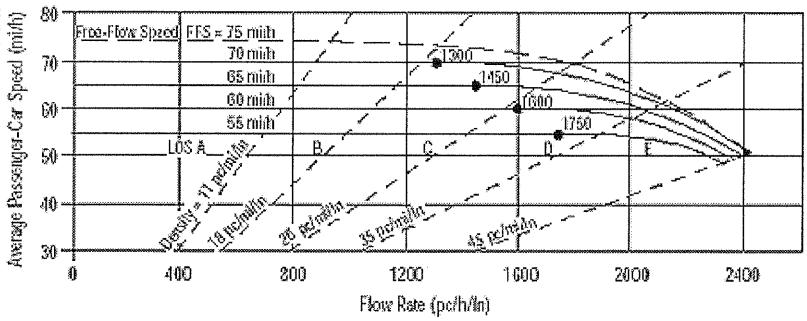
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd/Live Oak (2)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4004*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*110000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*4004*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln
S	*66.9*	mi/h
D = v_p / S	*22.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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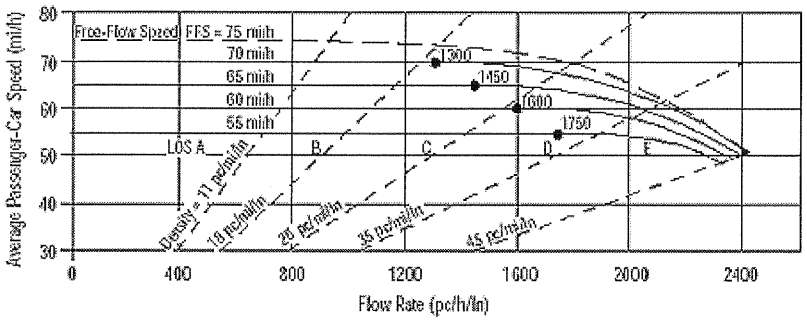
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd/Live Oak (2)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4004*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*110000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*4004*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1517*	pc/h/ln
S	*66.9*	mi/h
D = v_p / S	*22.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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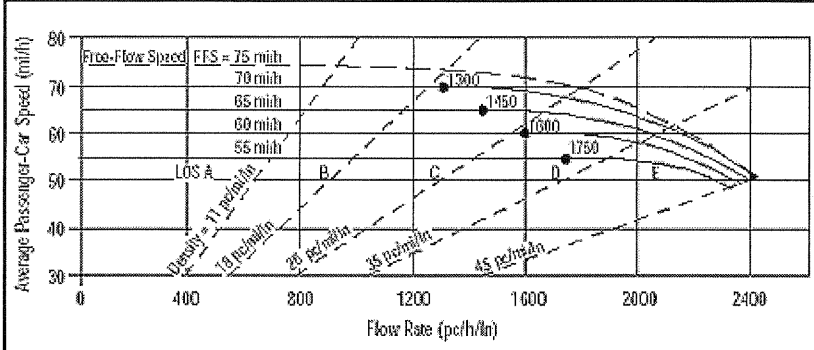
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3749*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*103000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*3749*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1421*	pc/h/ln
S	*67.0*	mi/h
D = v_p / S	*21.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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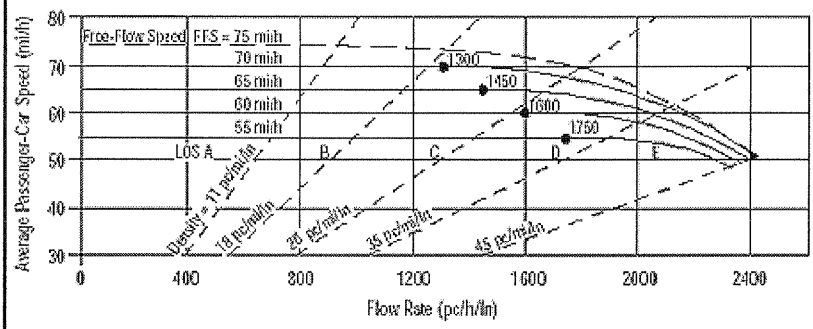
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☐ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3749*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*103000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*3749*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*3*		f_N	*3.0*	mi/h
FFS (measured)		mi/h	FFS	*67.0*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1421*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.0*	mi/h	S	mi/h
D = v_p / S	*21.2*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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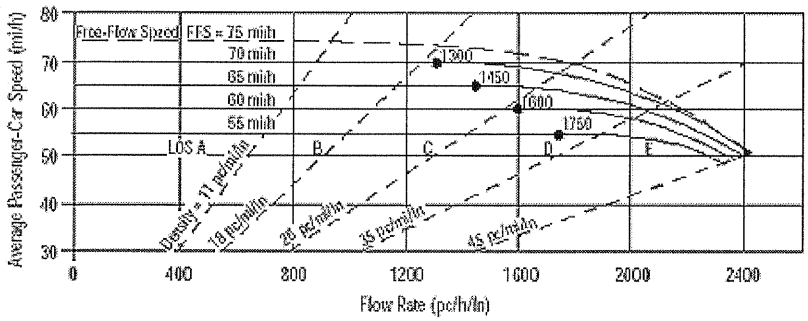
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3458*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*95000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*3458*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1310*	pc/h/ln
S	*67.0*	mi/h
D = v_p / S	*19.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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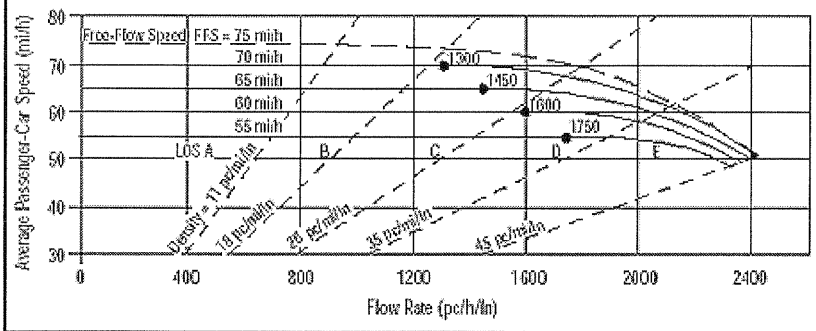
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs				
Volume, V	*3458*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*95000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*52*		General Terrain:	*Level*
DDHV = AADT x K x D	*3458*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*3*		f_N	*3.0*	mi/h
FFS (measured)		mi/h	FFS	*67.0*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1310*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.0*	mi/h	S	mi/h
D = v_p / S	*19.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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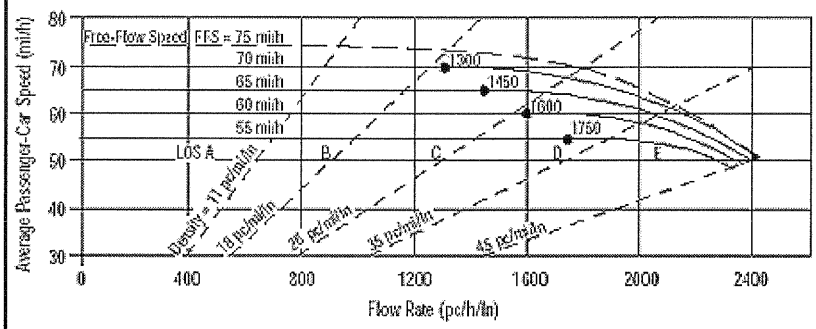
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3363*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*95000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.06*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*59*		General Terrain:	*Level*
DDHV = AADT x K x D	*3363*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1274*	pc/h/ln
S	*67.0*	mi/h
D = v_p / S	*19.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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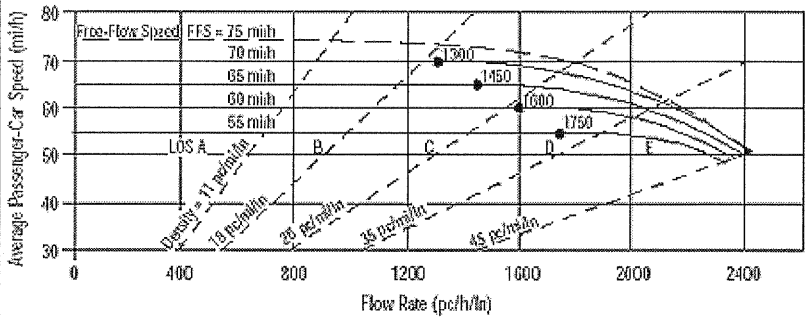
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3524*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*95000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*53*		General Terrain:	*Level*
DDHV = AADT x K x D	*3524*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1335*	pc/h/ln
S	*67.0*	mi/h
D = v_p / S	*19.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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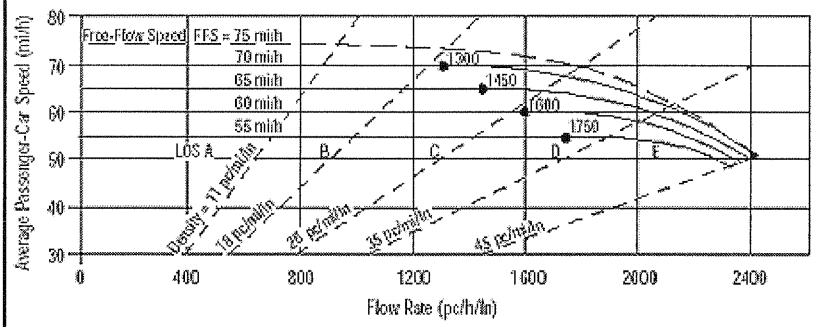
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (6)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☐ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3646*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*103000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.06*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*59*		General Terrain:	*Level*
DDHV = AADT x K x D	*3646*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*3*		f_N	*3.0*	mi/h
FFS (measured)		mi/h	FFS	*67.0*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1382*	pc/h/ln	Design LOS	
S	*67.0*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S	*20.6*	pc/mi/ln	S	mi/h
LOS	*C*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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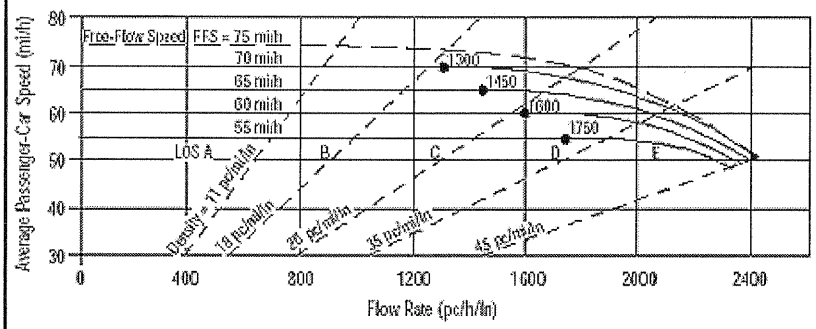
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (6)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs				
Volume, V	*3821*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*103000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*53*		General Terrain:	*Level*
DDHV = AADT x K x D	*3821*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*3*		f_N	*3.0*	mi/h
FFS (measured)		mi/h	FFS	*67.0*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1448*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.0*	mi/h	S	mi/h
D = v_p / S	*21.6*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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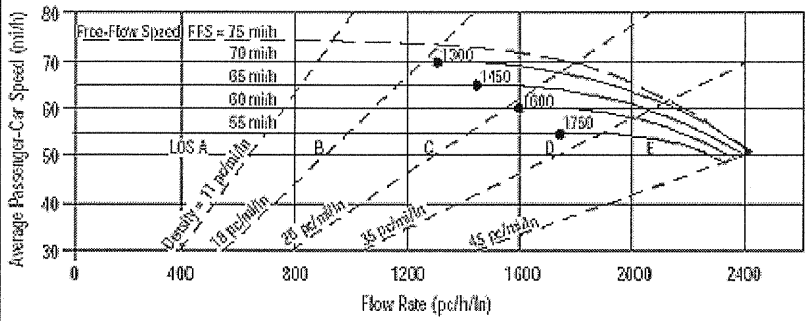
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa/Live Oak (7)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*3894*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*110000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.06*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*59*		General Terrain:	*Level*
DDHV = AADT x K x D	*3894*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}	*0.0*	mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}	*0.0*	mi/h
Interchange Density	*1.50*	l/mi	f_{ID}	*5.0*	mi/h
Number of Lanes, N	*3*		f_N	*3.0*	mi/h
FFS (measured)		mi/h	FFS	*67.0*	mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1476*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*67.0*	mi/h	S	mi/h
D = v_p / S	*22.0*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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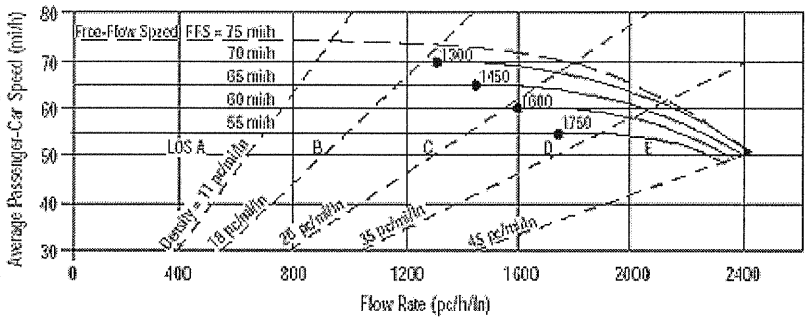

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa/Live Oak (7)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4081*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*110000*	veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*53*		General Terrain:	*Level*
DDHV = AADT x K x D	*4081*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1546*	pc/h/ln
S	*66.9*	mi/h
D = v_p / S	*23.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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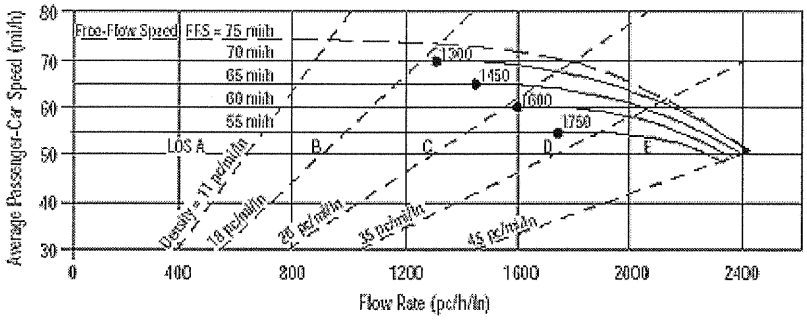

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		**Site Information**	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*4850*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*137000*	veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K	*0.06*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*59*		General Terrain:	*Level*
DDHV = AADT x K x D	*4850*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1812*	pc/h/ln
S	*65.4*	mi/h
D = v_p / S	*27.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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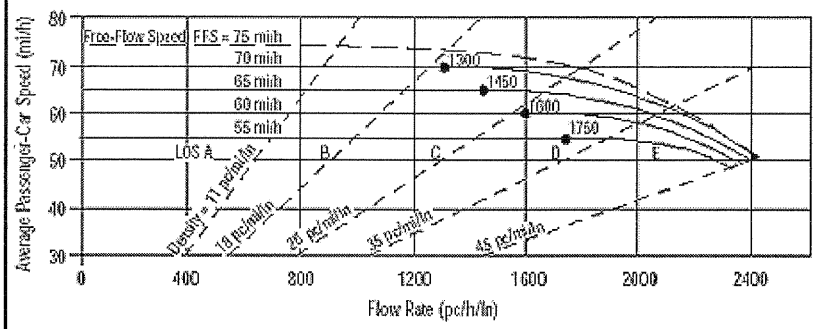

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/17/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*Existing 2008*

Project Description *Robinson Ranch*

☑ Oper.(LOS) ☐ Des.(N) ☑ Planning Data

Flow Inputs

Volume, V	*5083*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT	*137000*	veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K	*0.07*		%RVs, P_R	*0*
Peak-Hr Direction Prop, D	*53*		General Terrain:	*Level*
DDHV = AADT x K x D	*5083*	veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*1.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)		mi/h
Base free-flow Speed, BFFS	*75.0*	mi/h

Calc Speed Adj and FFS

f_{LW}	*0.0*	mi/h
f_{LC}	*0.0*	mi/h
f_{ID}	*5.0*	mi/h
f_N	*3.0*	mi/h
FFS	*67.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1899*	pc/h/ln
S	*64.4*	mi/h
D = v_p / S	*29.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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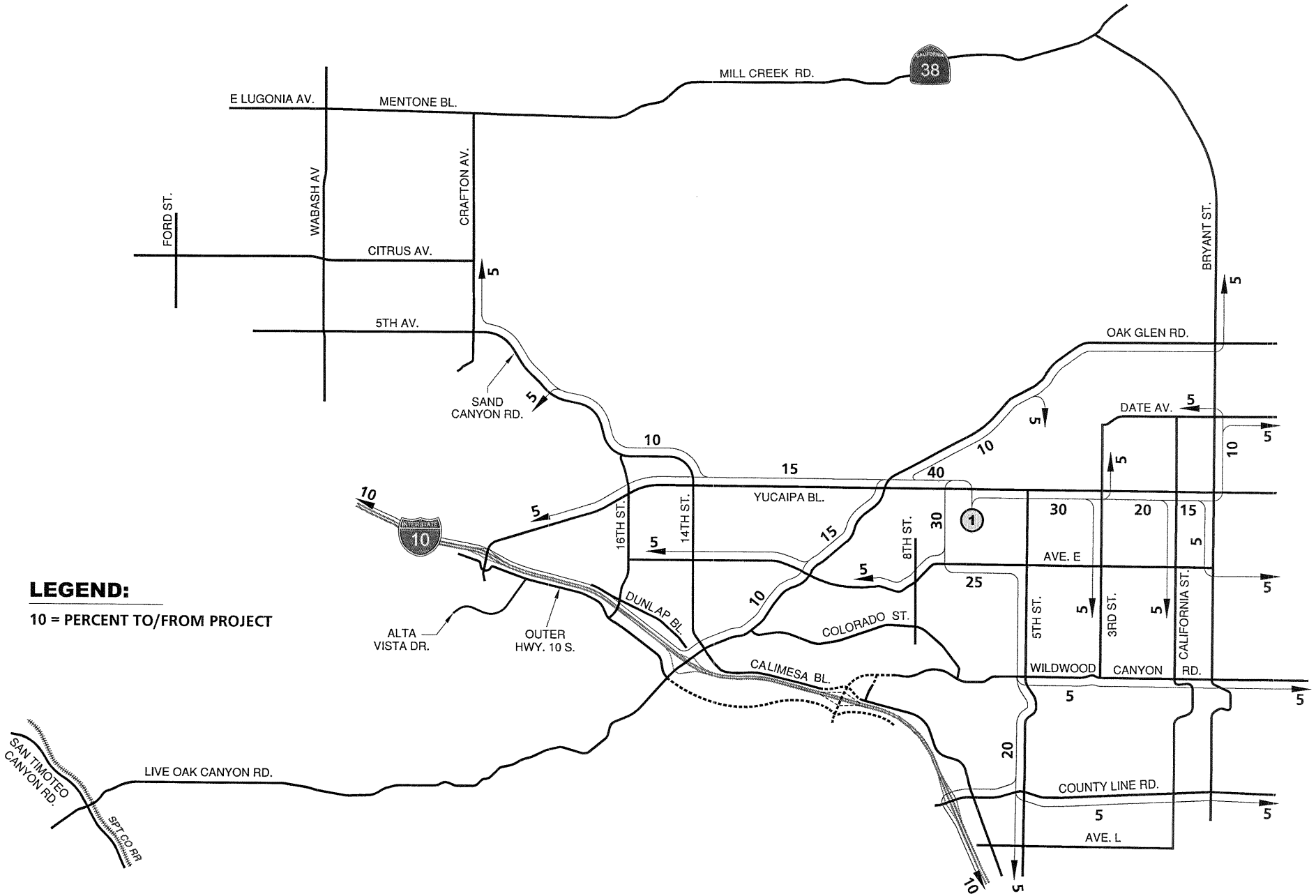
HCS+™ Version 5.21 Generated: 5/17/2010 2:15 PM

APPENDIX 4.1

Cumulative Development Trip Distribution Patterns

EXHIBIT 4.4-1

CUMULATIVE PROJECT 1 TRIP DISTRIBUTION



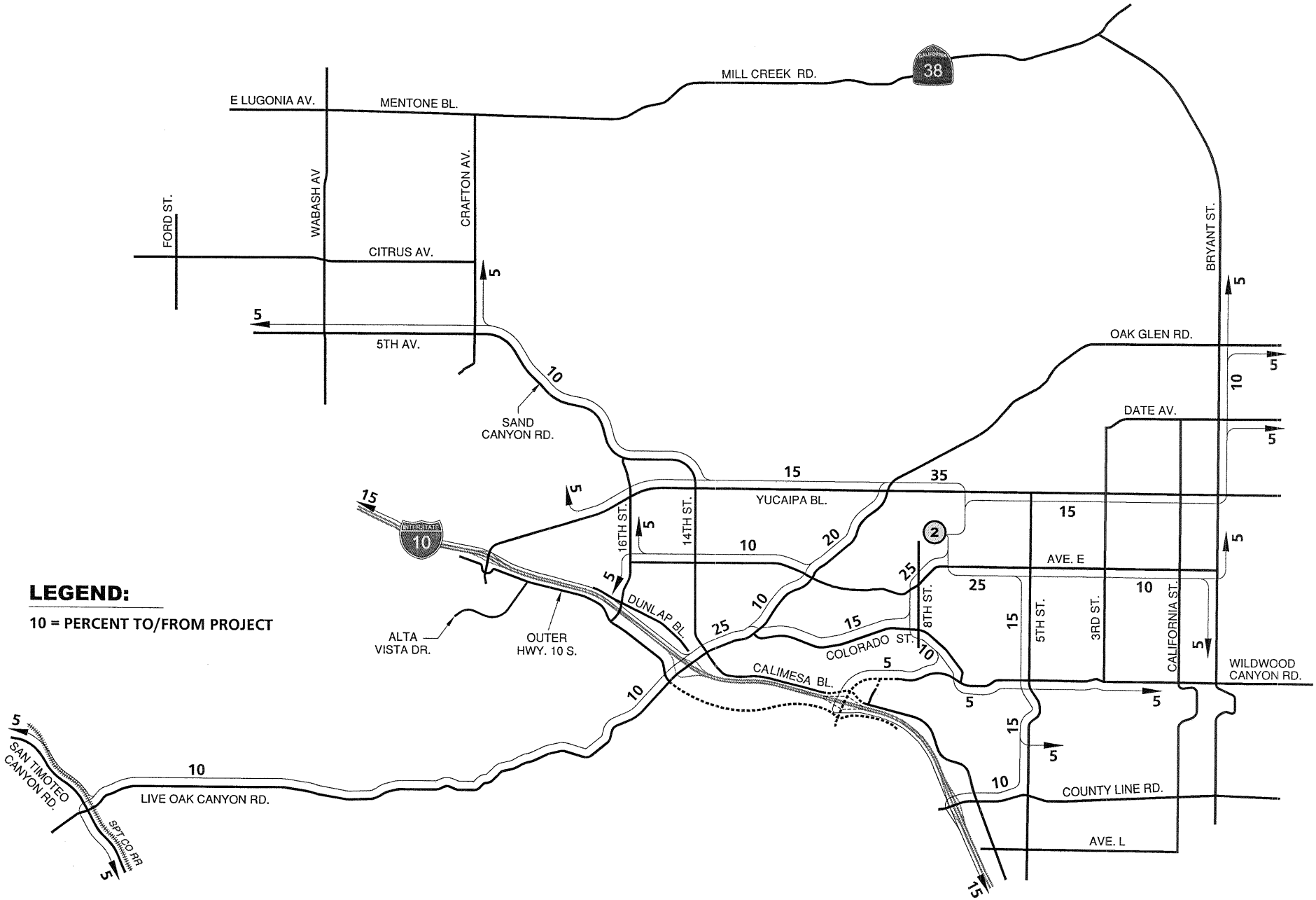
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-1

EXHIBIT 4.4-2

CUMULATIVE PROJECT 2 TRIP DISTRIBUTION

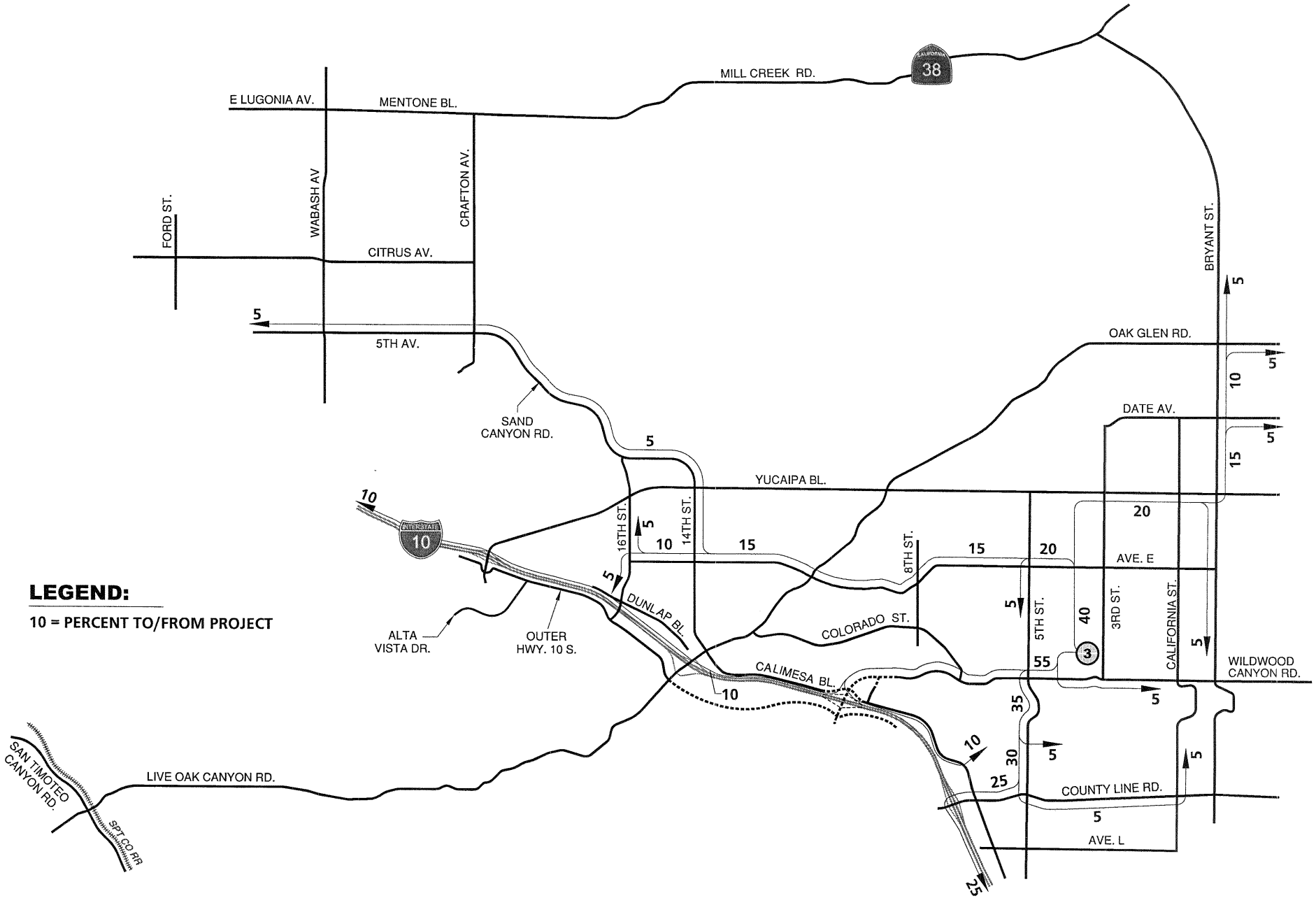


4.1-2

URBAN CROSSROADS

EXHIBIT 4.4-3

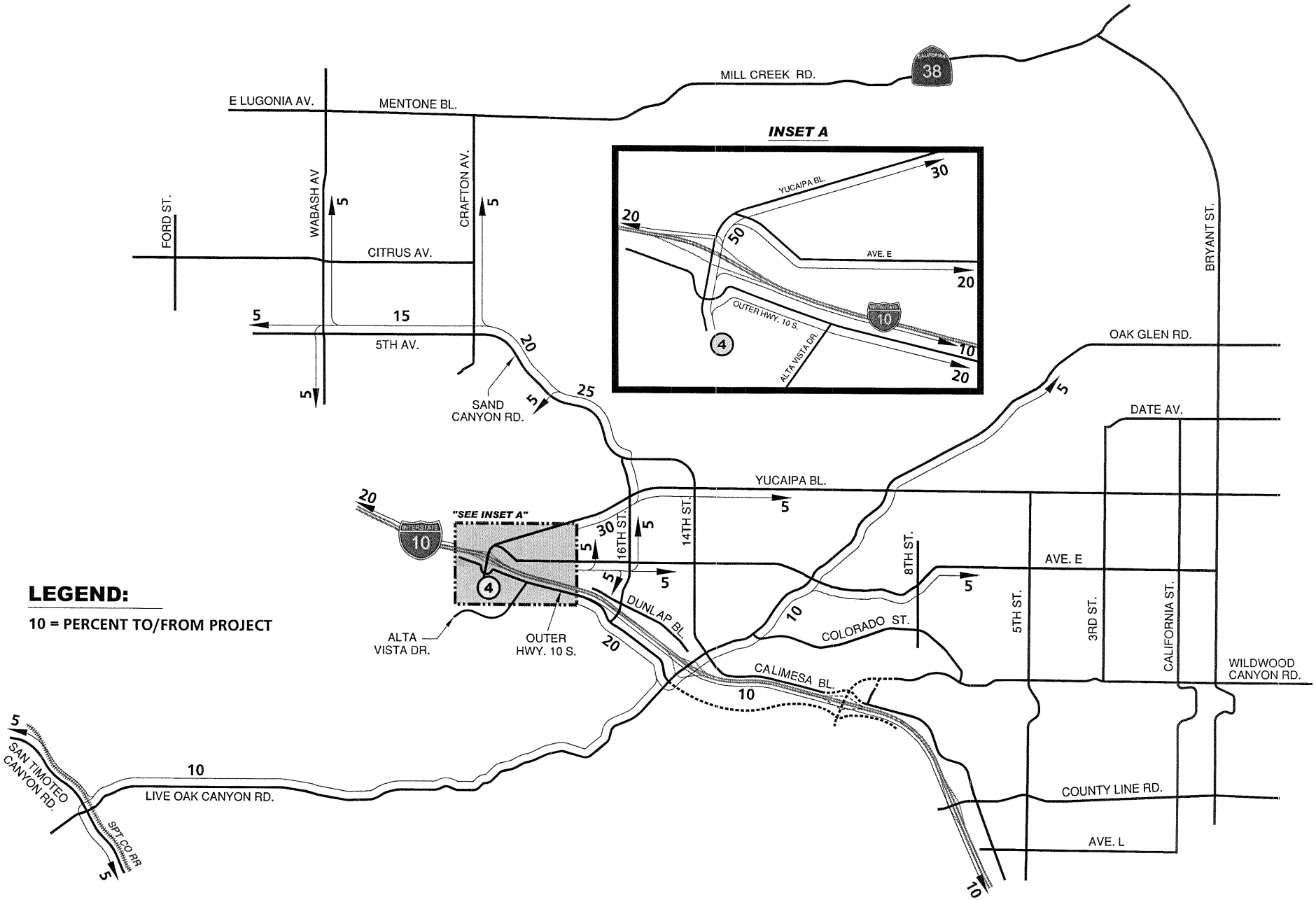
CUMULATIVE PROJECT 3 TRIP DISTRIBUTION



4.1-3

EXHIBIT 4.4-4

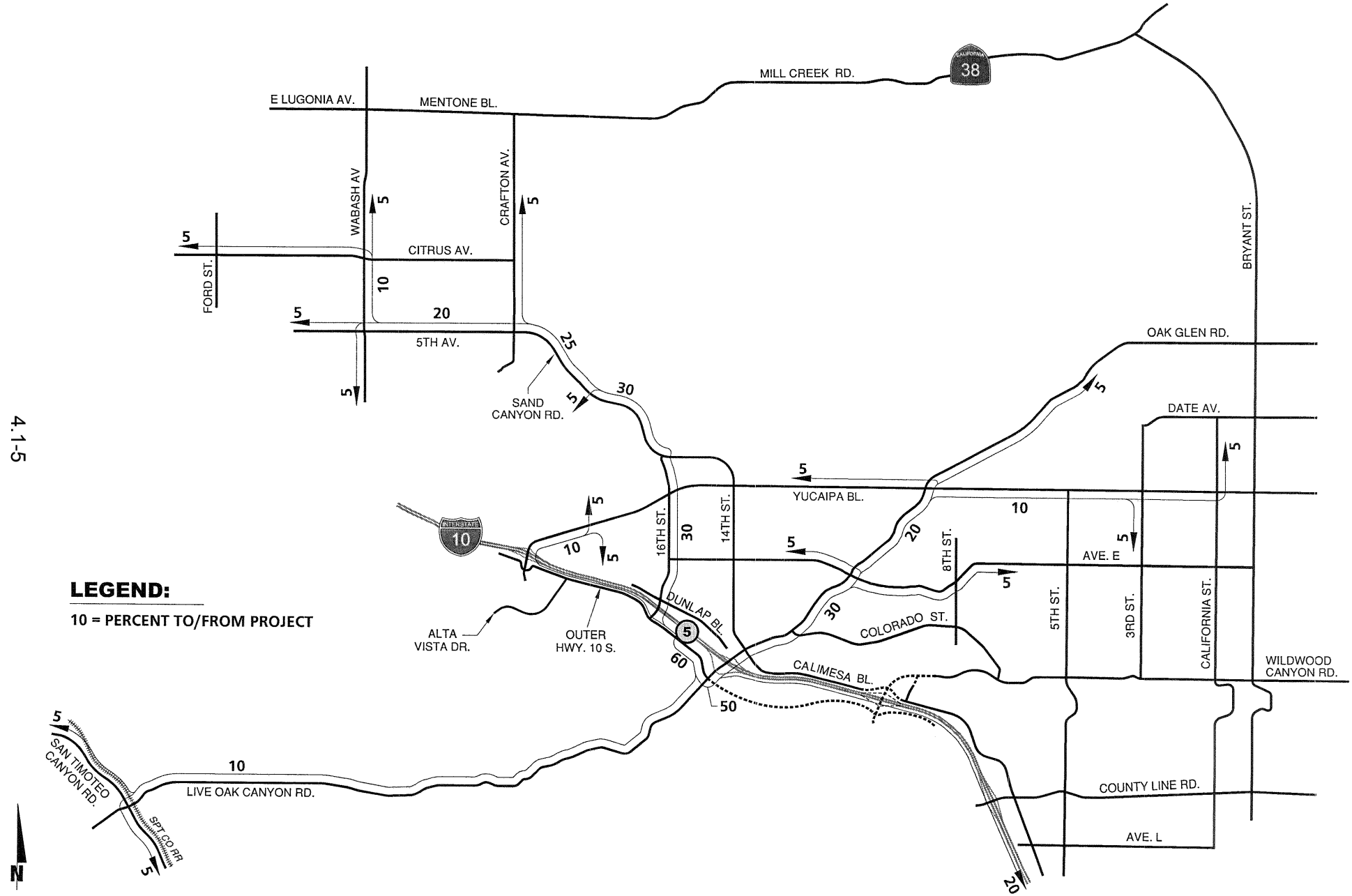
CUMULATIVE PROJECT 4 TRIP DISTRIBUTION



URBAN CROSSROADS

EXHIBIT 4.4-5

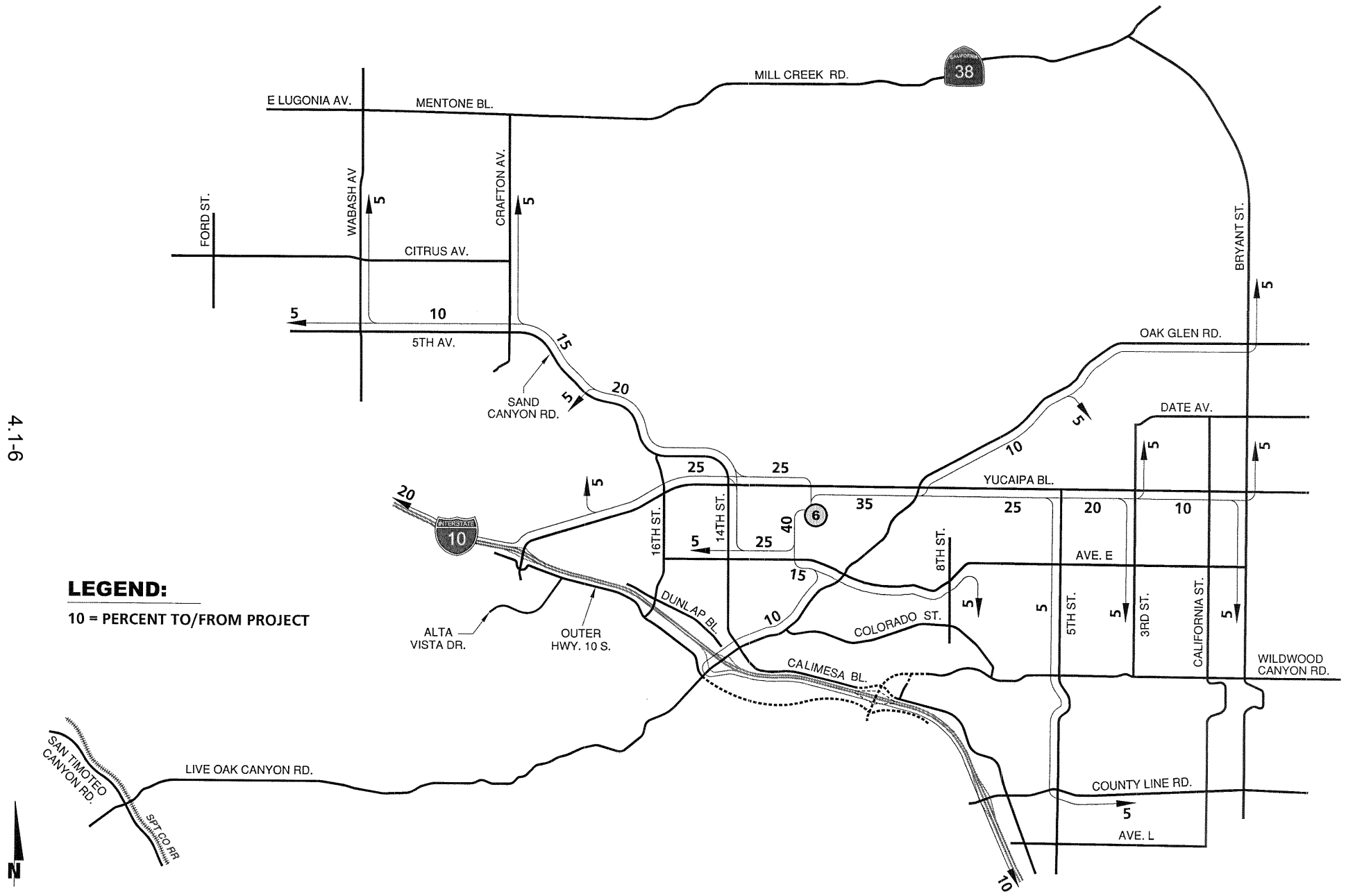
CUMULATIVE PROJECT 5 TRIP DISTRIBUTION



4.1-5

EXHIBIT 4.4-6

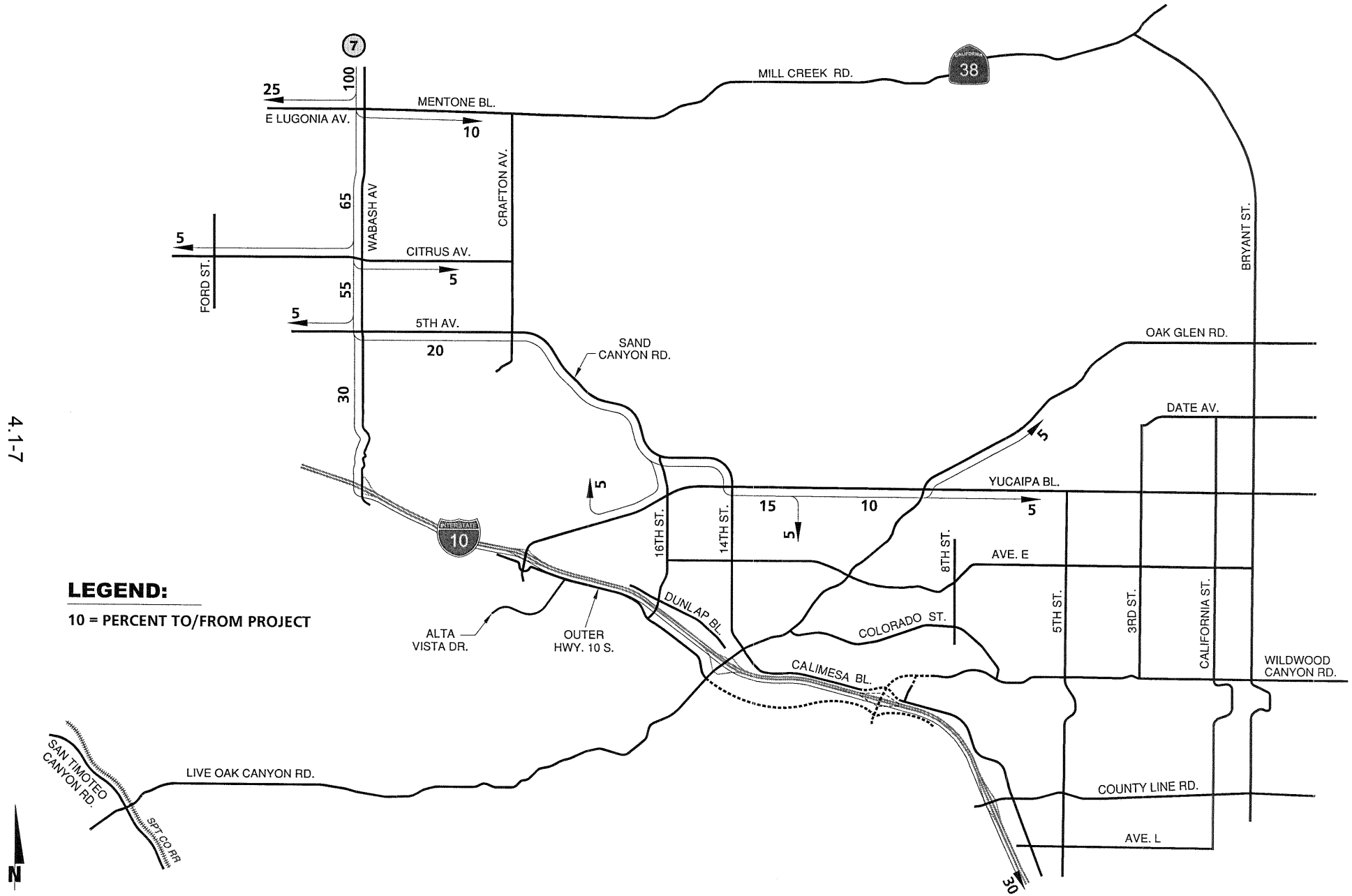
CUMULATIVE PROJECT 6 TRIP DISTRIBUTION



4.1-6

EXHIBIT 4.4-7

CUMULATIVE PROJECT 7 TRIP DISTRIBUTION



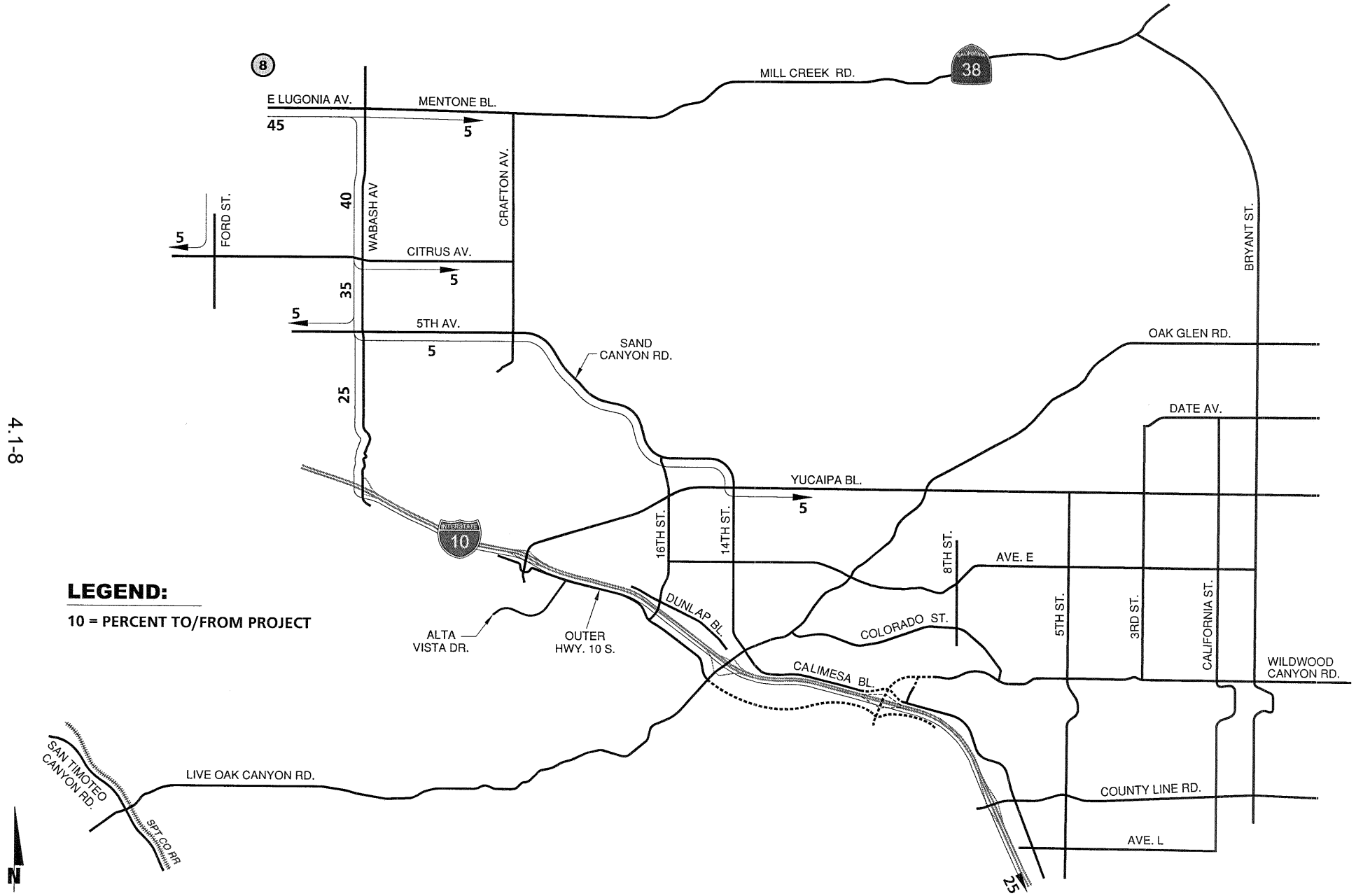
LEGEND:

10 = PERCENT TO/FROM PROJECT

URBAN CROSSROADS

EXHIBIT 4.4-8

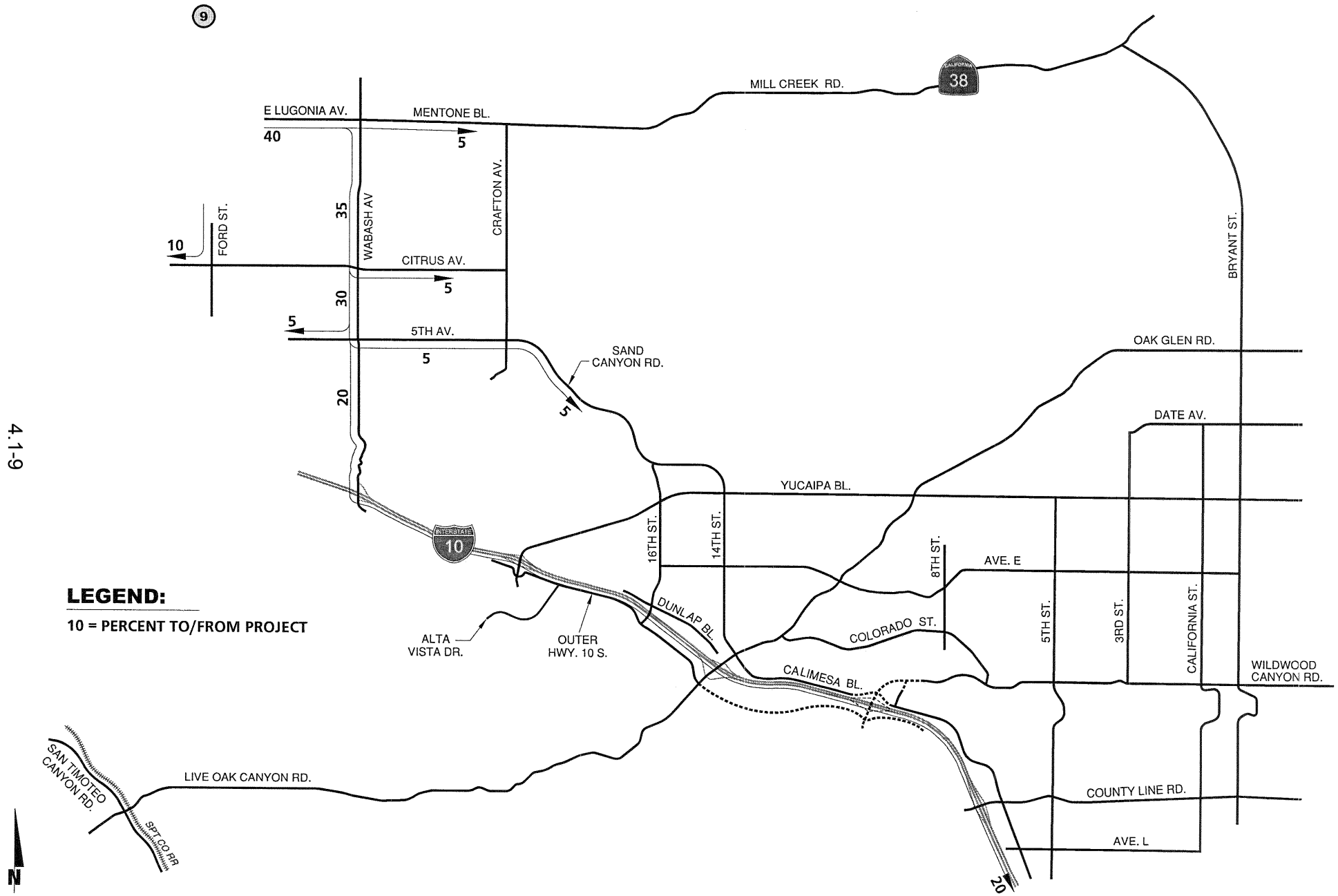
CUMULATIVE PROJECT 8 TRIP DISTRIBUTION



4.1-8

EXHIBIT 4.4-9

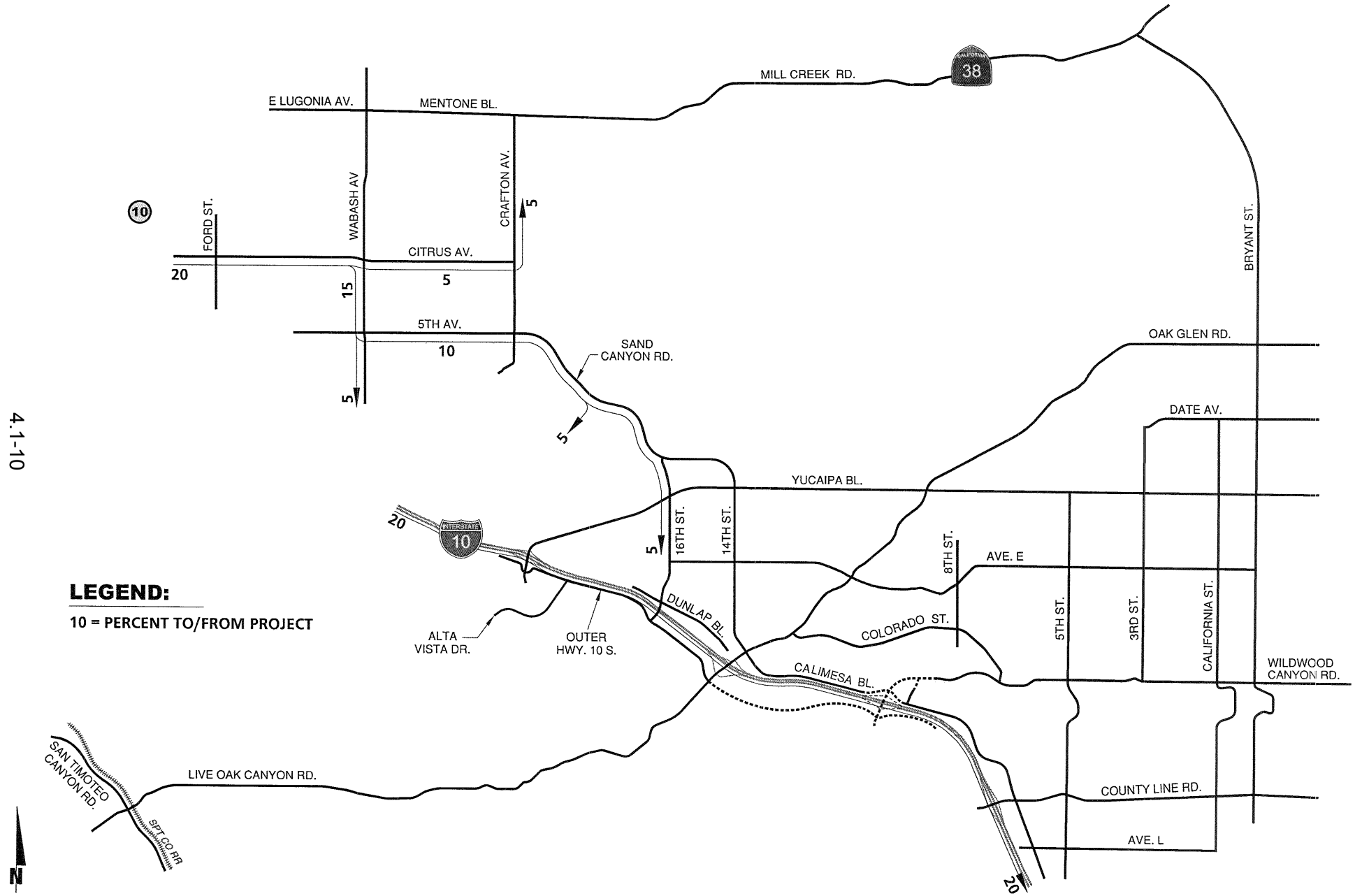
CUMULATIVE PROJECT 9 TRIP DISTRIBUTION



4.1-9

EXHIBIT 4.4-10

CUMULATIVE PROJECT 10 TRIP DISTRIBUTION



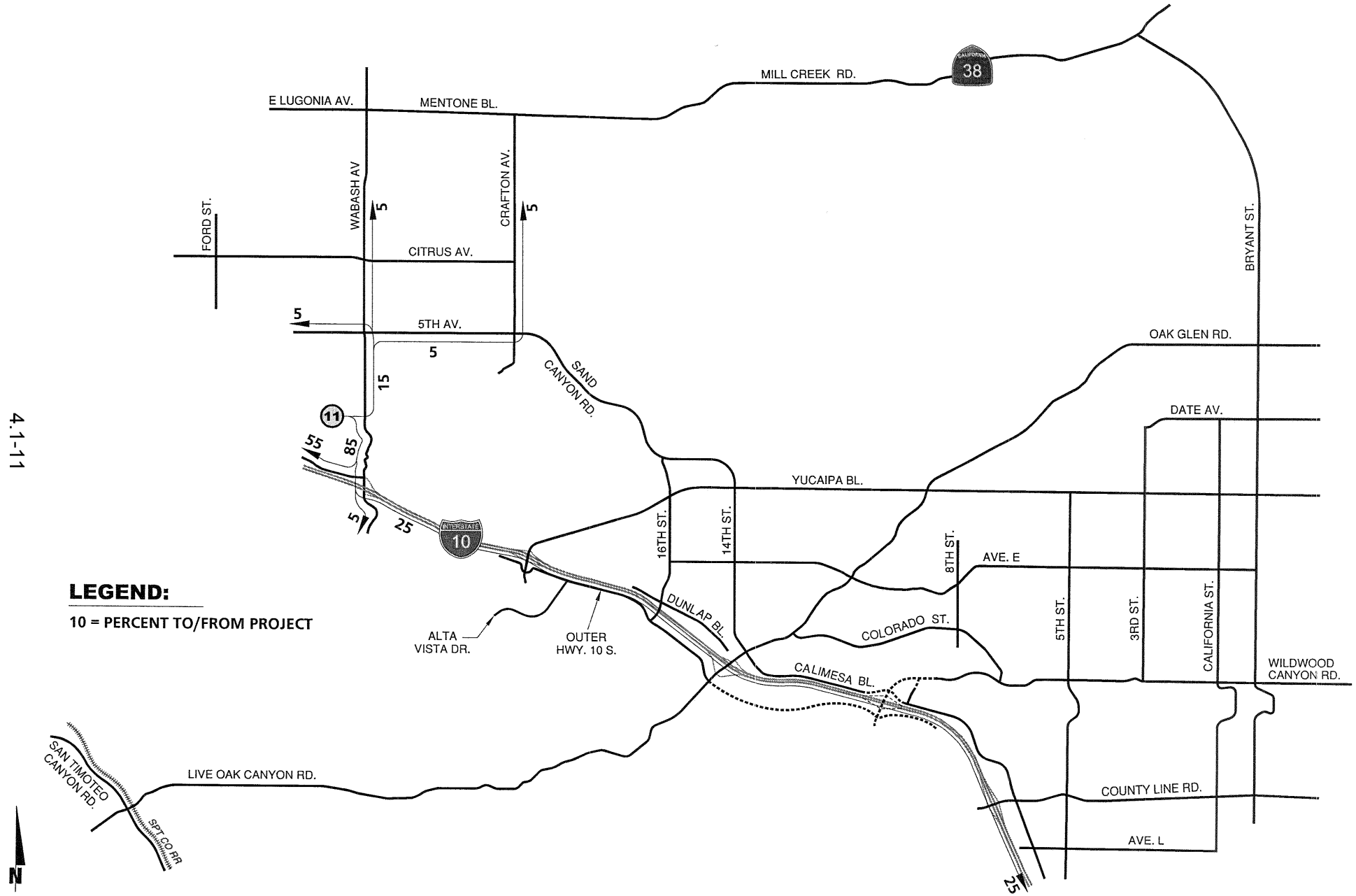
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-10

EXHIBIT 4.4-11

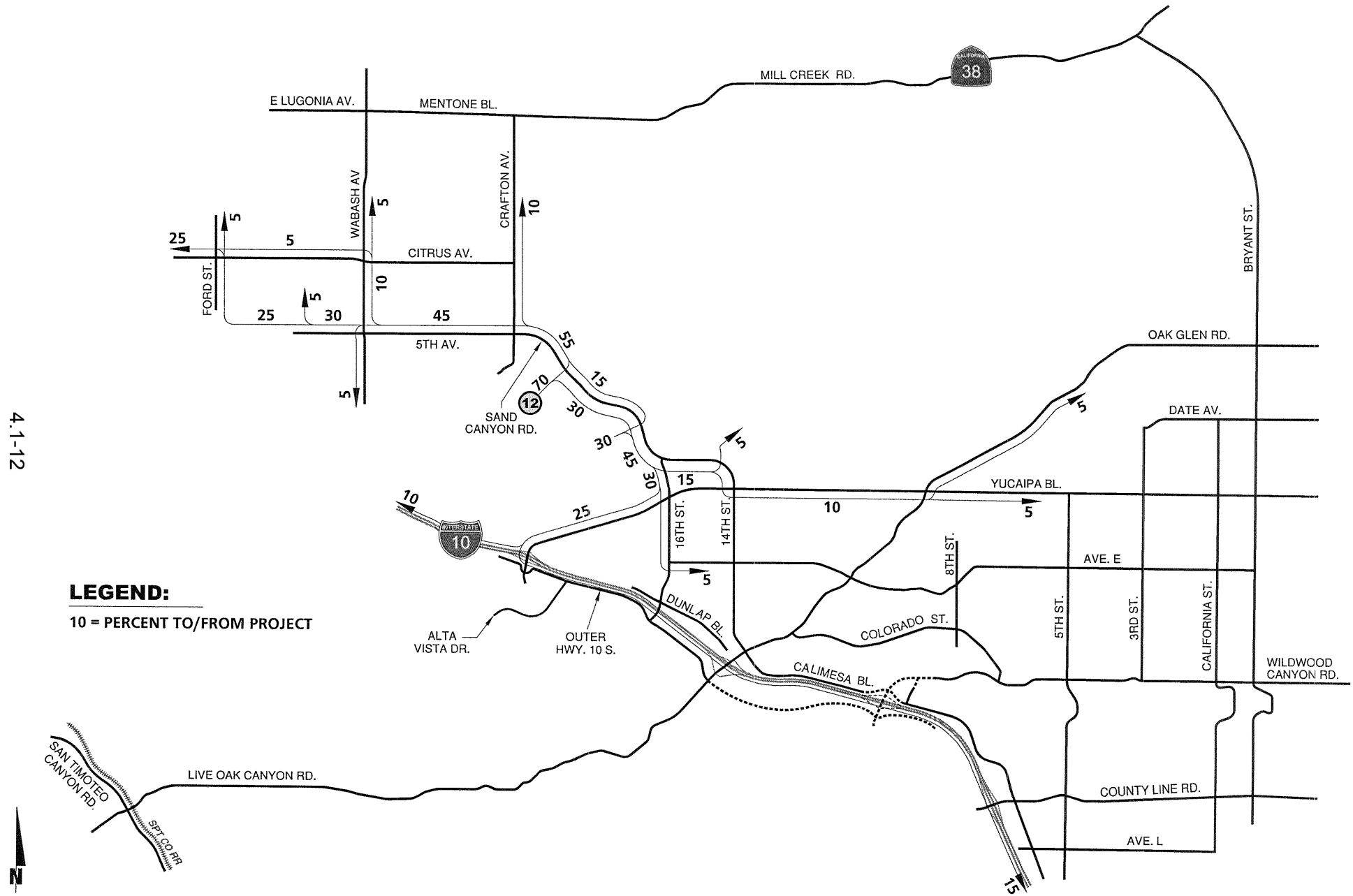
CUMULATIVE PROJECT 11 TRIP DISTRIBUTION



4.1-11

EXHIBIT 4.4-12

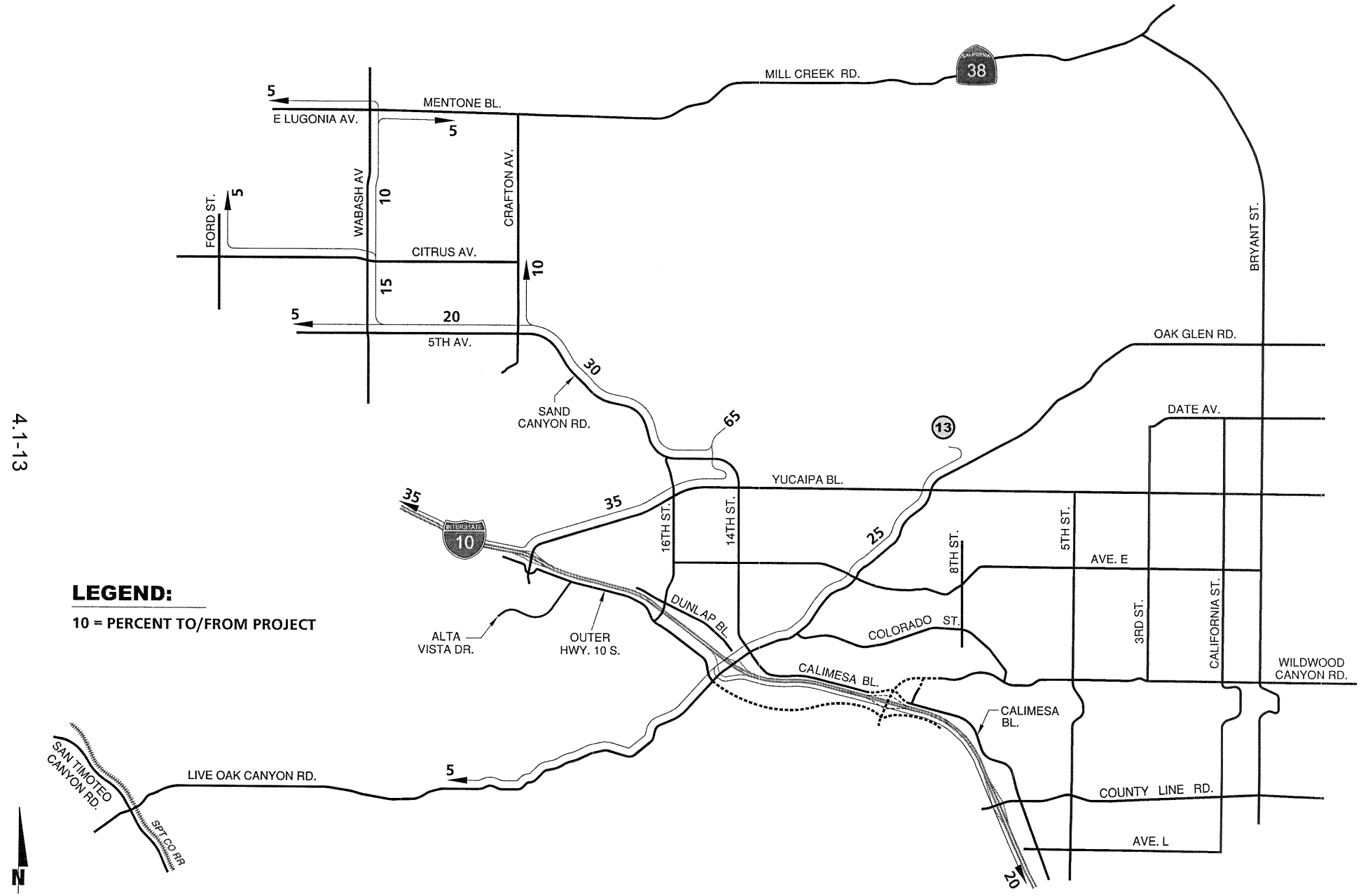
CUMULATIVE PROJECT 12 TRIP DISTRIBUTION



4.1-12

EXHIBIT 4.4-13

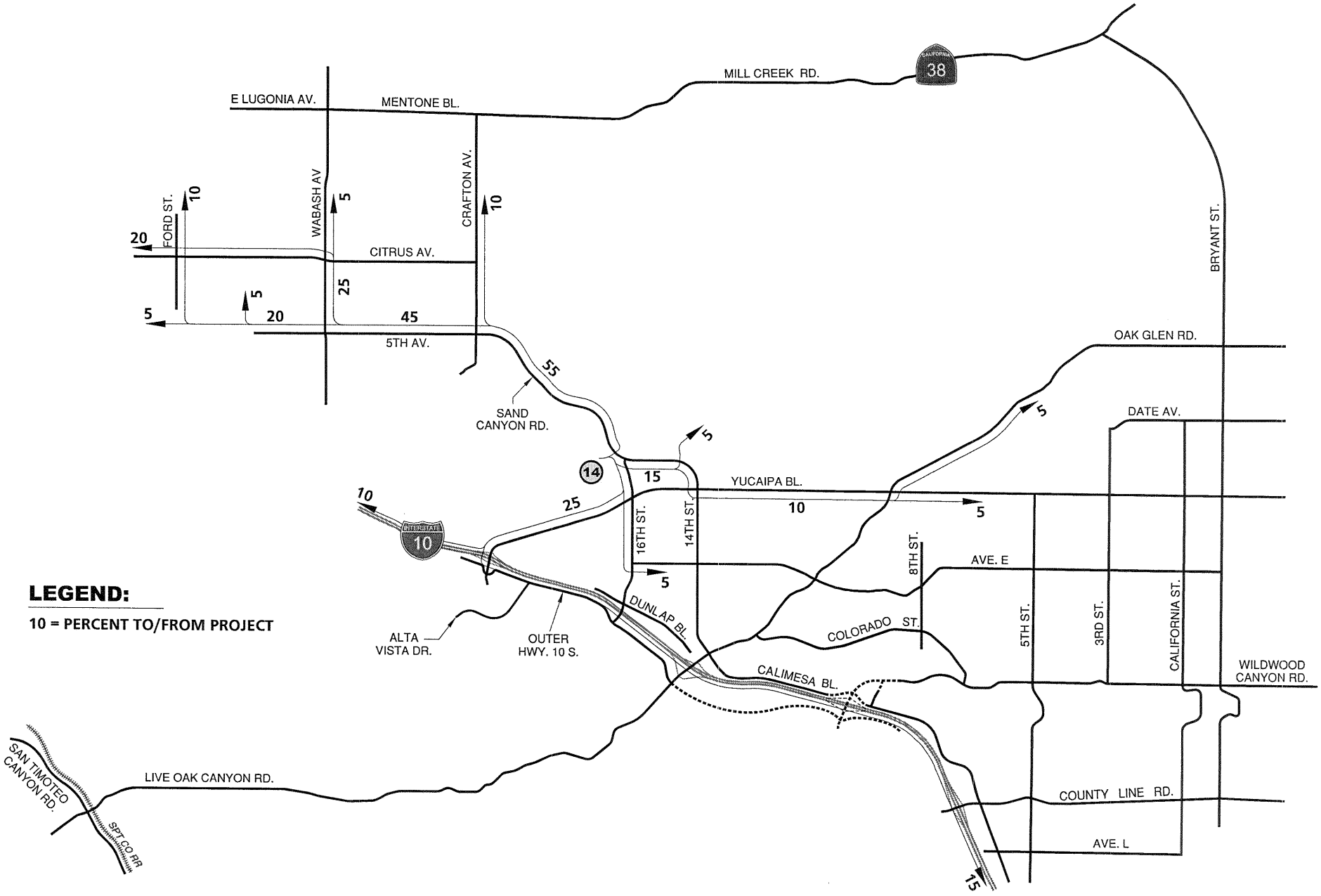
CUMULATIVE PROJECT 13 TRIP DISTRIBUTION



4.1-13

EXHIBIT 4.4-14

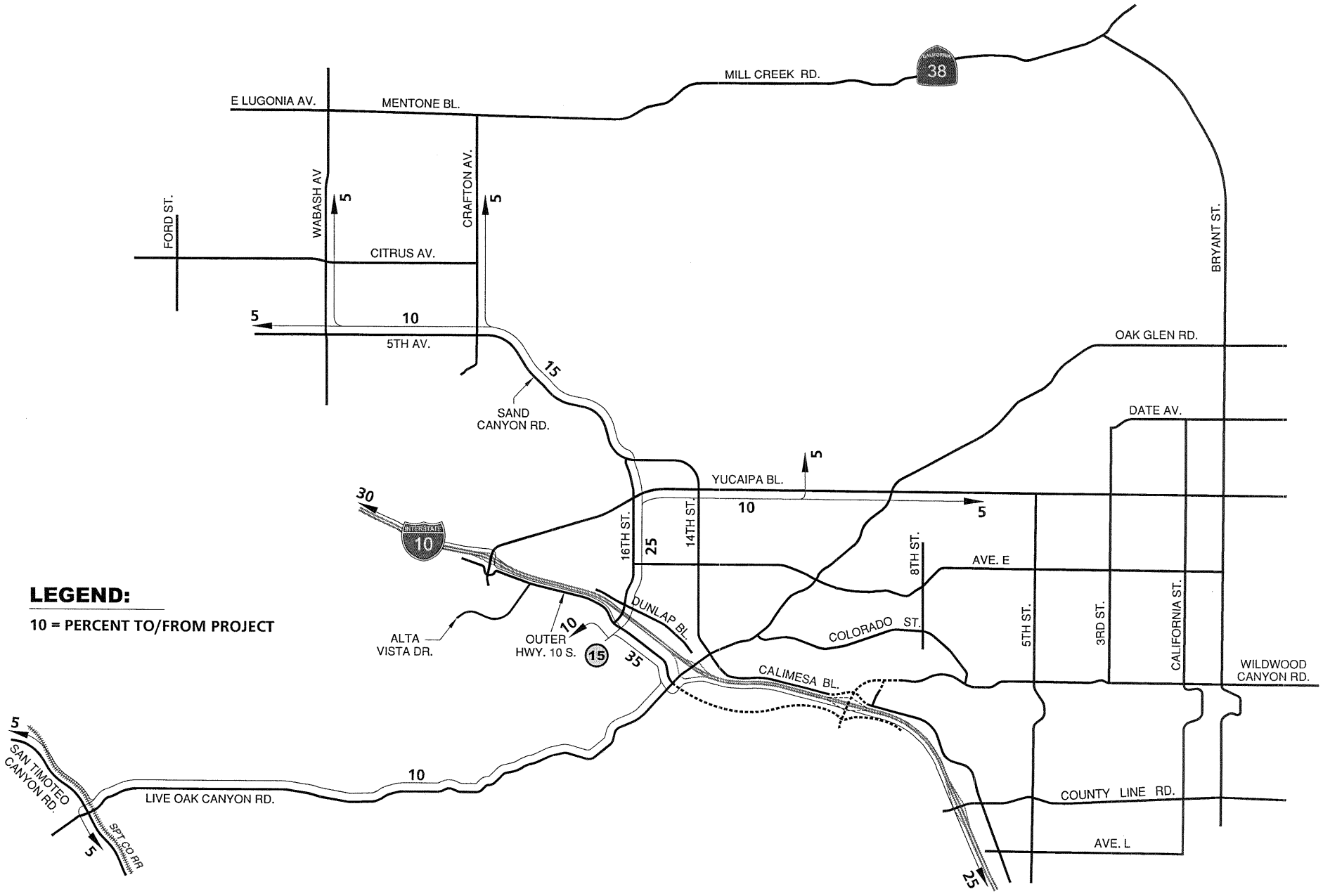
CUMULATIVE PROJECT 14 TRIP DISTRIBUTION



4.1-14

EXHIBIT 4.4-15

CUMULATIVE PROJECT 15 TRIP DISTRIBUTION



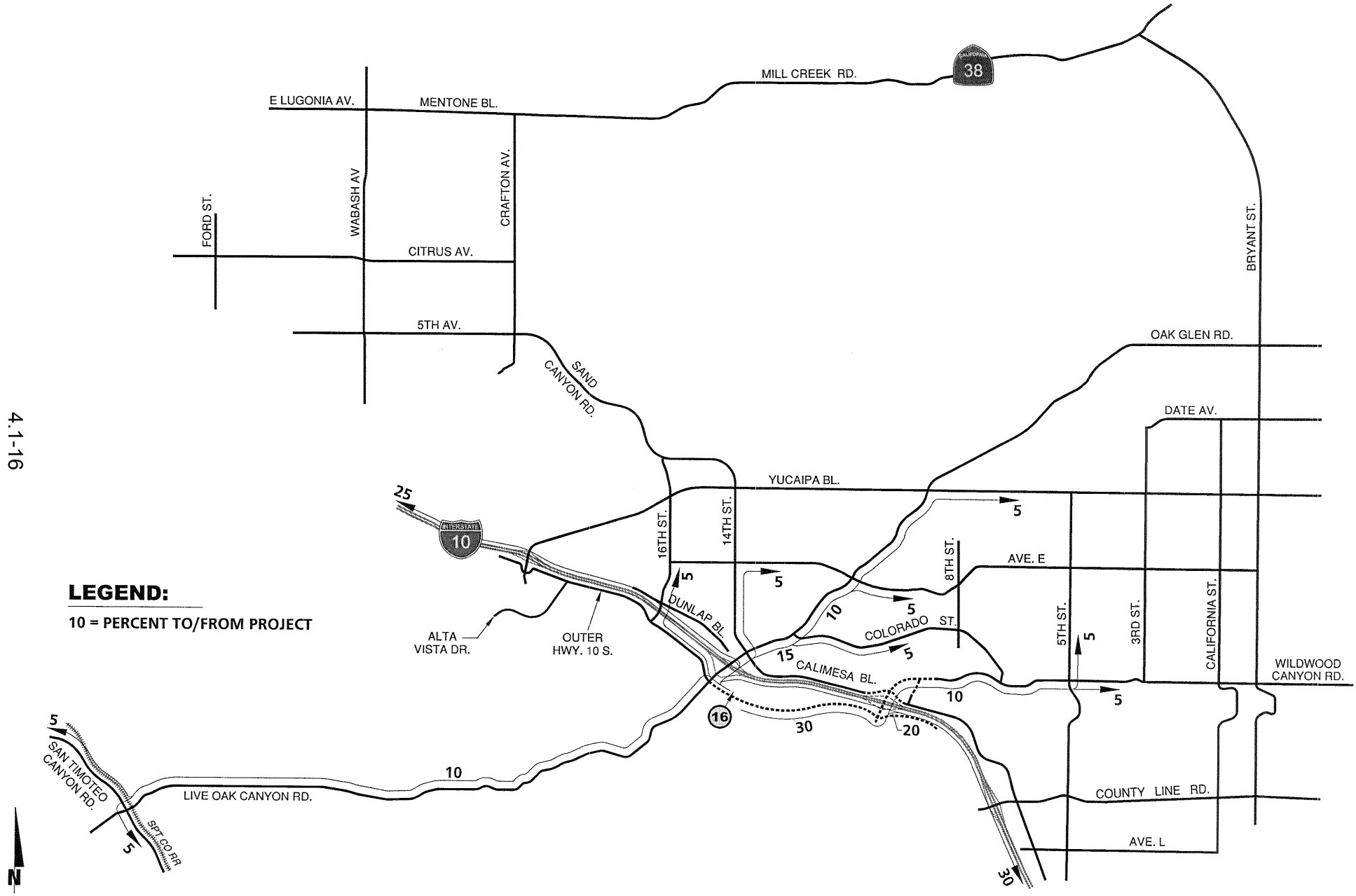
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-15

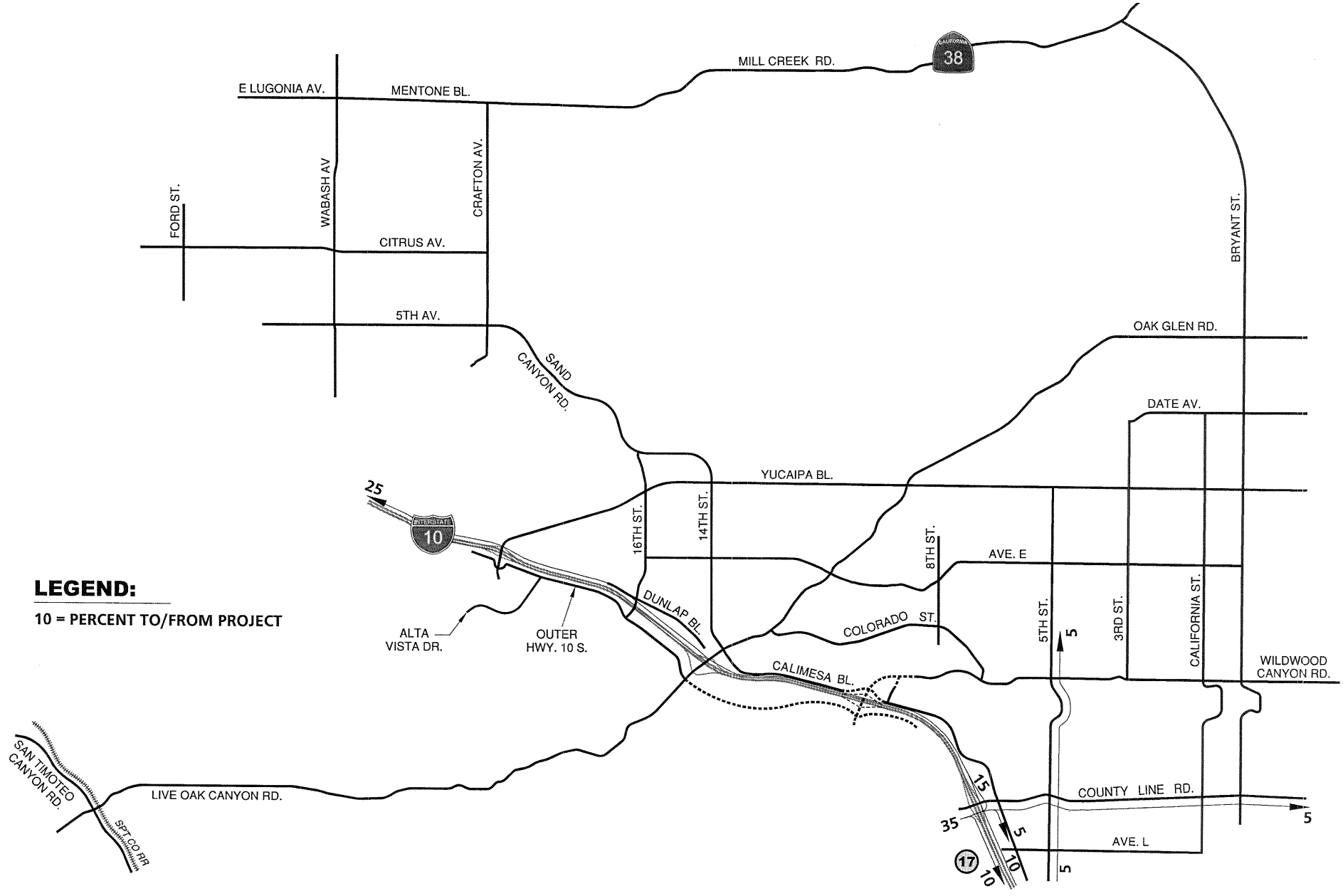
EXHIBIT 4.4-16

CUMULATIVE PROJECT 16 TRIP DISTRIBUTION



4.1-16

CUMULATIVE PROJECT 17 - CALIMESA MIXED USE WEST OF I-10 FREEWAY TRIP DISTRIBUTION

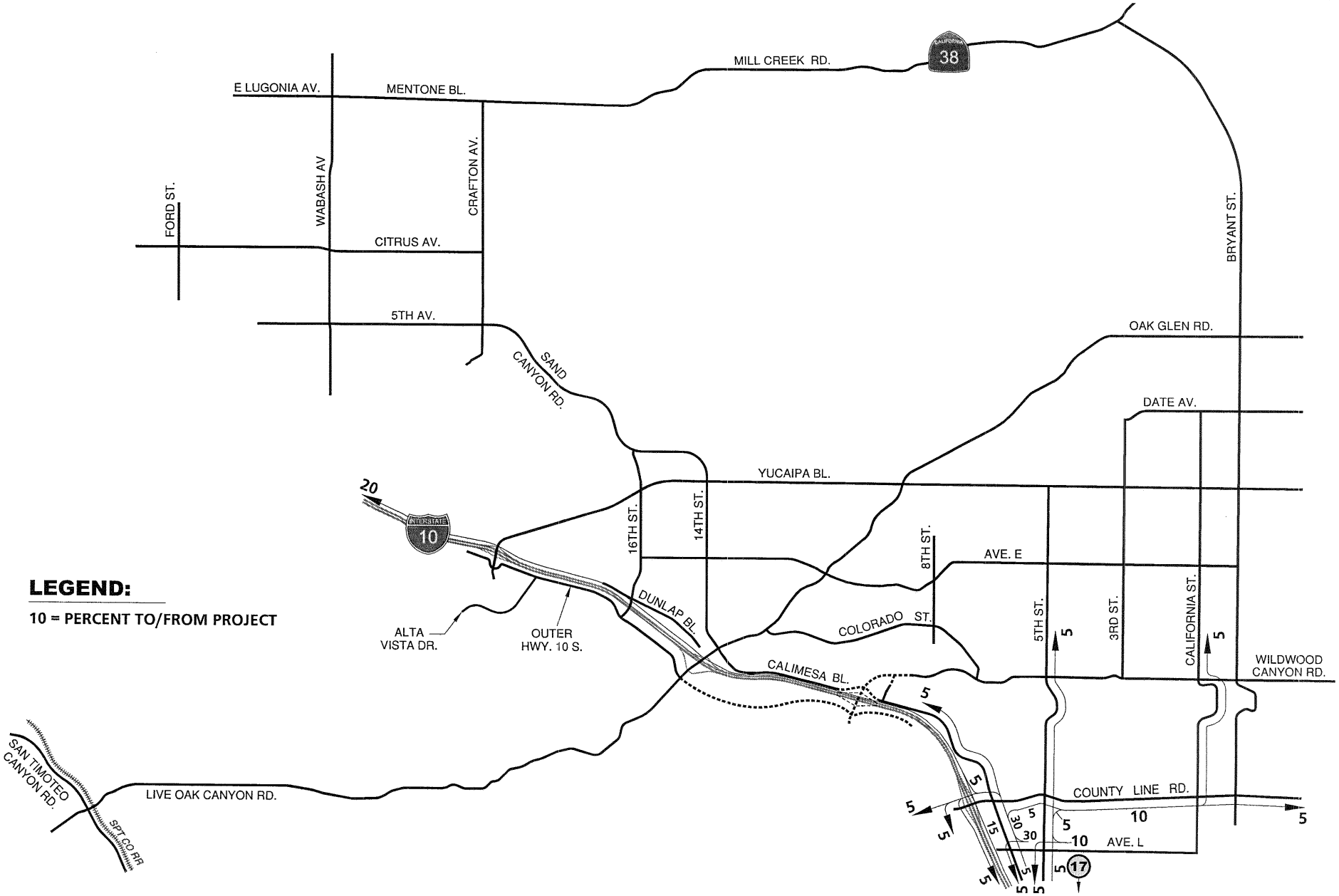


LEGEND:

10 = PERCENT TO/FROM PROJECT

EXHIBIT 4.4-18

CUMULATIVE PROJECT 17 - CALIMESA MIXED USE EAST OF I-10 FREEWAY TRIP DISTRIBUTION



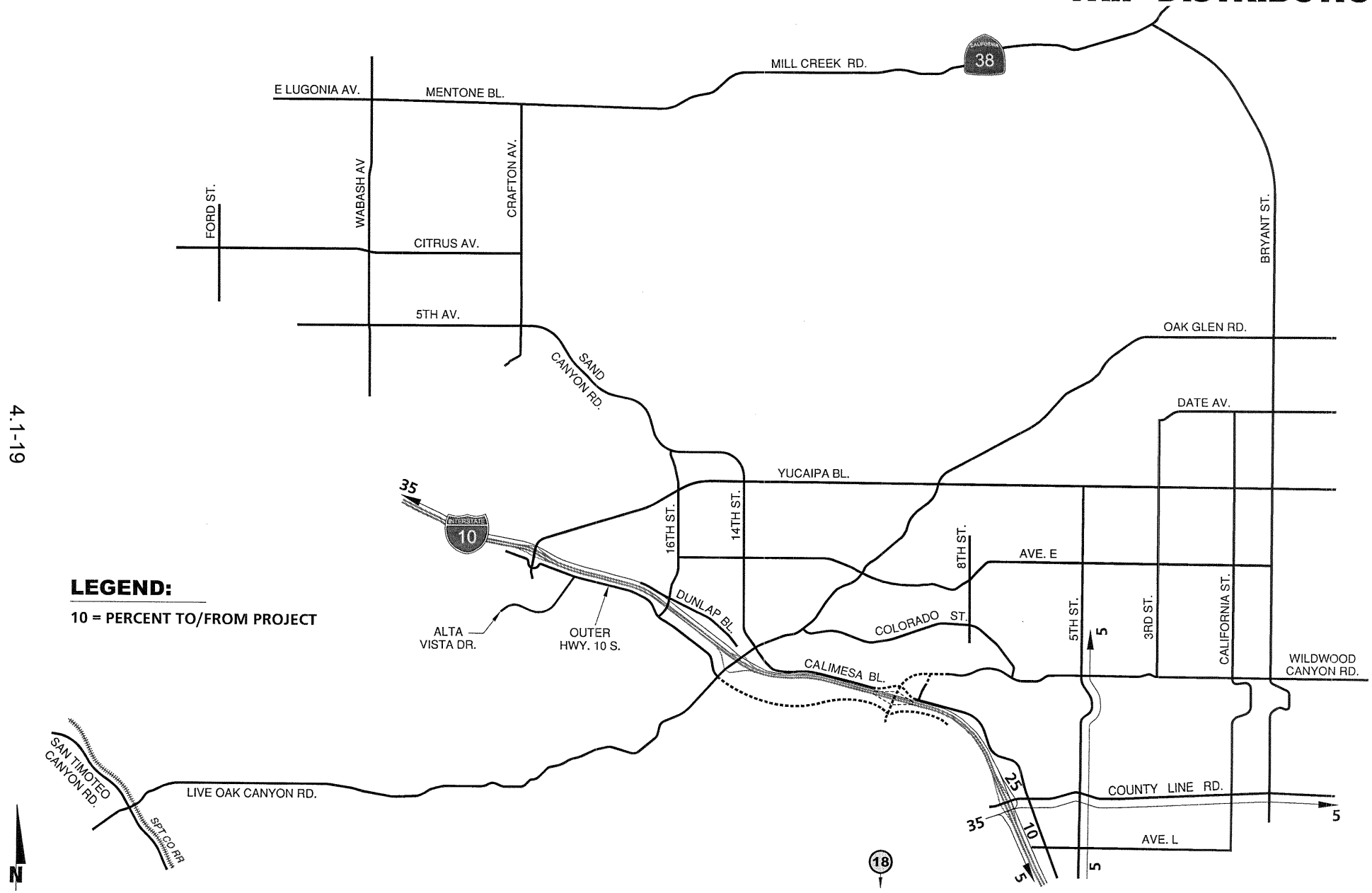
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-18

EXHIBIT 4.4-19

CUMULATIVE PROJECT 18 - FIESTA PROPERTY TRIP DISTRIBUTION



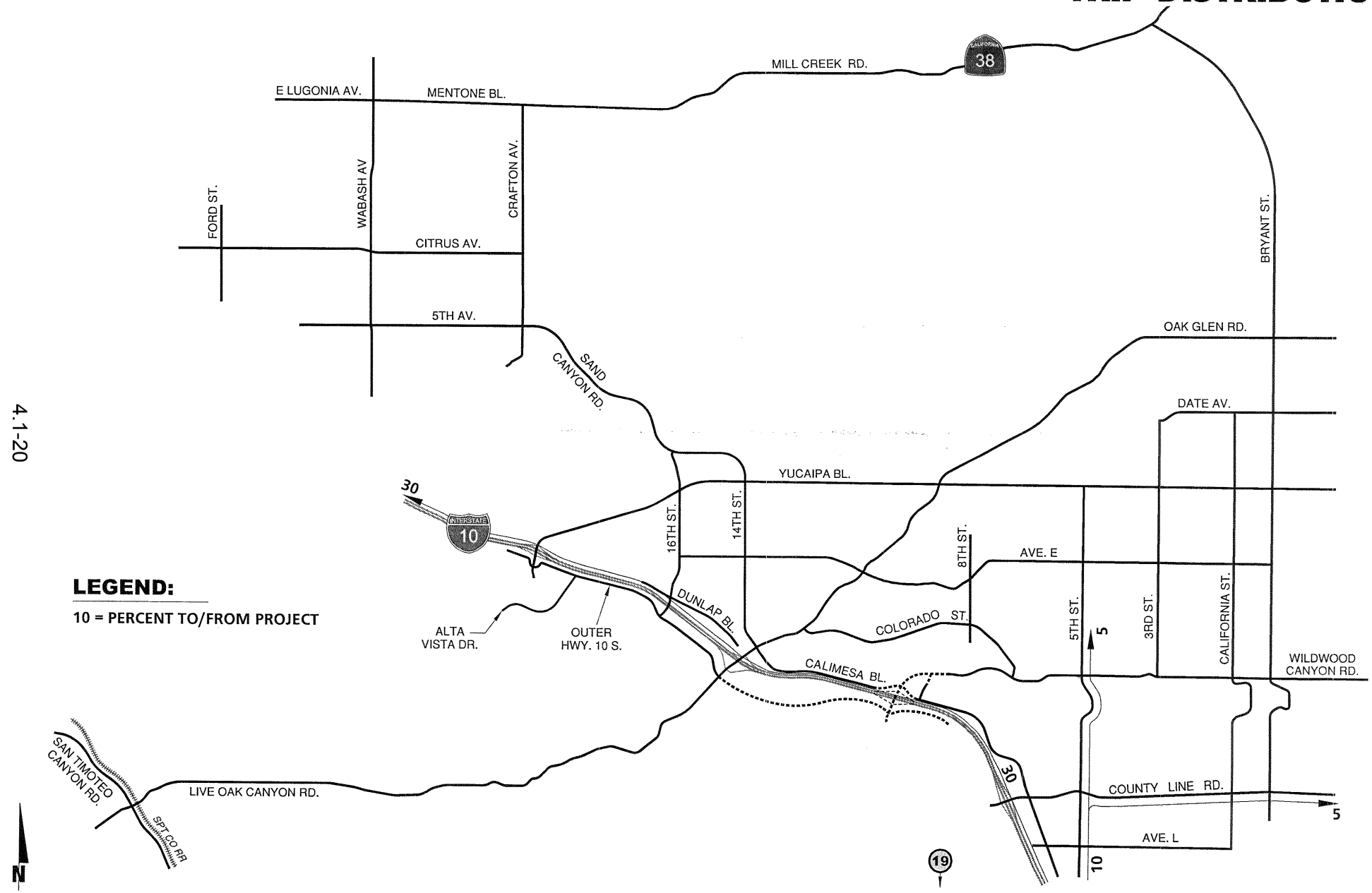
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-19

EXHIBIT 4.4-20

CUMULATIVE PROJECT 19 - SUMMERWIND RANCH TRIP DISTRIBUTION



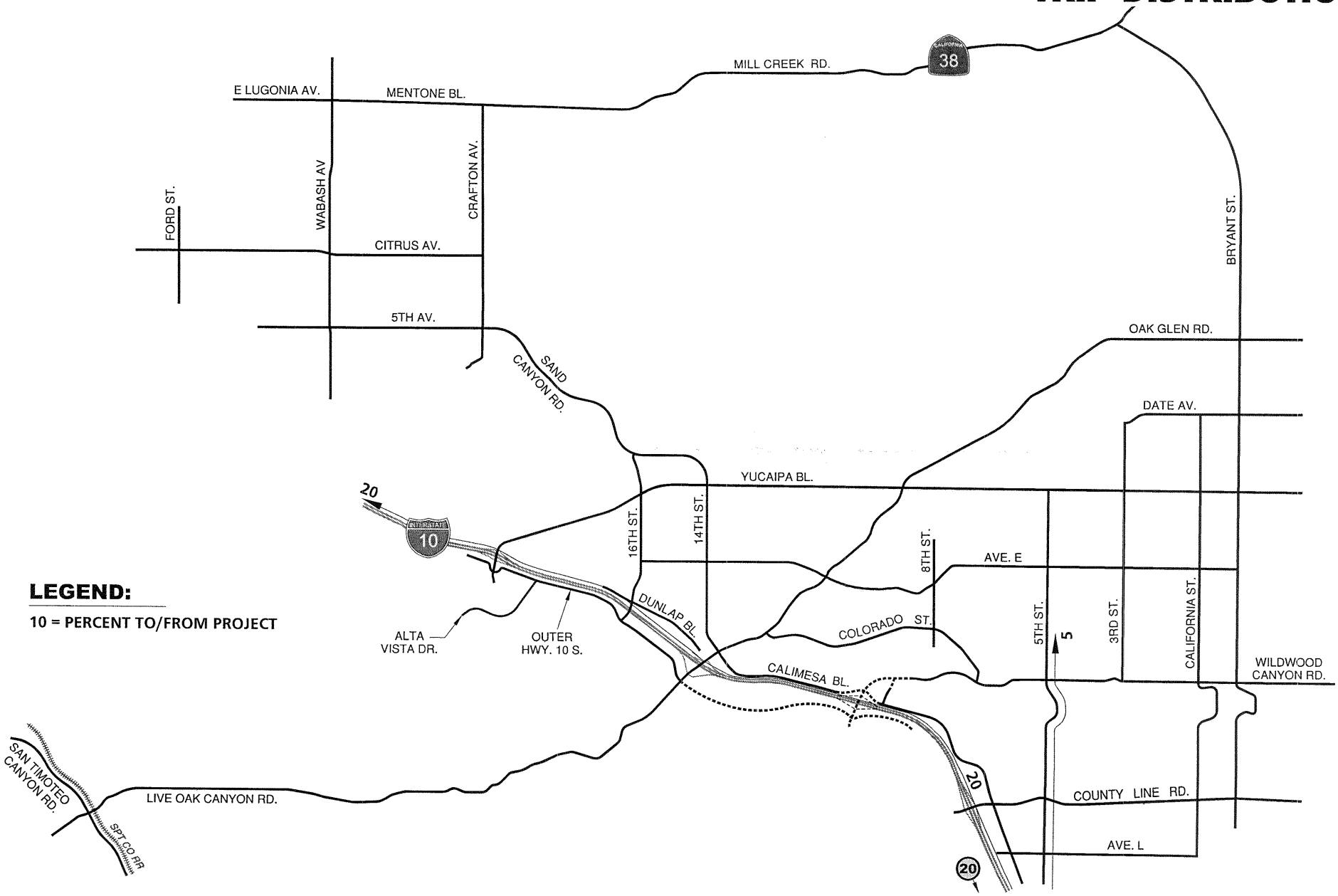
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-20

EXHIBIT 4.4-21

CUMULATIVE PROJECT 20 - TOWN CENTER TRIP DISTRIBUTION



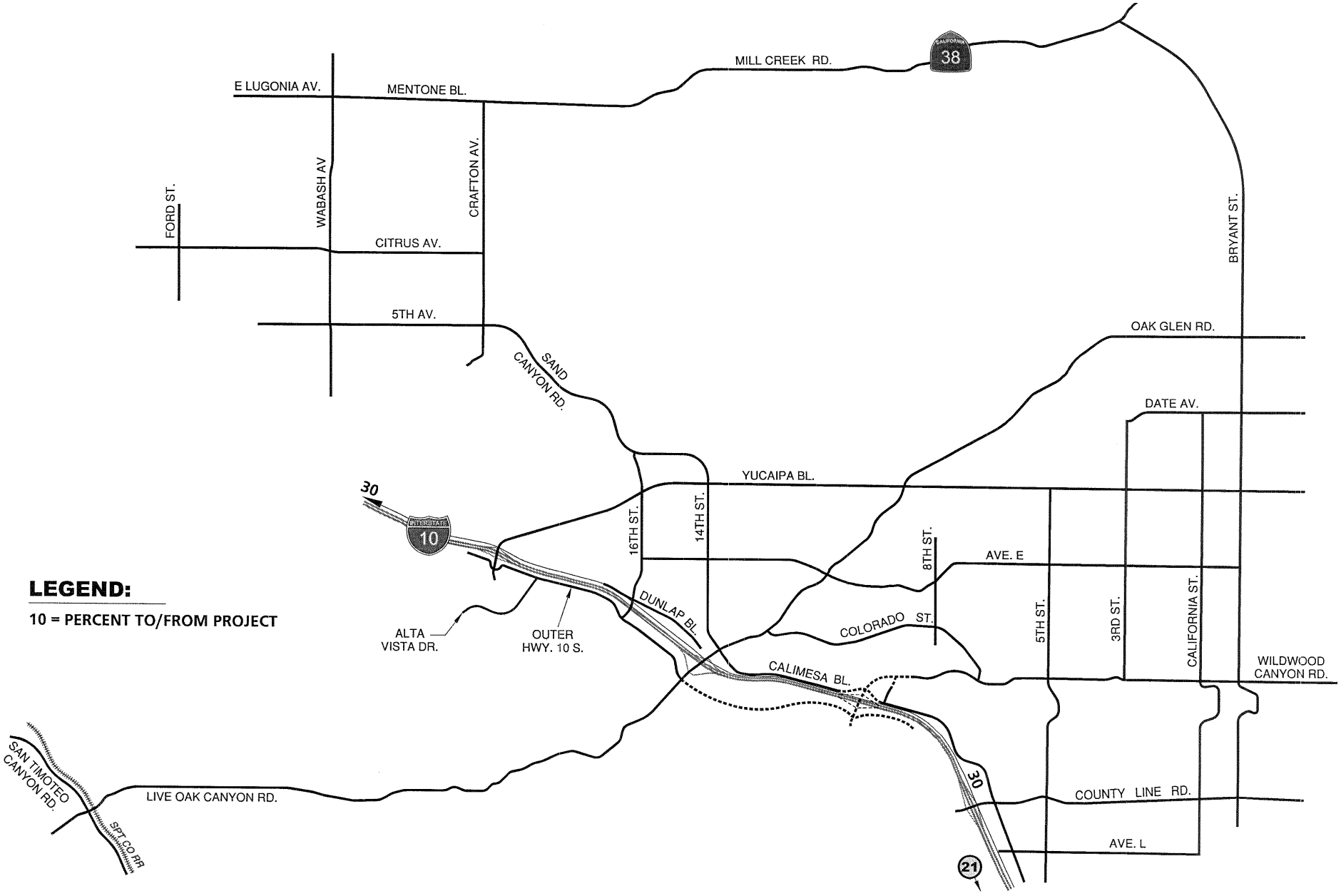
LEGEND:

10 = PERCENT TO/FROM PROJECT

4.1-21

EXHIBIT 4.4-22

CUMULATIVE PROJECT 21 - OAK VALLEY TRIP DISTRIBUTION



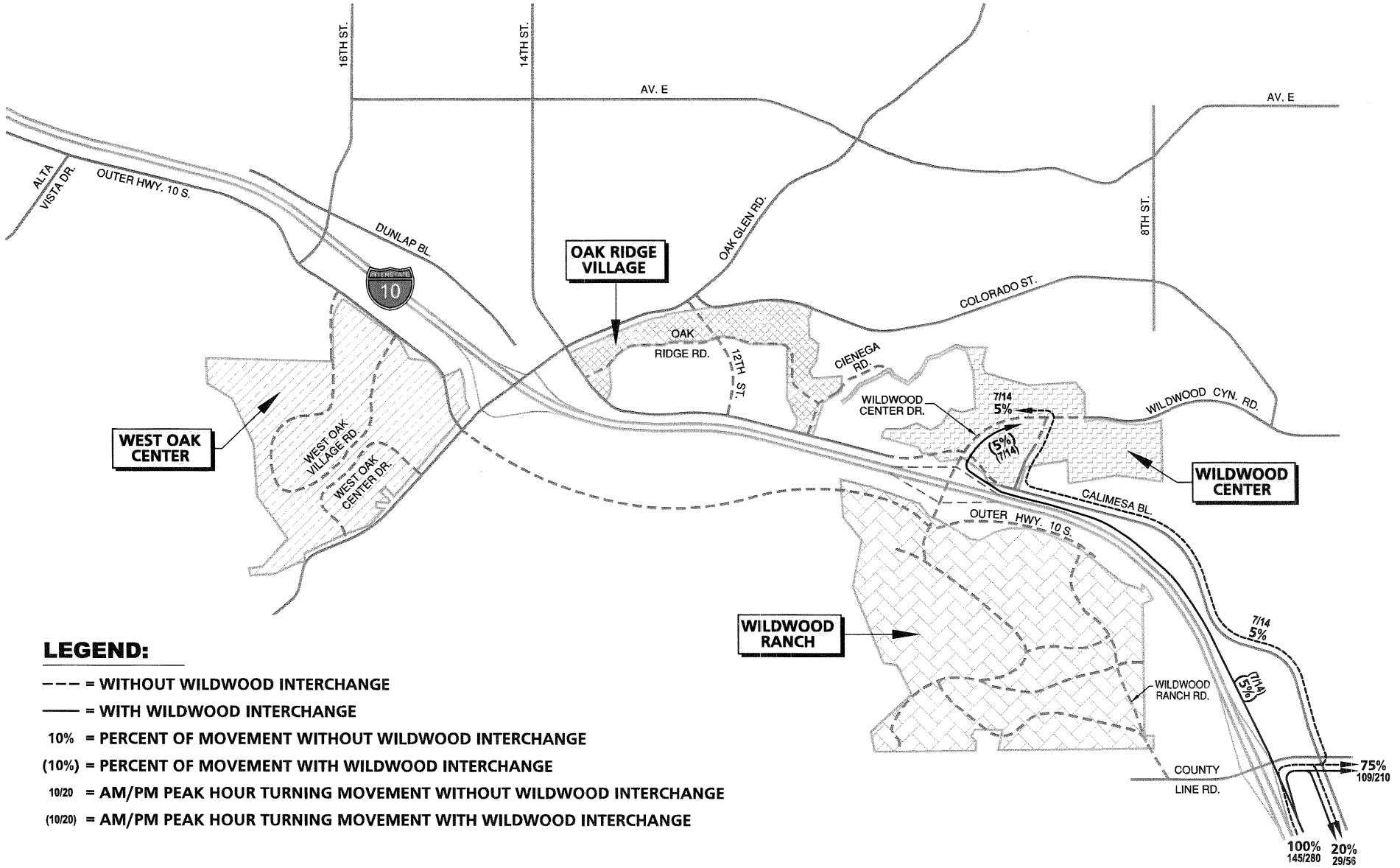
URBAN CROSSROADS

APPENDIX 4.2

2008 Background Traffic Pattern Changes for 2030 Conditions
without and with I-10/Wildwood Interchange

EXHIBIT 4.1-1

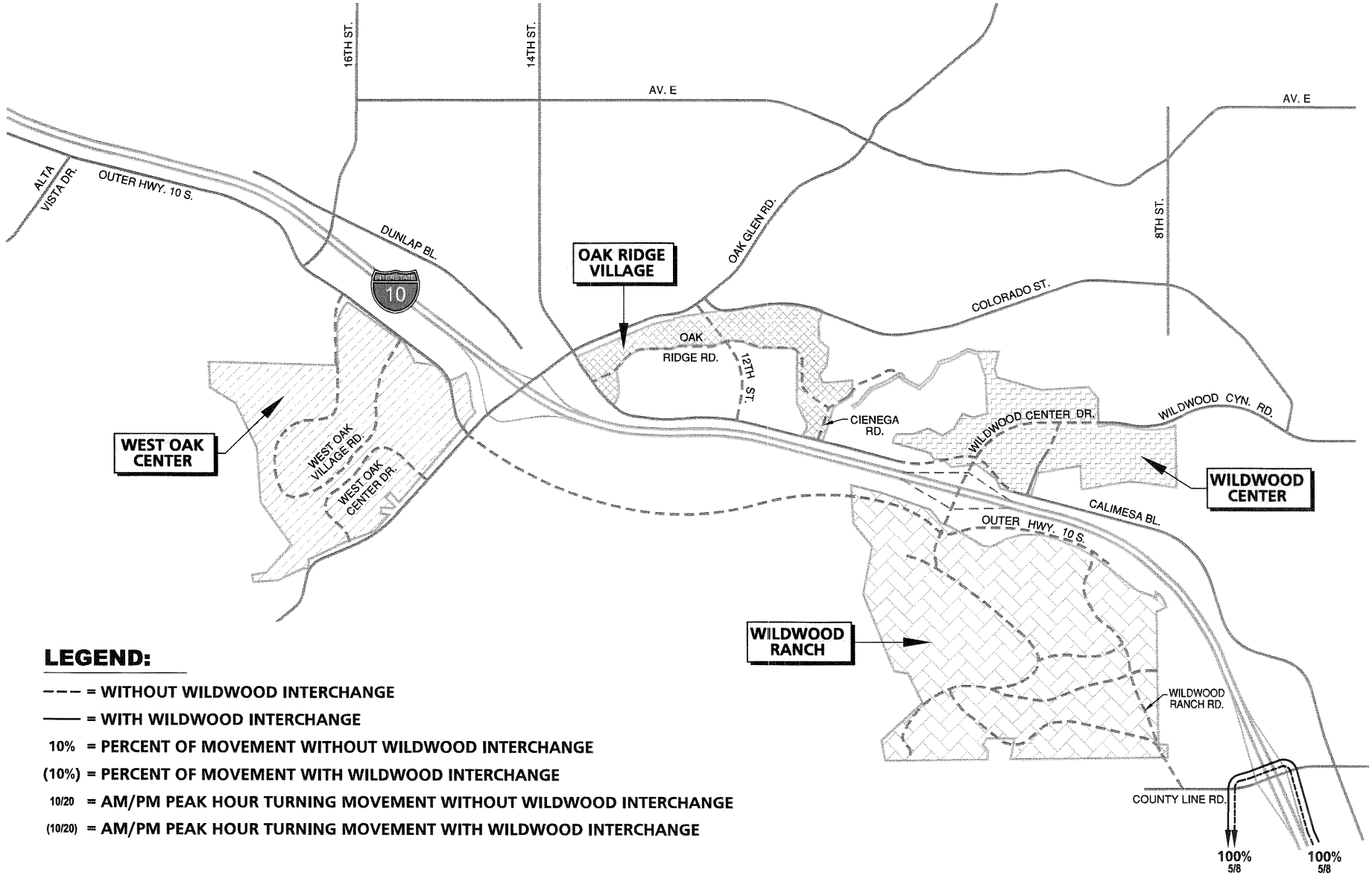
2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE WESTBOUND OFF-RAMPS RIGHT TURN



4.2-1

EXHIBIT 4.1-2

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE WESTBOUND OFF-RAMPS LEFT TURN



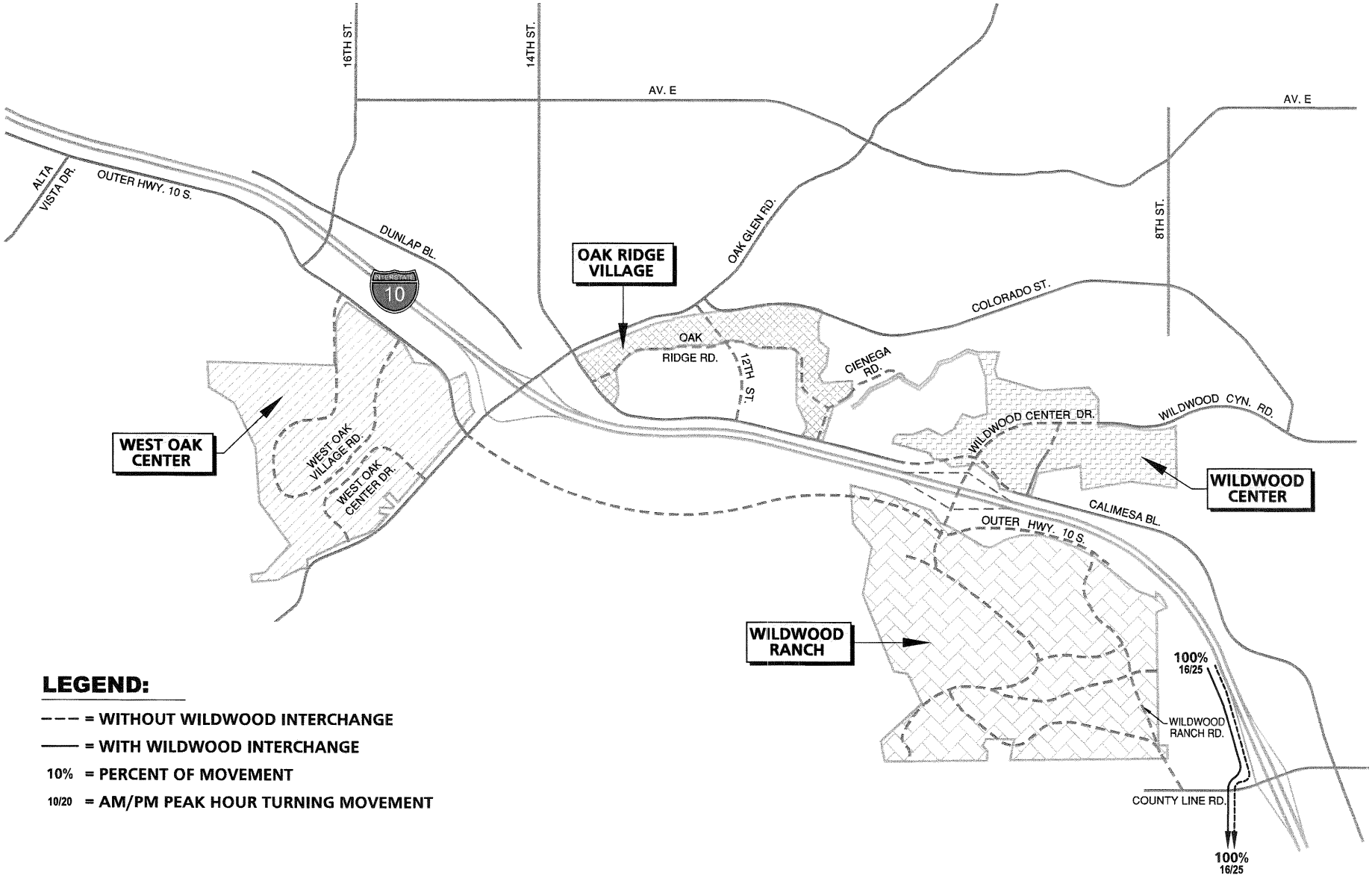
LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

N

EXHIBIT 4.1-3

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE EASTBOUND OFF-RAMPS RIGHT TURN



4.2-3

EXHIBIT 4.1-4

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE EASTBOUND OFF-RAMPS LEFT TURN

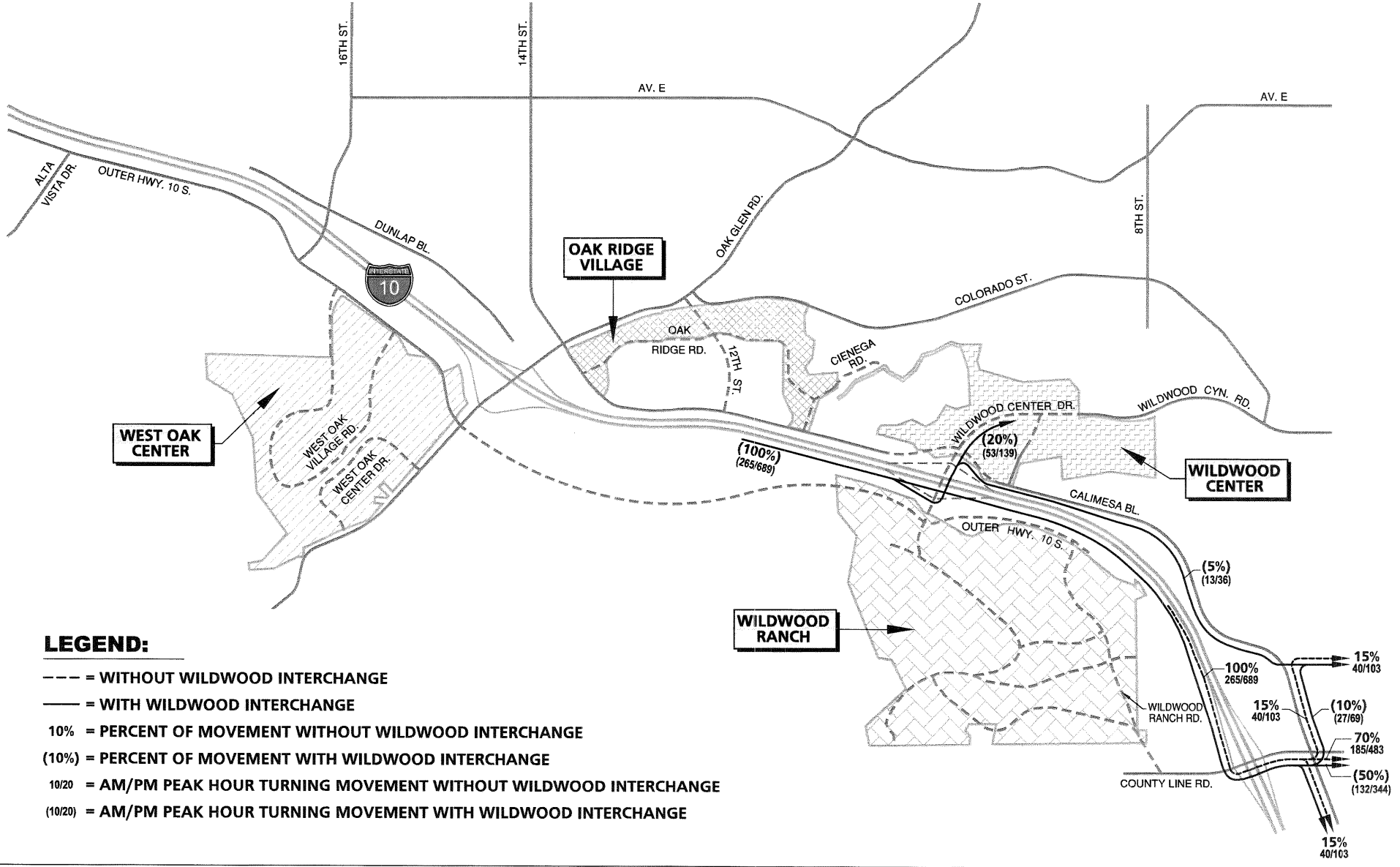
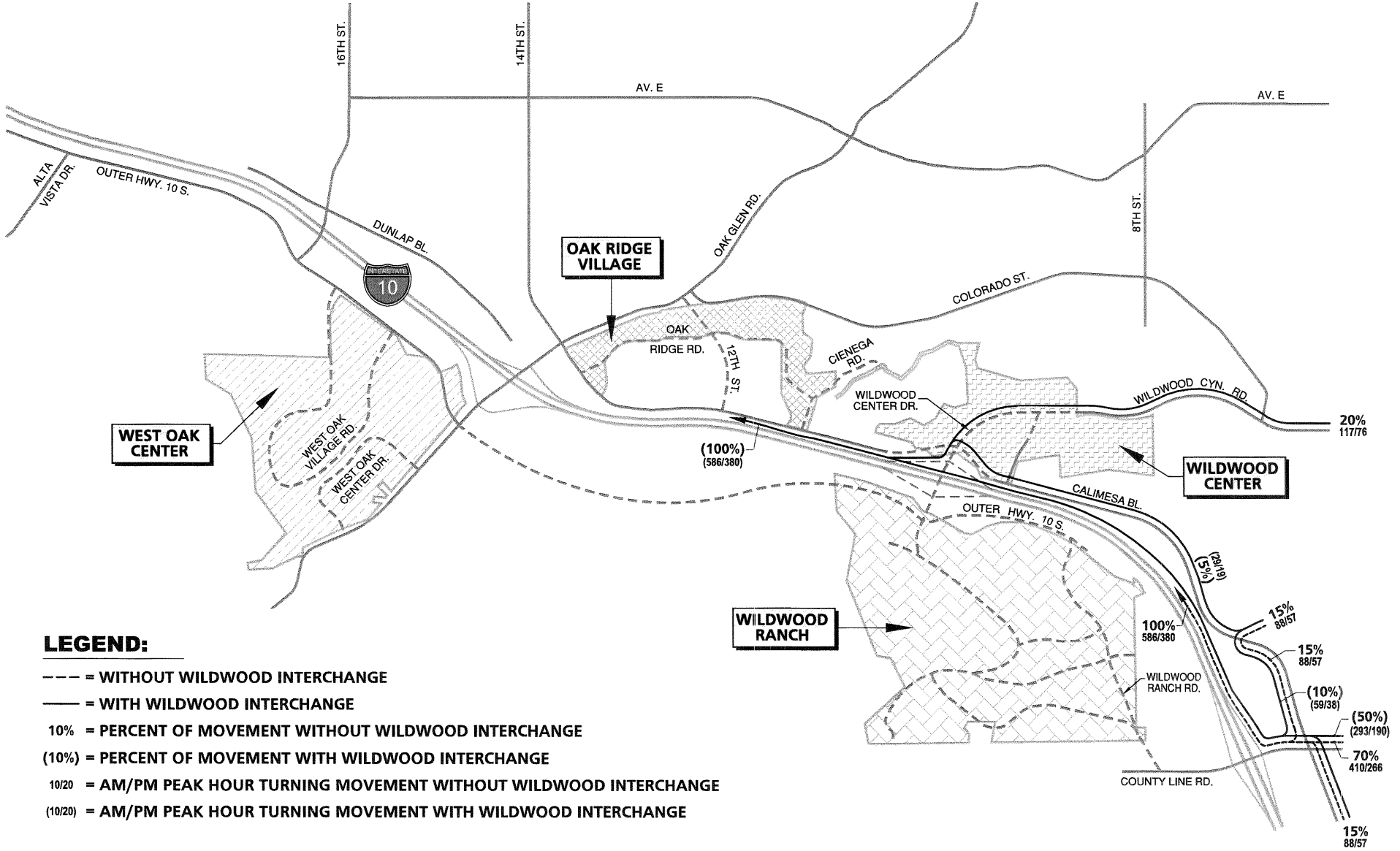


EXHIBIT 4.1-5

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE WESTBOUND ON-RAMPS RIGHT TURN



LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

N

4.2-5

EXHIBIT 4.1-6

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE WESTBOUND ON-RAMPS LEFT TURN

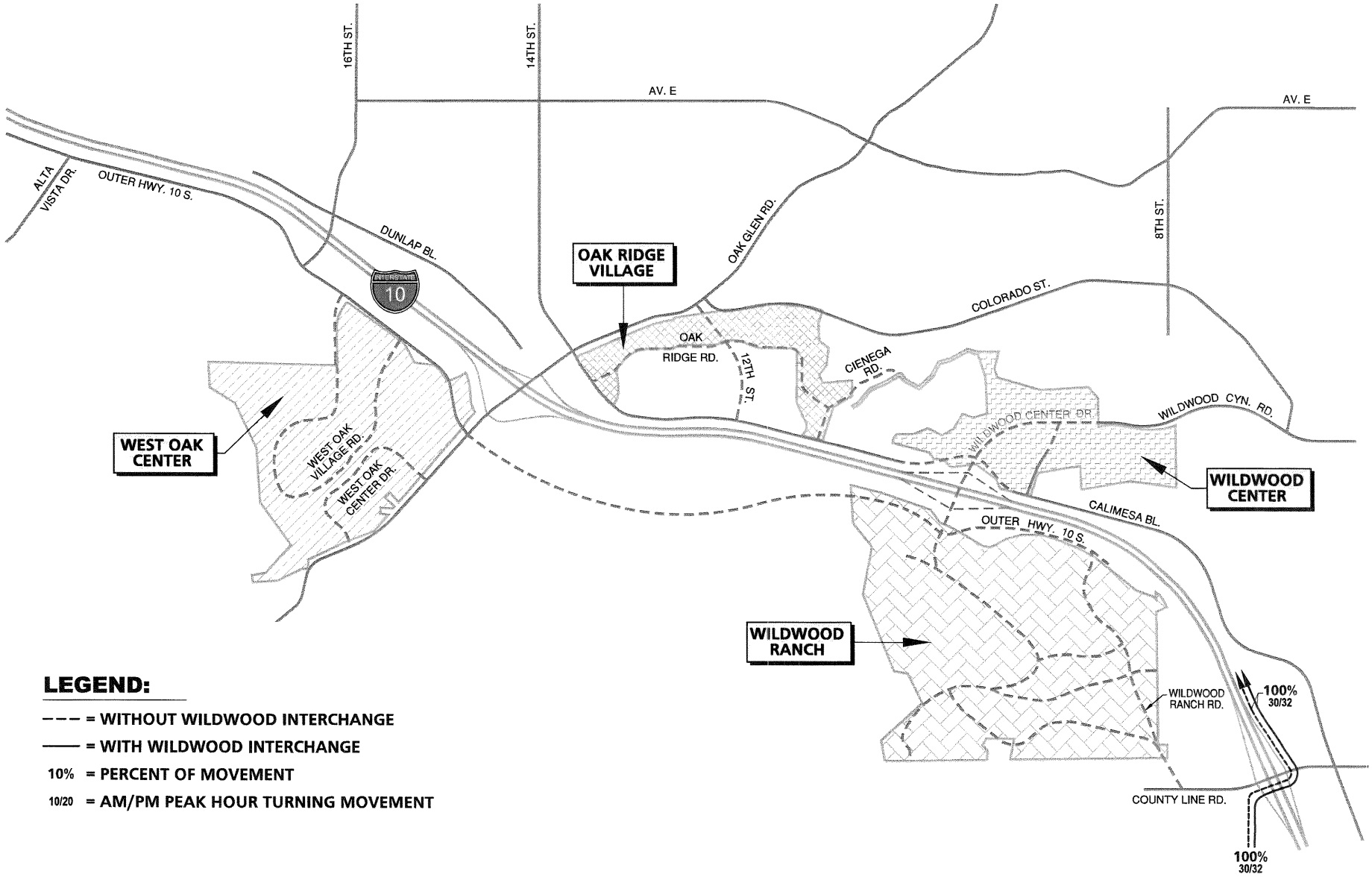
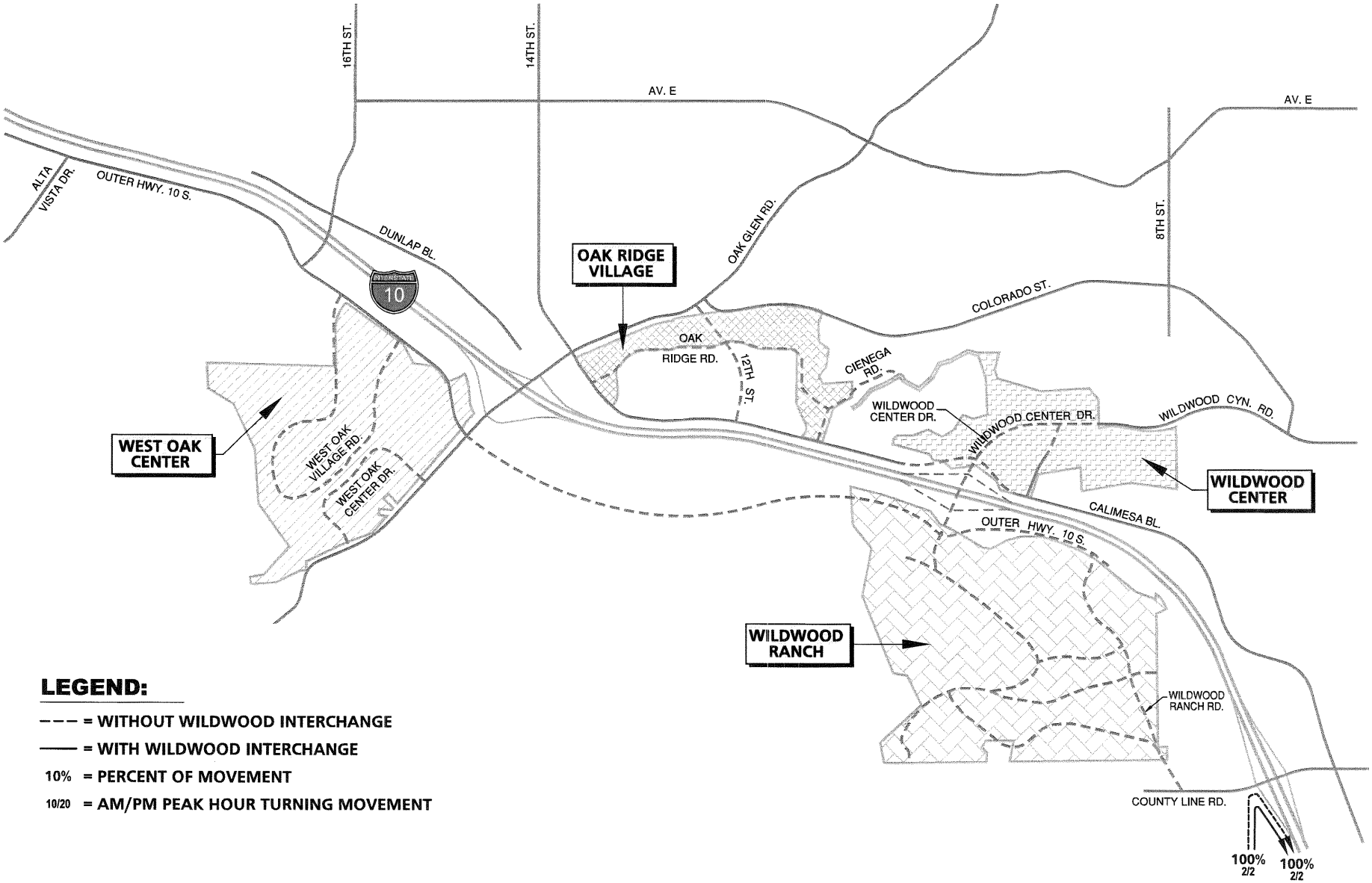


EXHIBIT 4.1-7

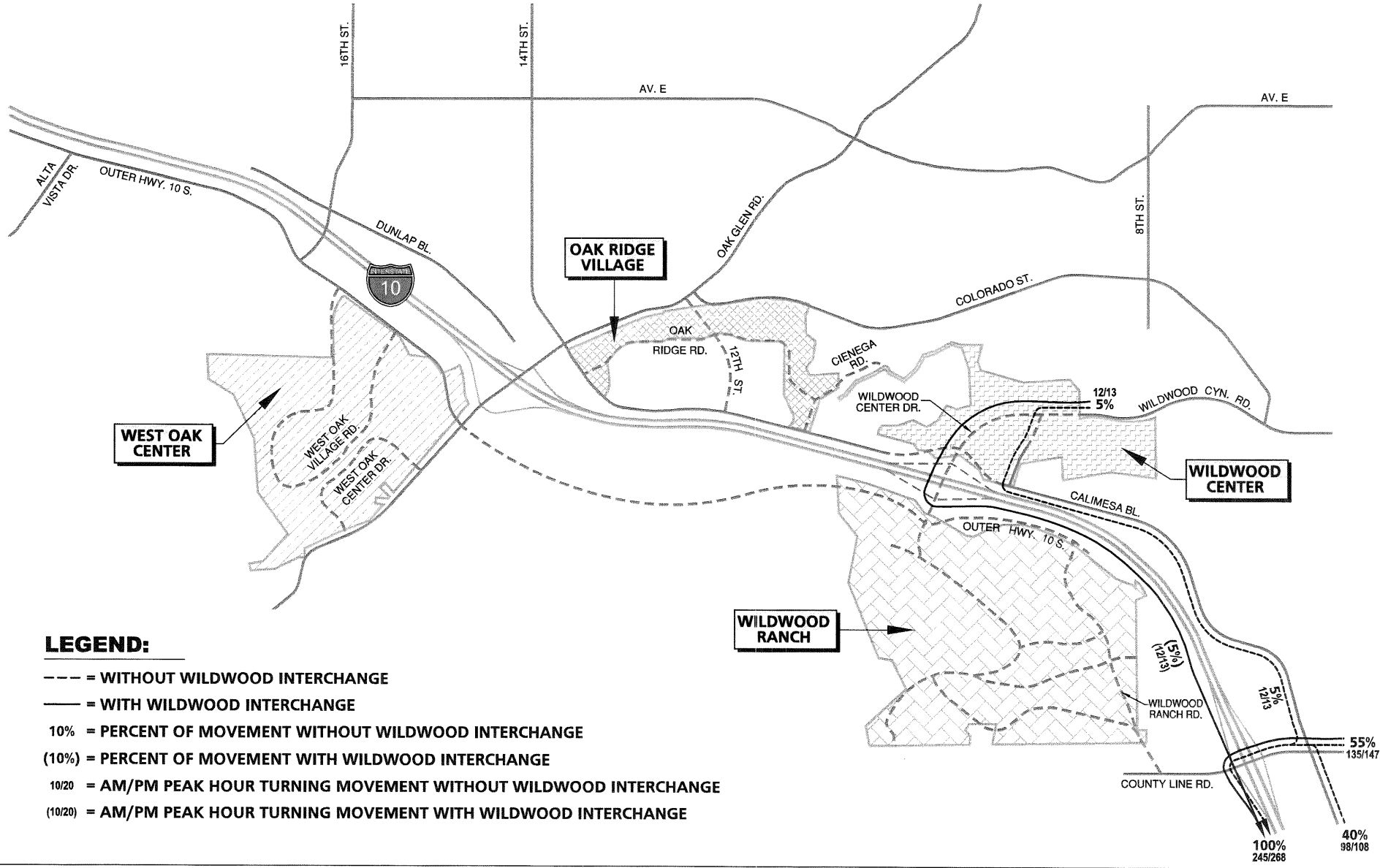
2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE EASTBOUND ON-RAMPS RIGHT TURN



URBAN CROSSROADS

EXHIBIT 4.1-8

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, I-10/COUNTY LINE INTERCHANGE EASTBOUND ON-RAMPS LEFT TURN



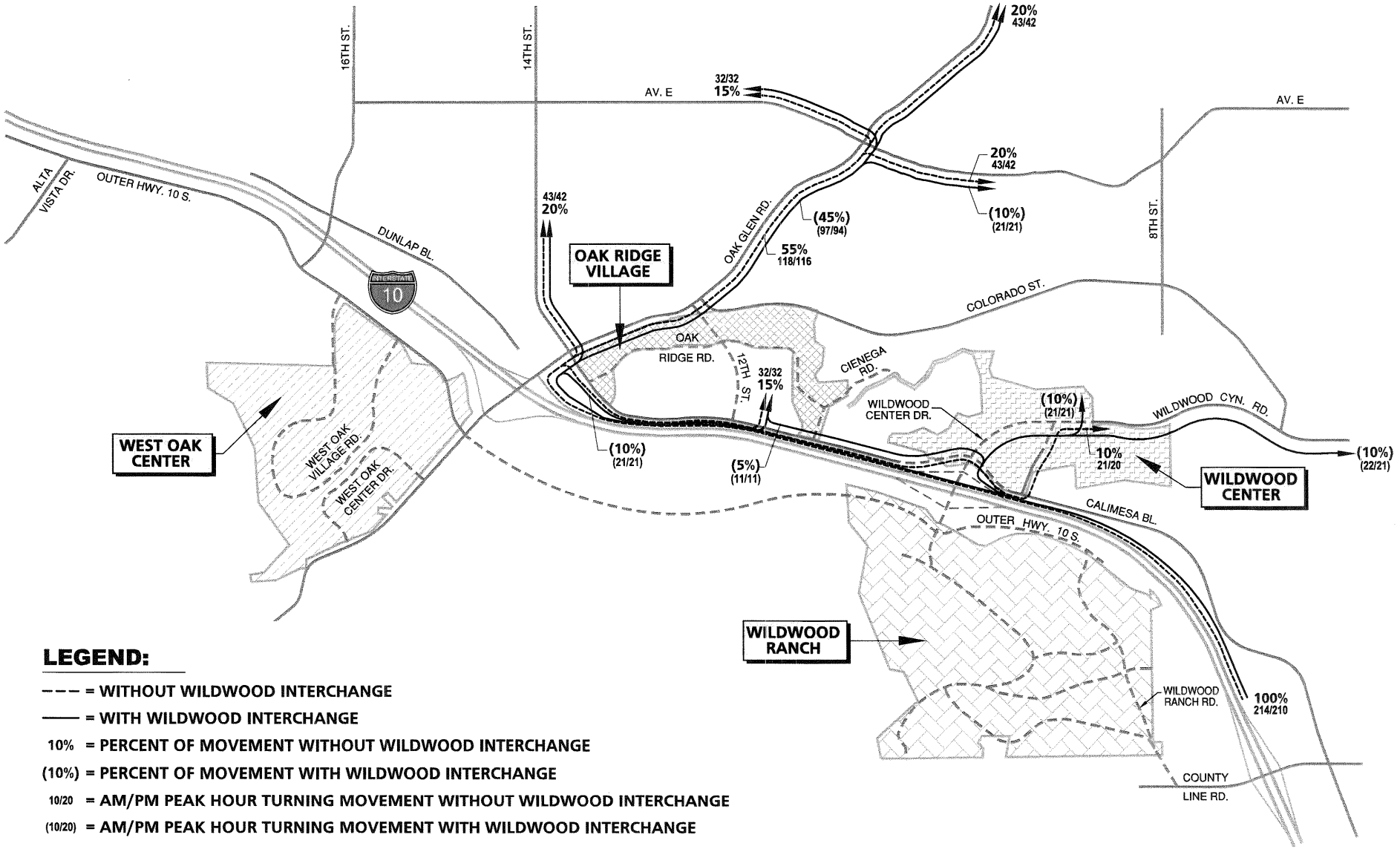
LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

URBAN CROSSROADS

EXHIBIT 4.1-9

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE WESTBOUND OFF-RAMPS RIGHT TURN



LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- ——— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

N

EXHIBIT 4.1-10

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE WESTBOUND OFF-RAMPS LEFT TURN

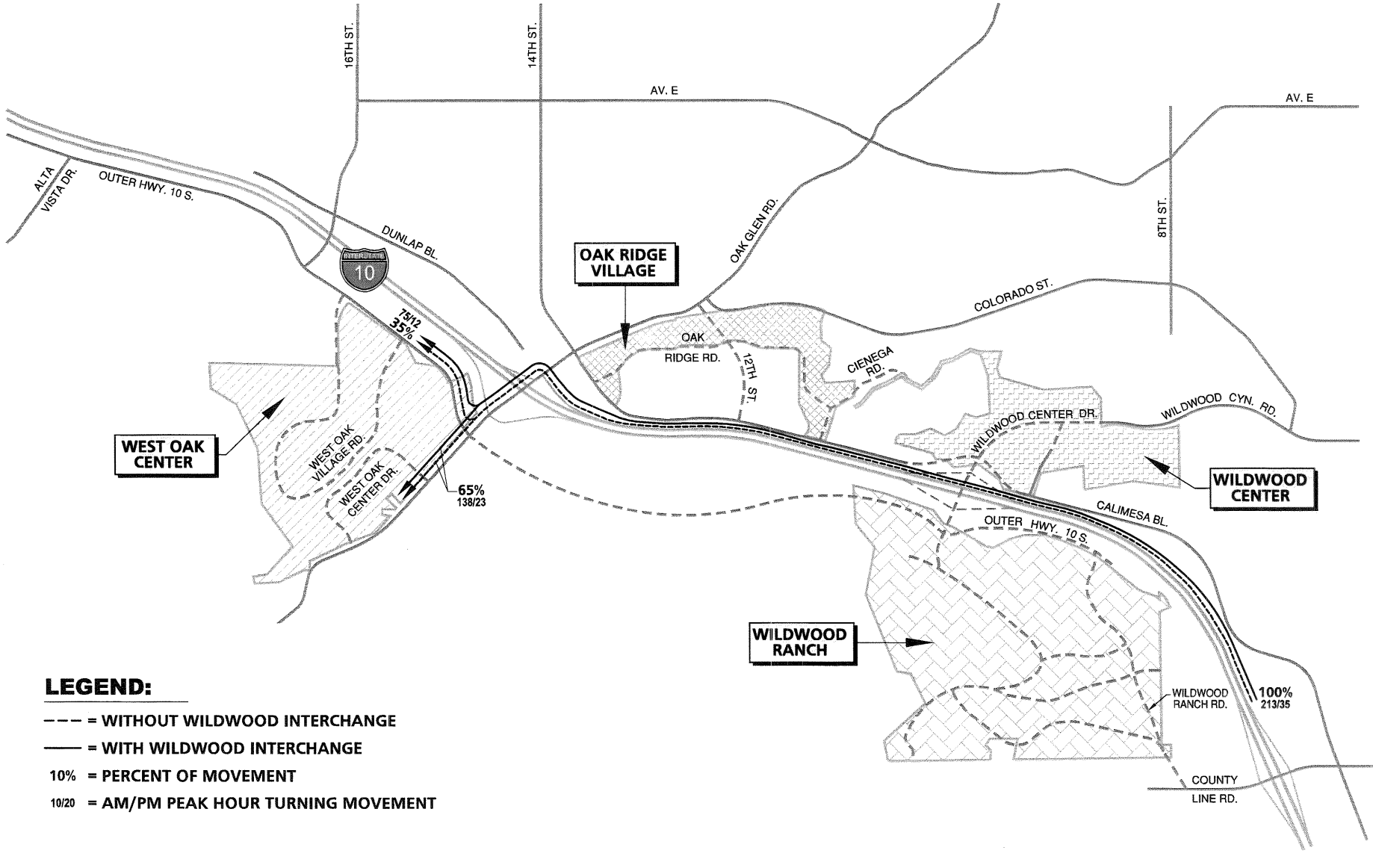


EXHIBIT 4.1-11

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE EASTBOUND OFF-RAMPS RIGHT TURN

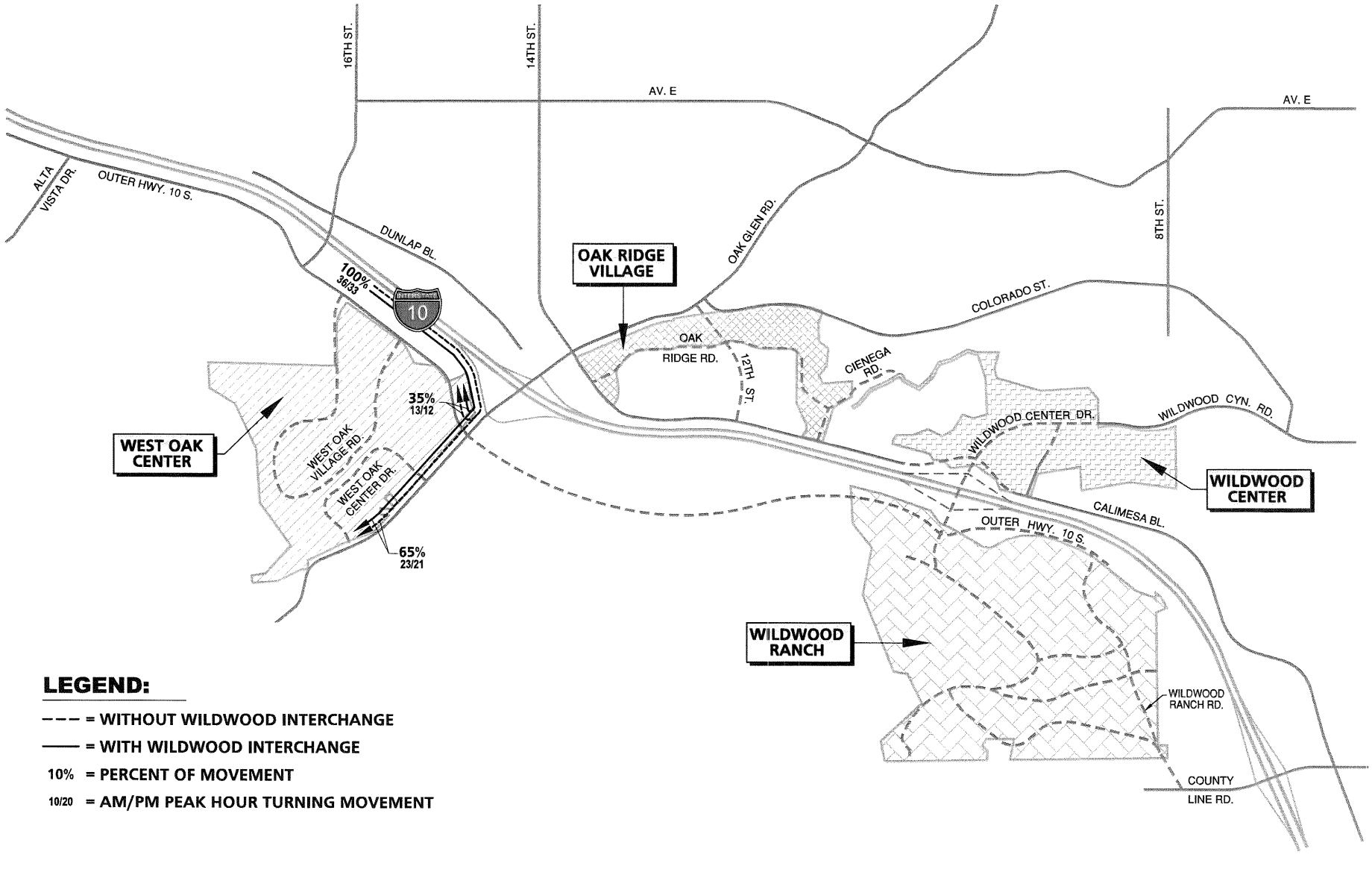
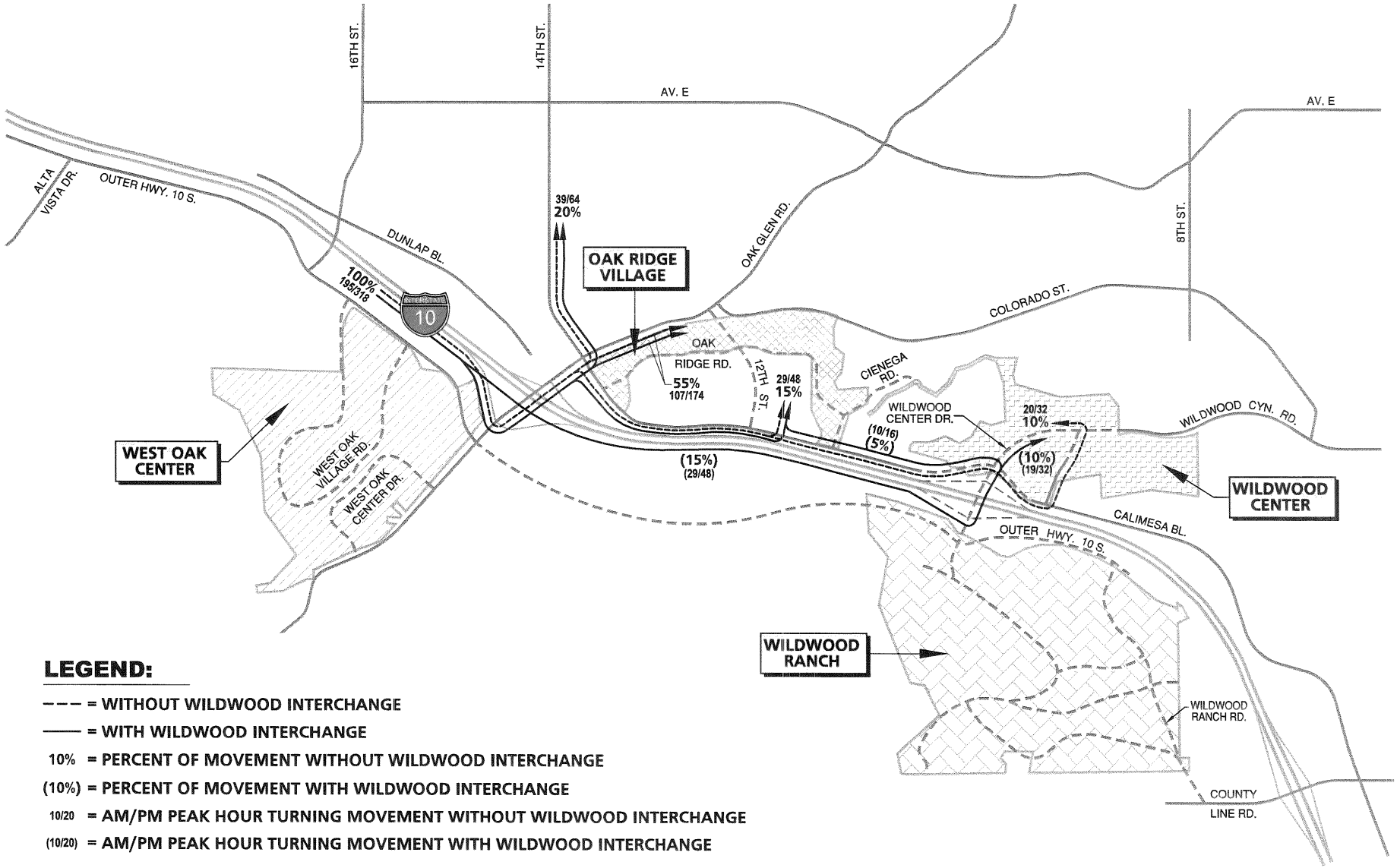


EXHIBIT 4.1-12

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE EASTBOUND OFF-RAMPS LEFT TURN



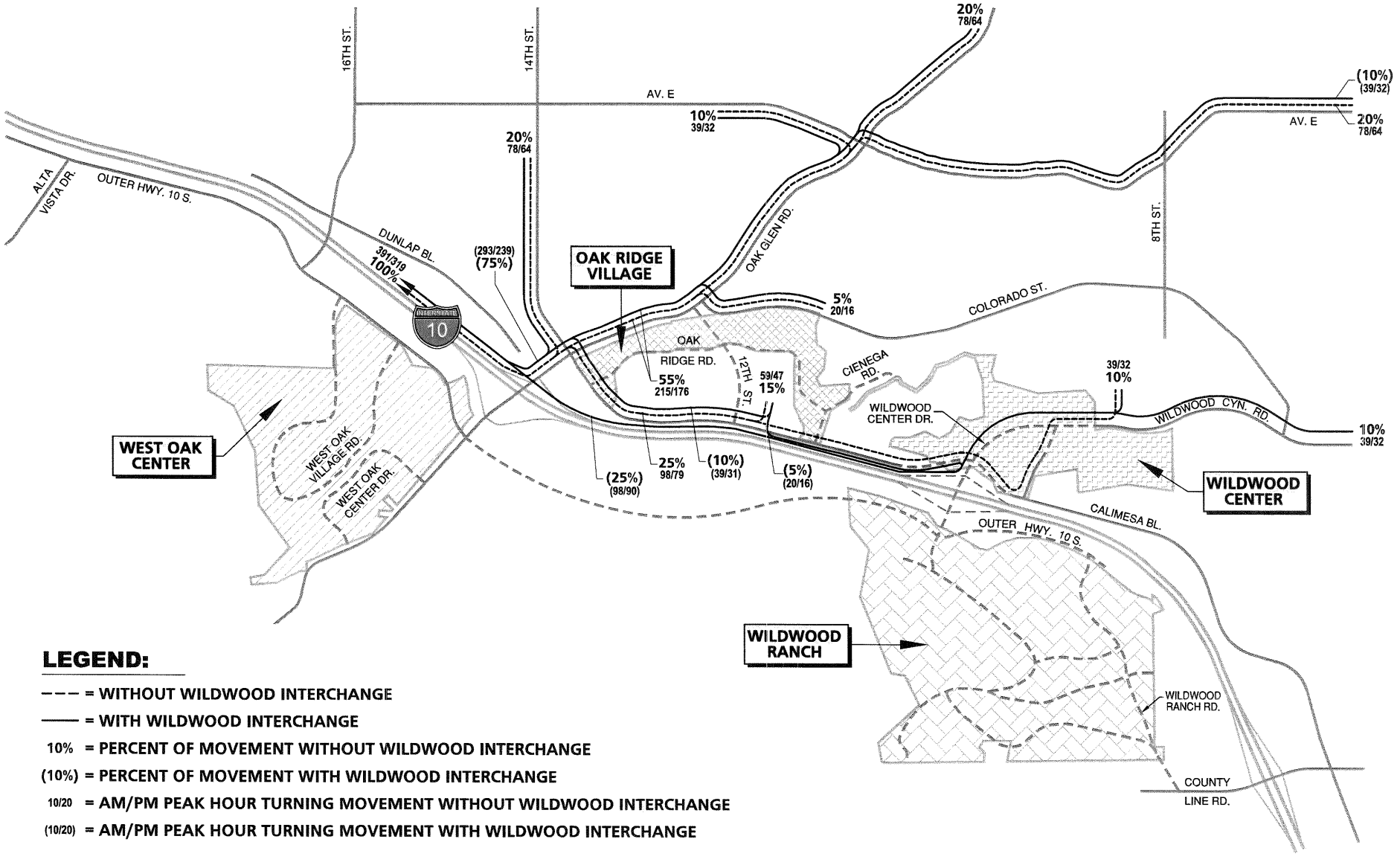
LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- ——— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

N

EXHIBIT 4.1-13

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE WESTBOUND ON-RAMPS RIGHT TURN



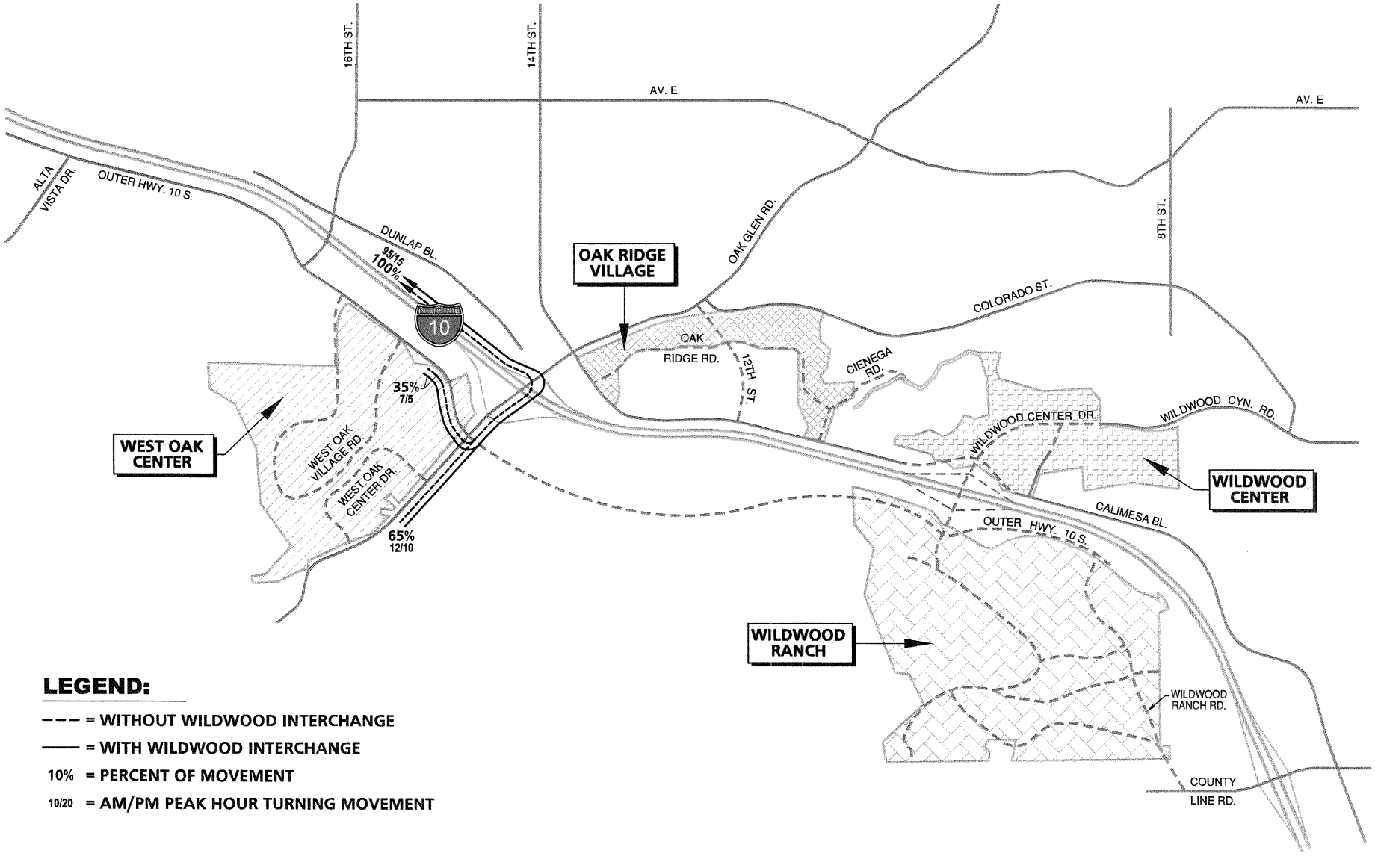
4.2-13

LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

EXHIBIT 4.1-14

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE WESTBOUND ON-RAMPS LEFT TURN



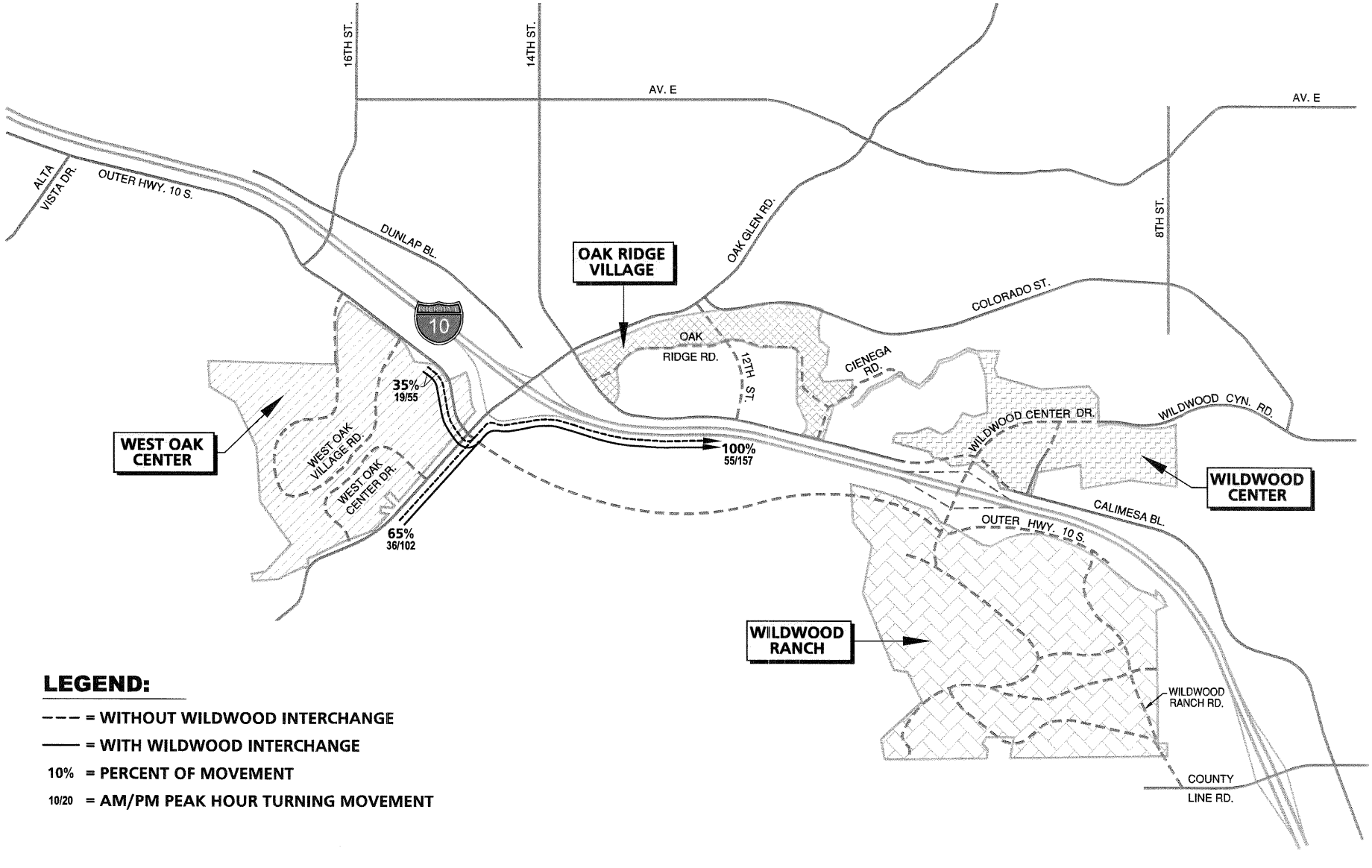
LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT

N

EXHIBIT 4.1-15

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE EASTBOUND ON-RAMPS RIGHT TURN

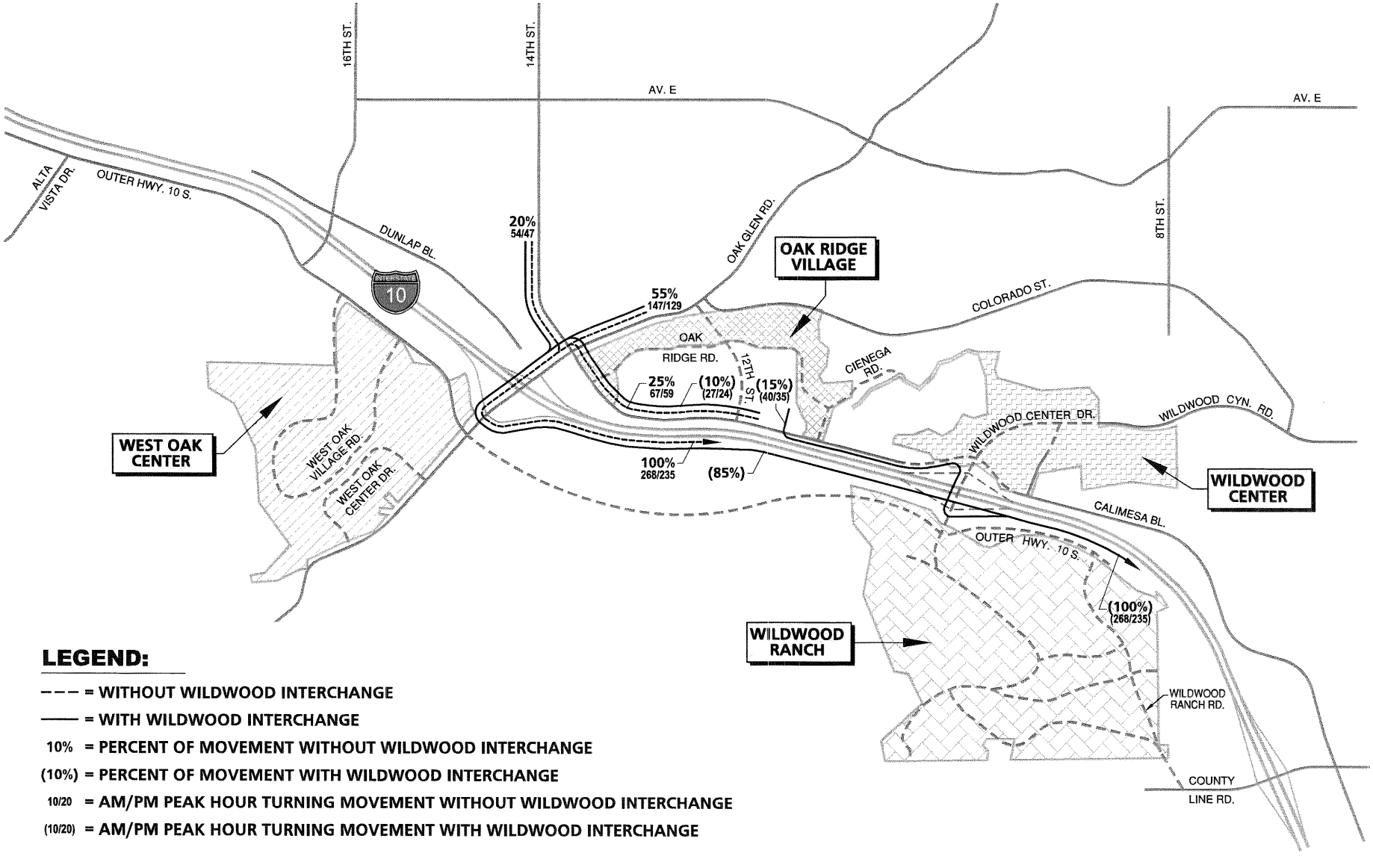


LEGEND:

- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT

N

2008 BACKGROUND TRAFFIC PATTERN CHANGES FOR 2020 CONDITIONS WITHOUT AND WITH I-10/WILDWOOD INTERCHANGE, OAK GLEN ROAD - LIVE OAK CANYON ROAD/I-10 INTERCHANGE EASTBOUND ON-RAMPS LEFT TURN



LEGEND:

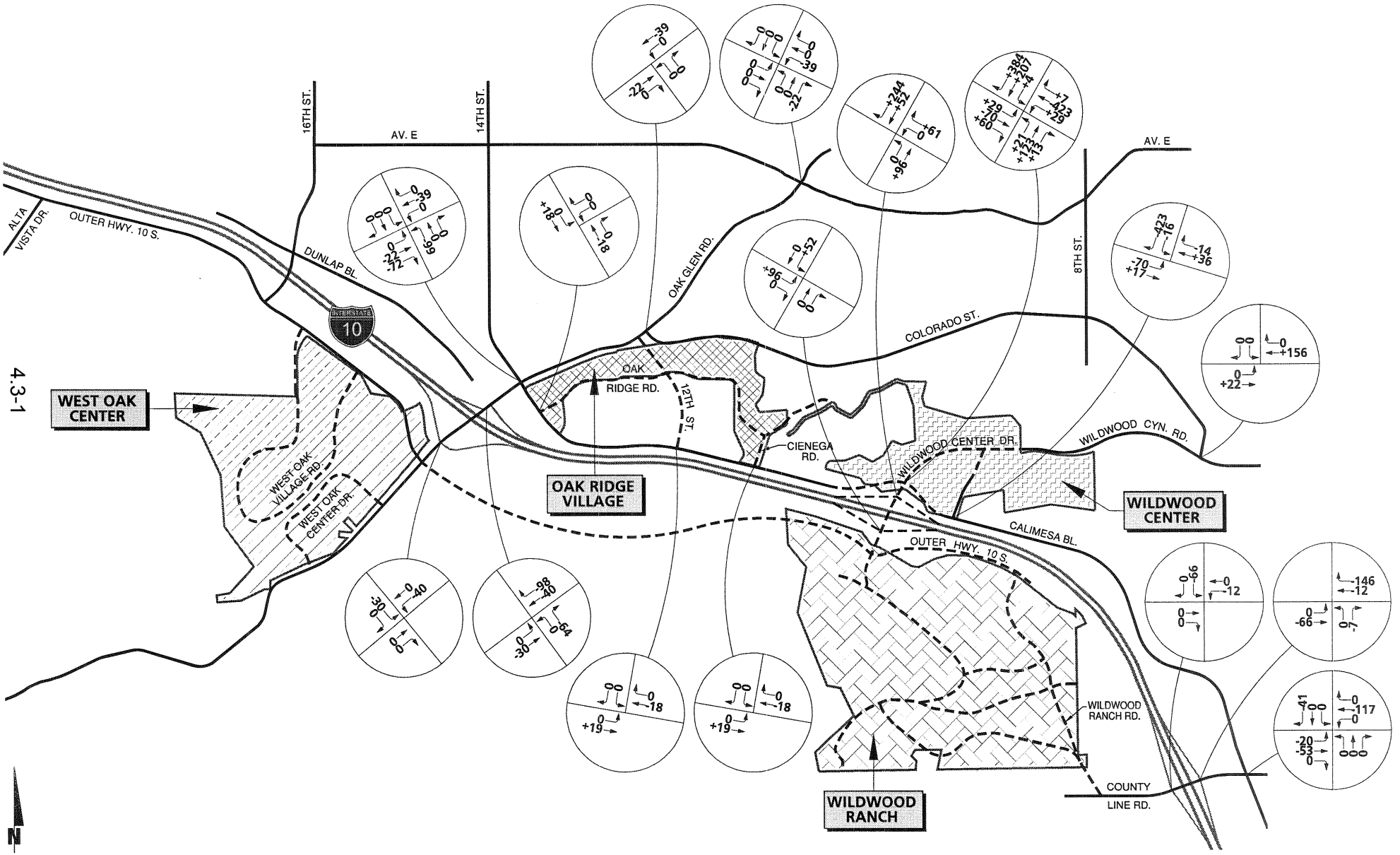
- – – – = WITHOUT WILDWOOD INTERCHANGE
- —— = WITH WILDWOOD INTERCHANGE
- 10% = PERCENT OF MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10%) = PERCENT OF MOVEMENT WITH WILDWOOD INTERCHANGE
- 10/20 = AM/PM PEAK HOUR TURNING MOVEMENT WITHOUT WILDWOOD INTERCHANGE
- (10/20) = AM/PM PEAK HOUR TURNING MOVEMENT WITH WILDWOOD INTERCHANGE

APPENDIX 4.3

Volumes Changes to 2008 Background Traffic
for 2030 Conditions with I-10/Wildwood Interchange

EXHIBIT 4.2-1

CHANGES TO 2008 BACKGROUND AM PEAK HOUR TRAFFIC FOR 2020 CONDITIONS WITH I-10/WILDWOOD INTERCHANGE



4.3-1

URBAN CROSSROADS

EXHIBIT 4.2-2

CHANGES TO 2008 BACKGROUND PM PEAK HOUR TRAFFIC FOR 2020 CONDITIONS WITH I-10/WILDWOOD INTERCHANGE

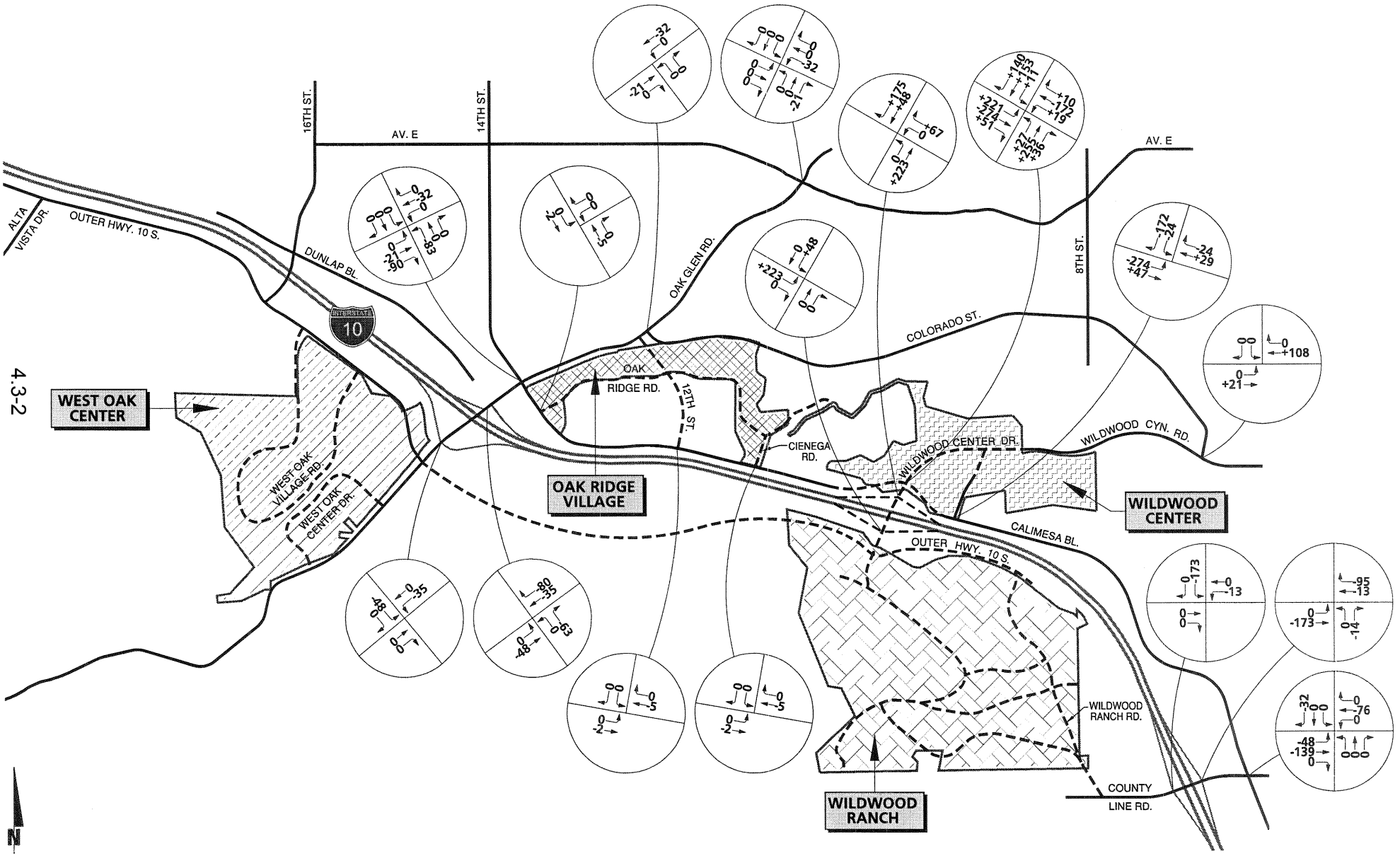
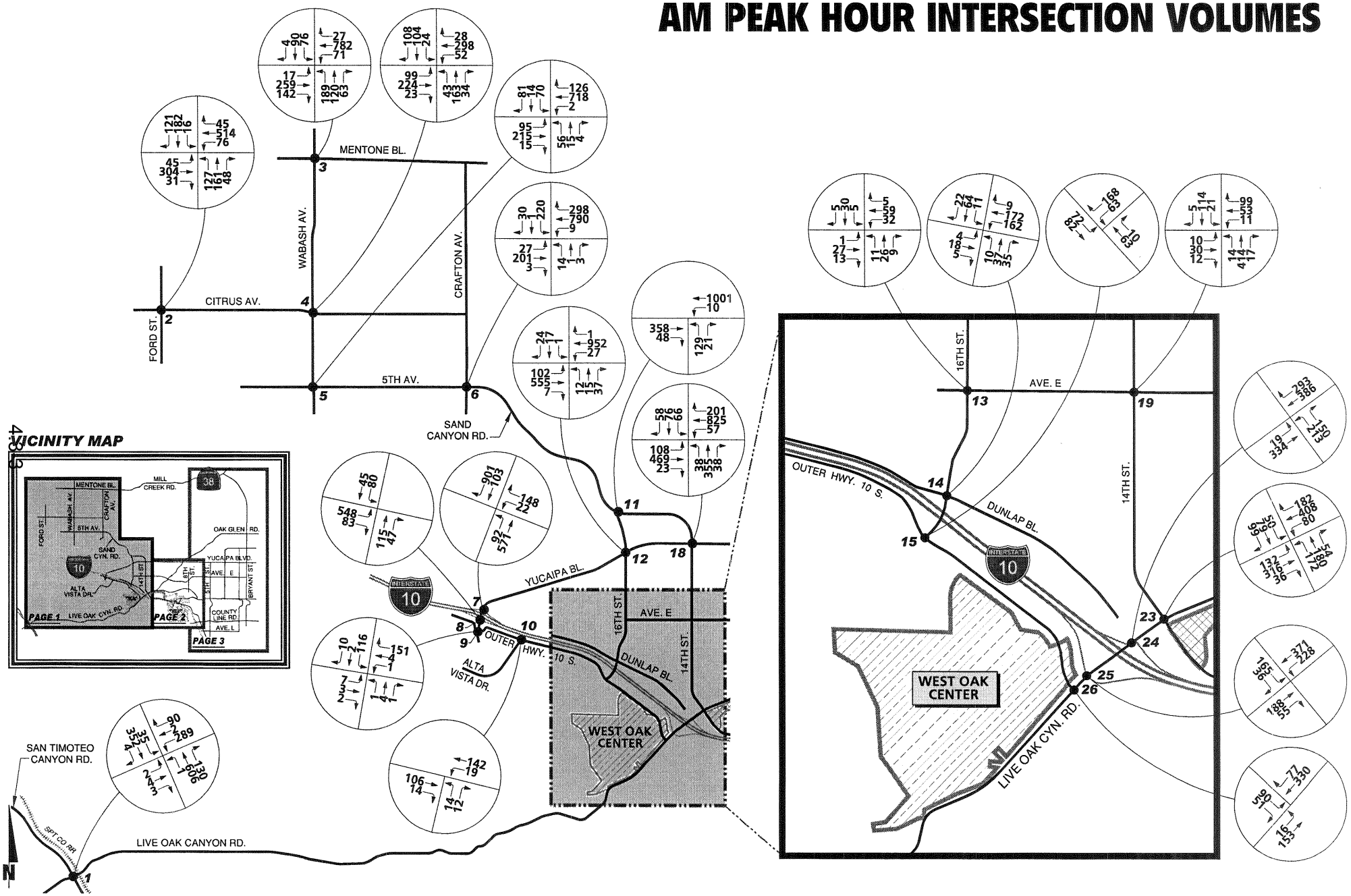


EXHIBIT 4.2-3 (1 OF 3)

ADJUSTED 2020 BACKGROUND AM PEAK HOUR INTERSECTION VOLUMES

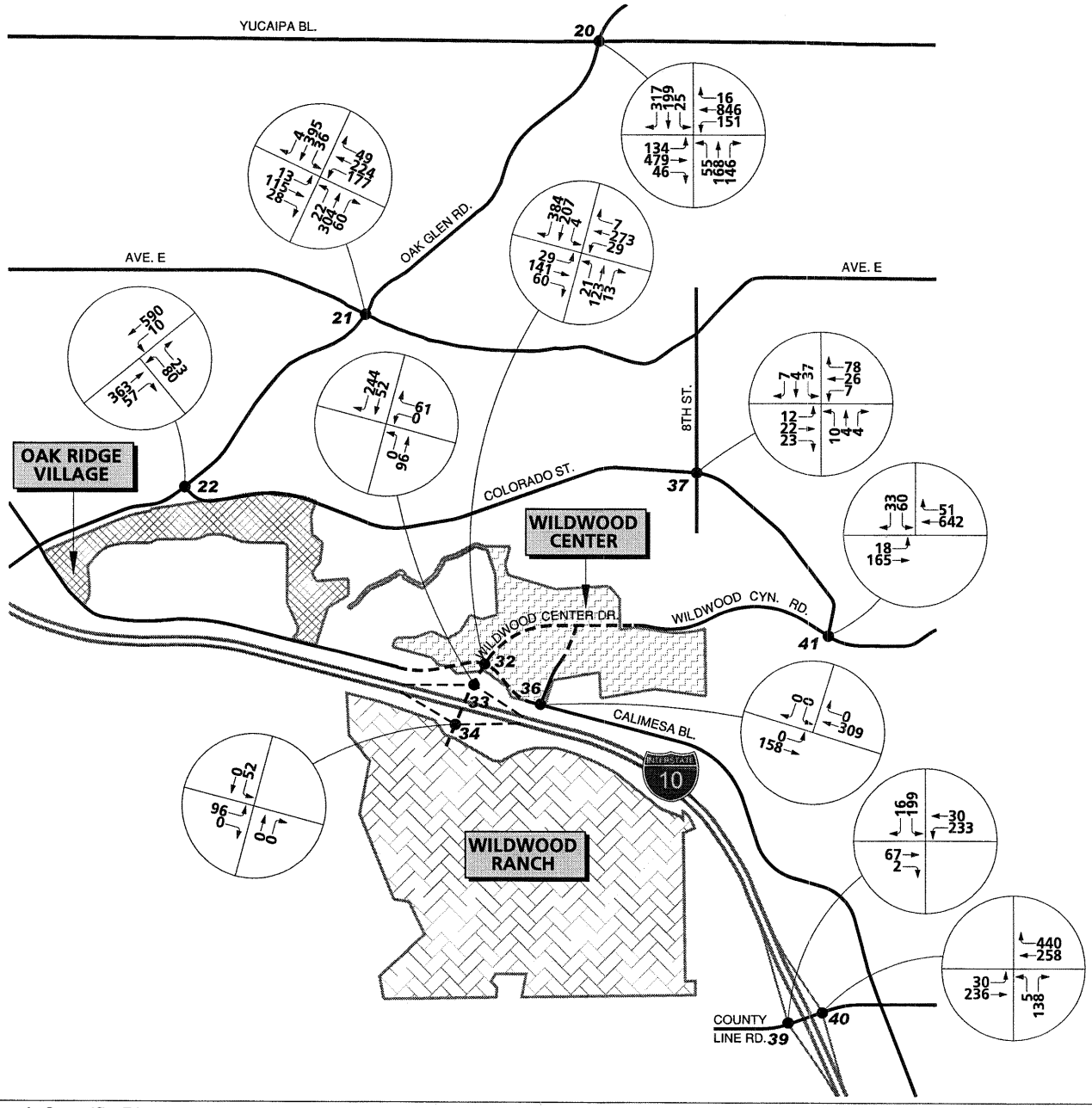


Robinson Ranch Specific Plan
City of Yucaipa, CA (JN - 05238:491)

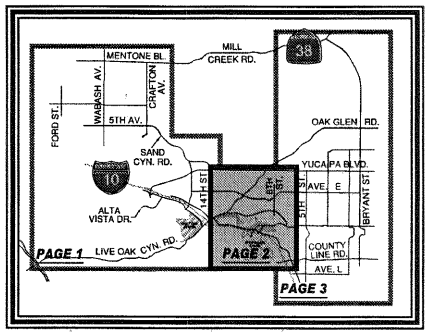
URBAN CROSSROADS

EXHIBIT 4.2-3 (2 OF 3)

ADJUSTED 2020 BACKGROUND AM PEAK HOUR INTERSECTION VOLUMES



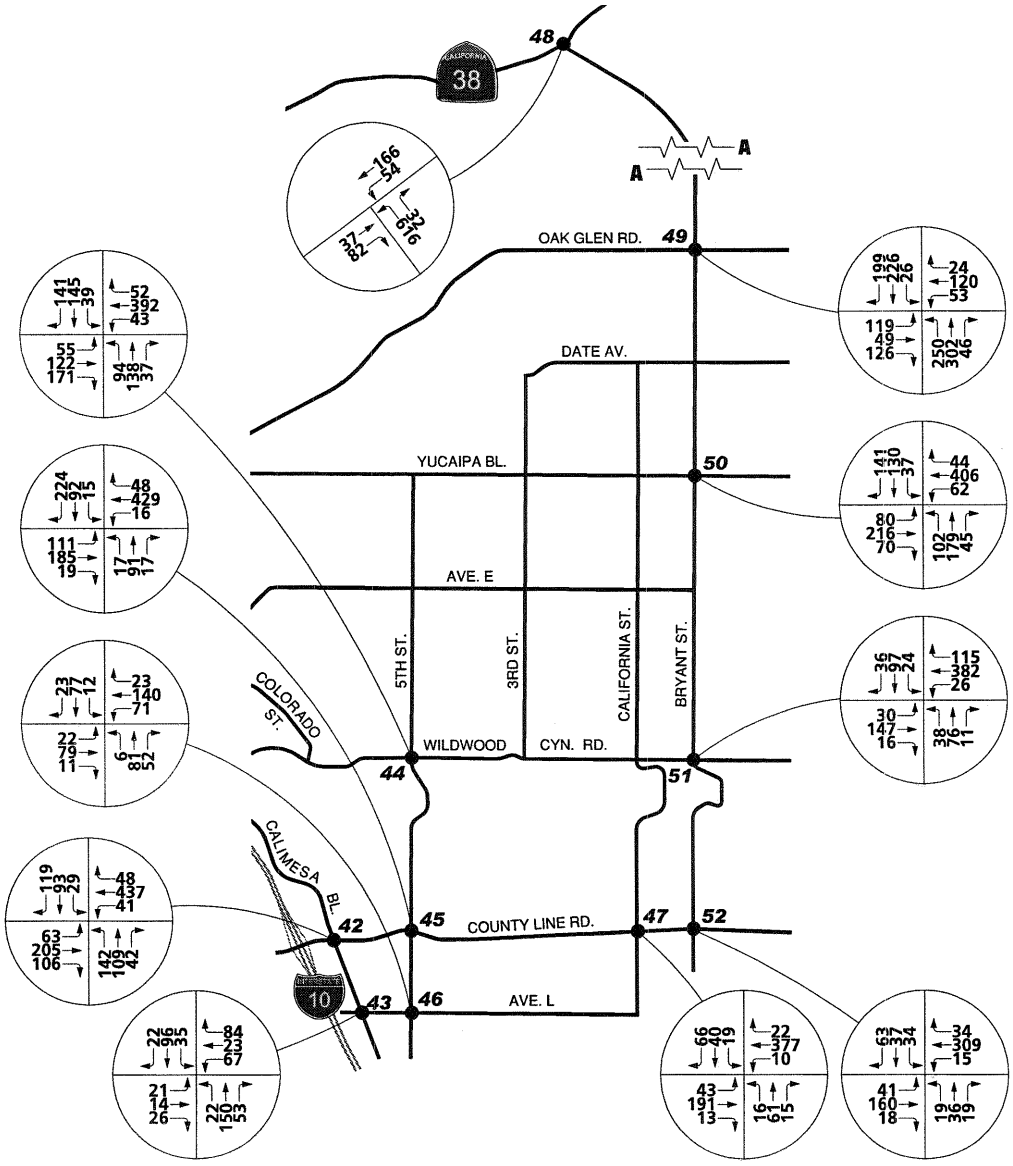
VICINITY MAP



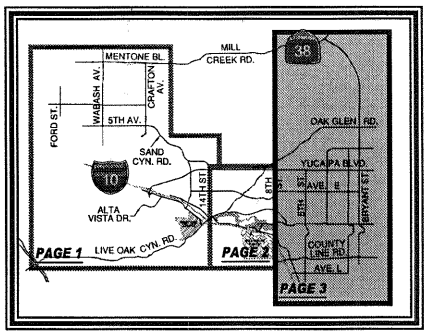
URBAN CROSSROADS

EXHIBIT 4.2-3 (3 OF 3)

ADJUSTED 2020 BACKGROUND AM PEAK HOUR INTERSECTION VOLUMES



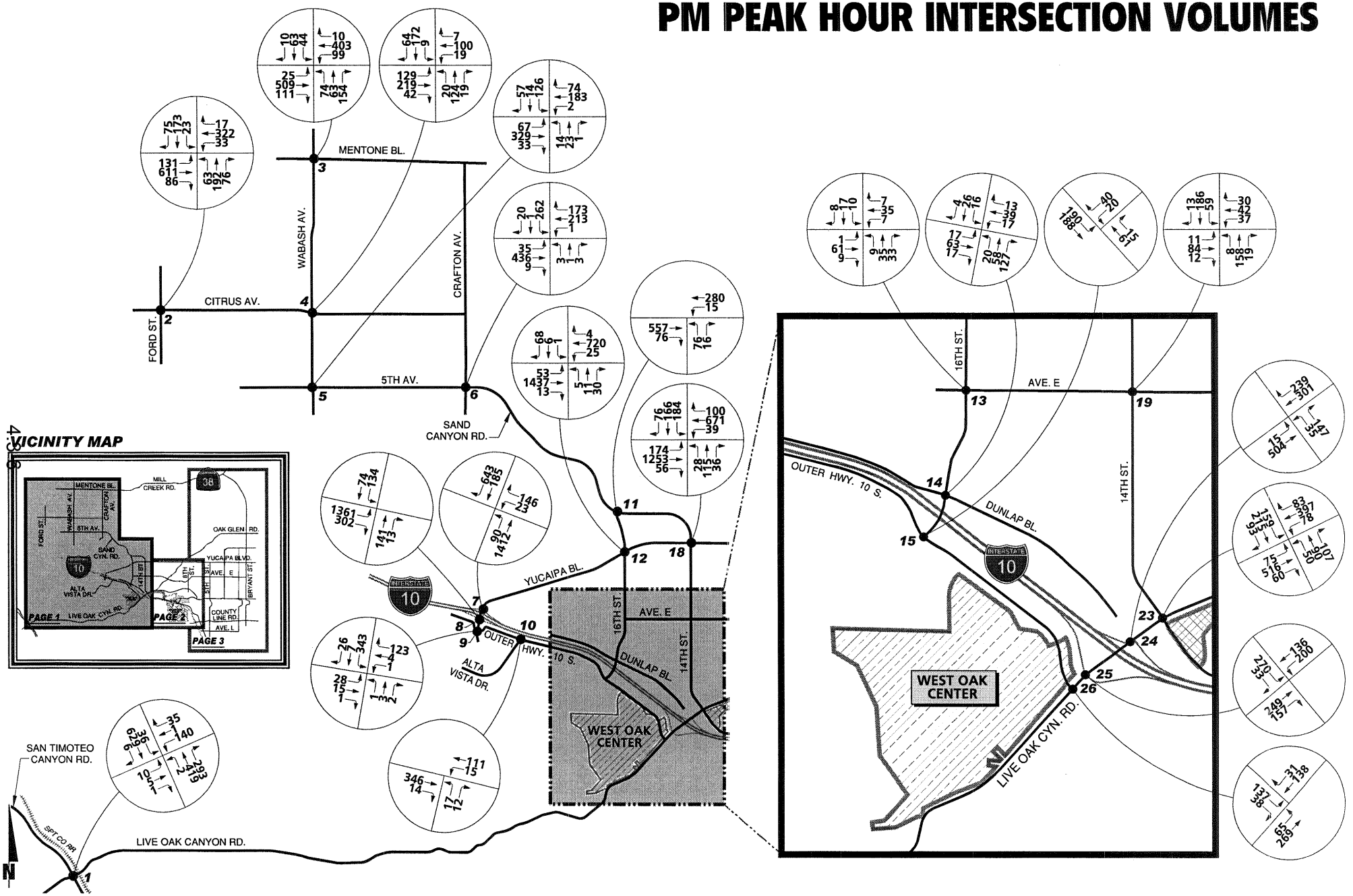
VICINITY MAP



URBAN CROSSROADS

EXHIBIT 4.2-4 (1 OF 3)

ADJUSTED 2020 BACKGROUND PM PEAK HOUR INTERSECTION VOLUMES

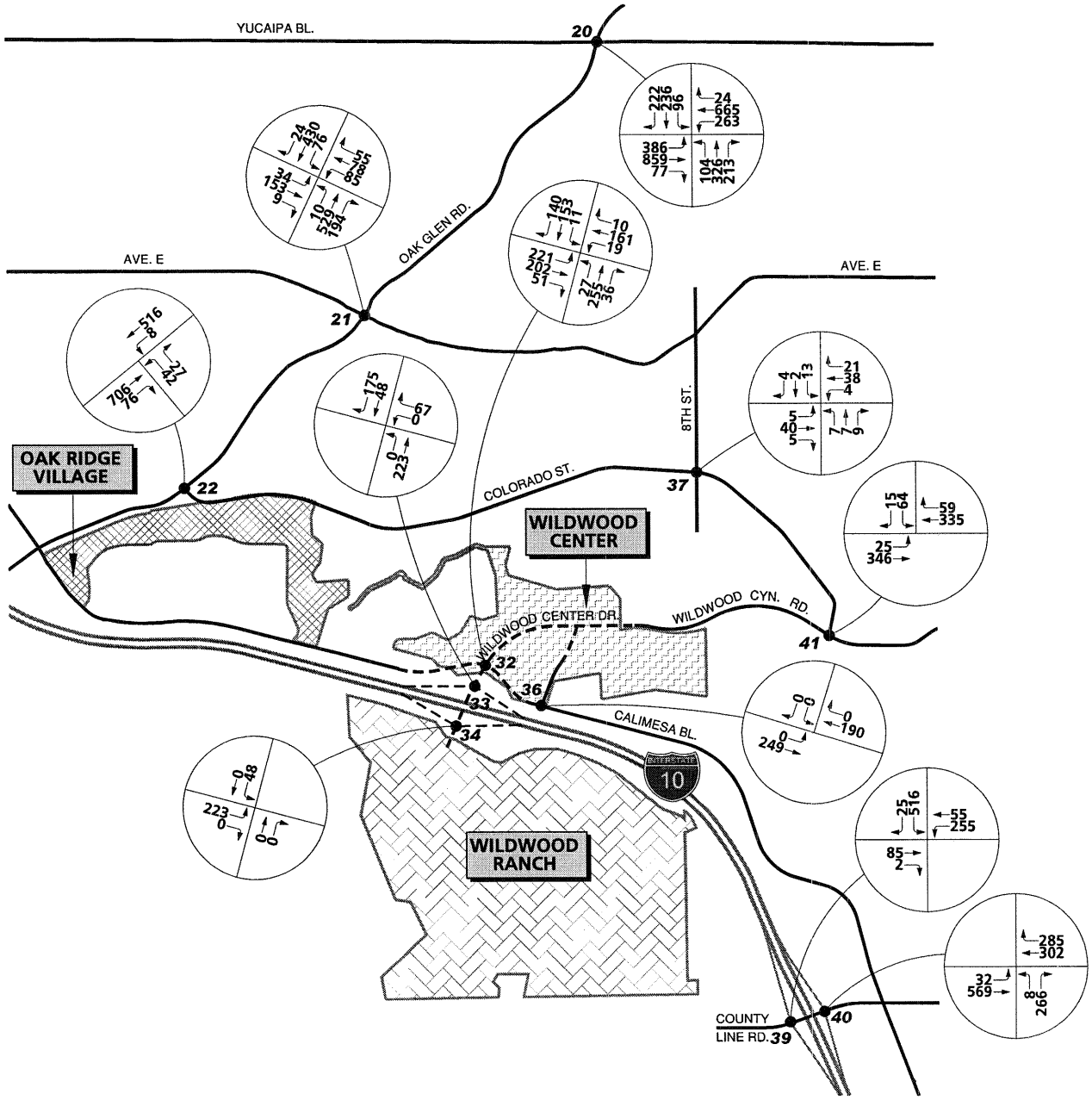


Robinson Ranch Specific Plan
City of Yucaipa, CA (JN - 05238:492)

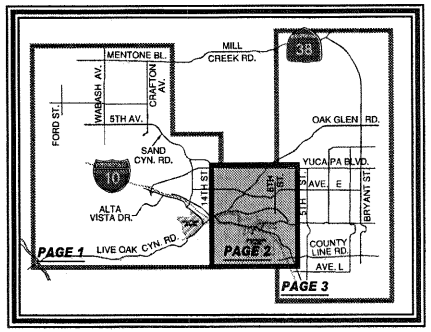
URBAN CROSSROADS

EXHIBIT 4.2-4 (2 OF 3)

ADJUSTED 2020 BACKGROUND PM PEAK HOUR INTERSECTION VOLUMES



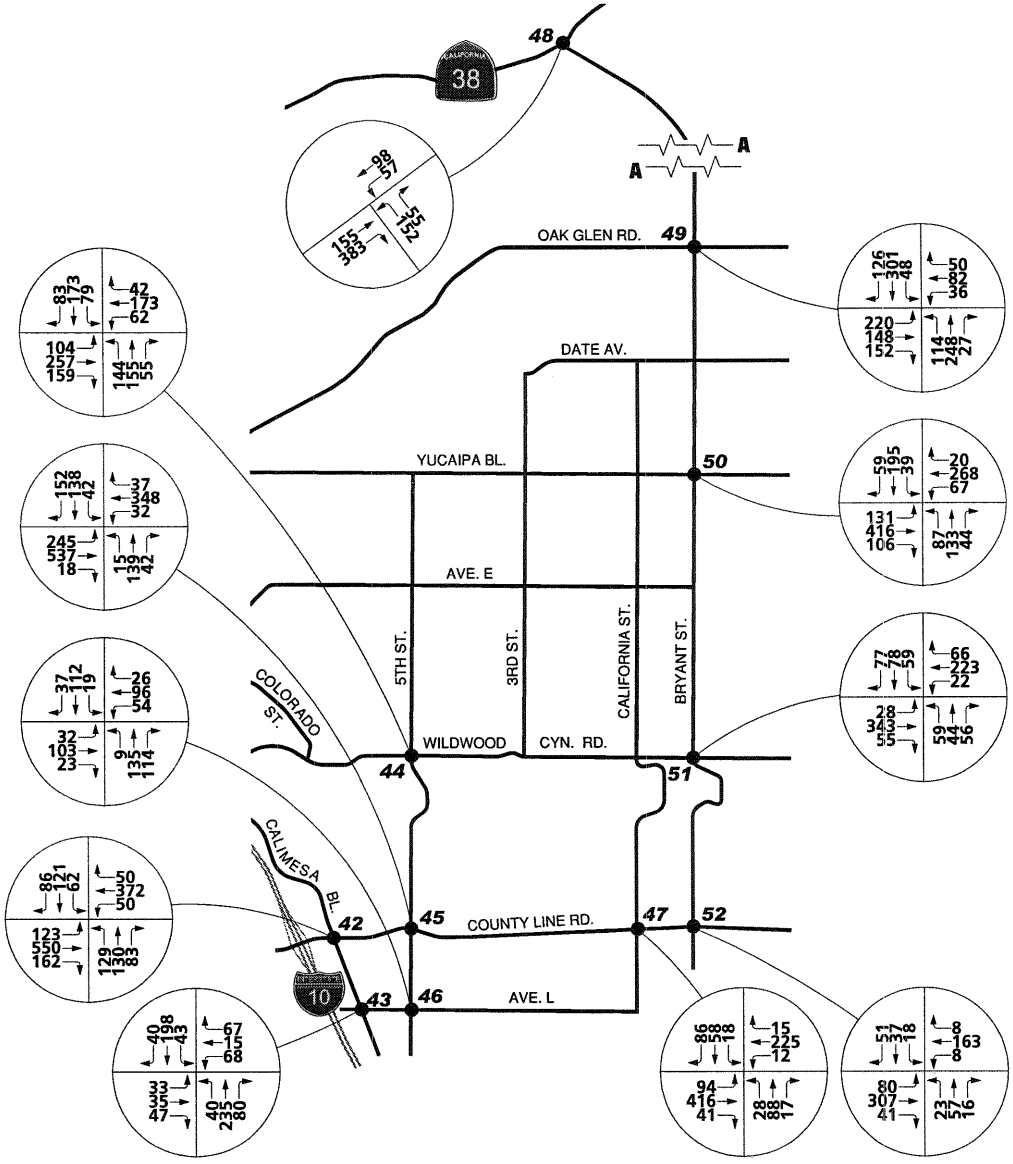
VICINITY MAP

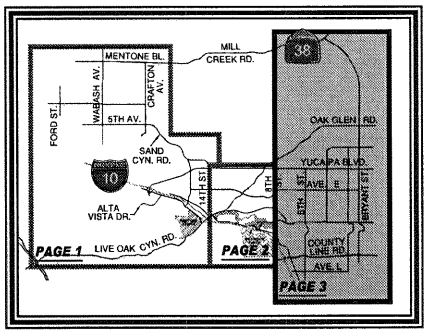


URBAN CROSSROADS

EXHIBIT 4.2-4 (3 OF 3)

ADJUSTED 2020 BACKGROUND PM PEAK HOUR INTERSECTION VOLUMES





URBAN CROSSROADS

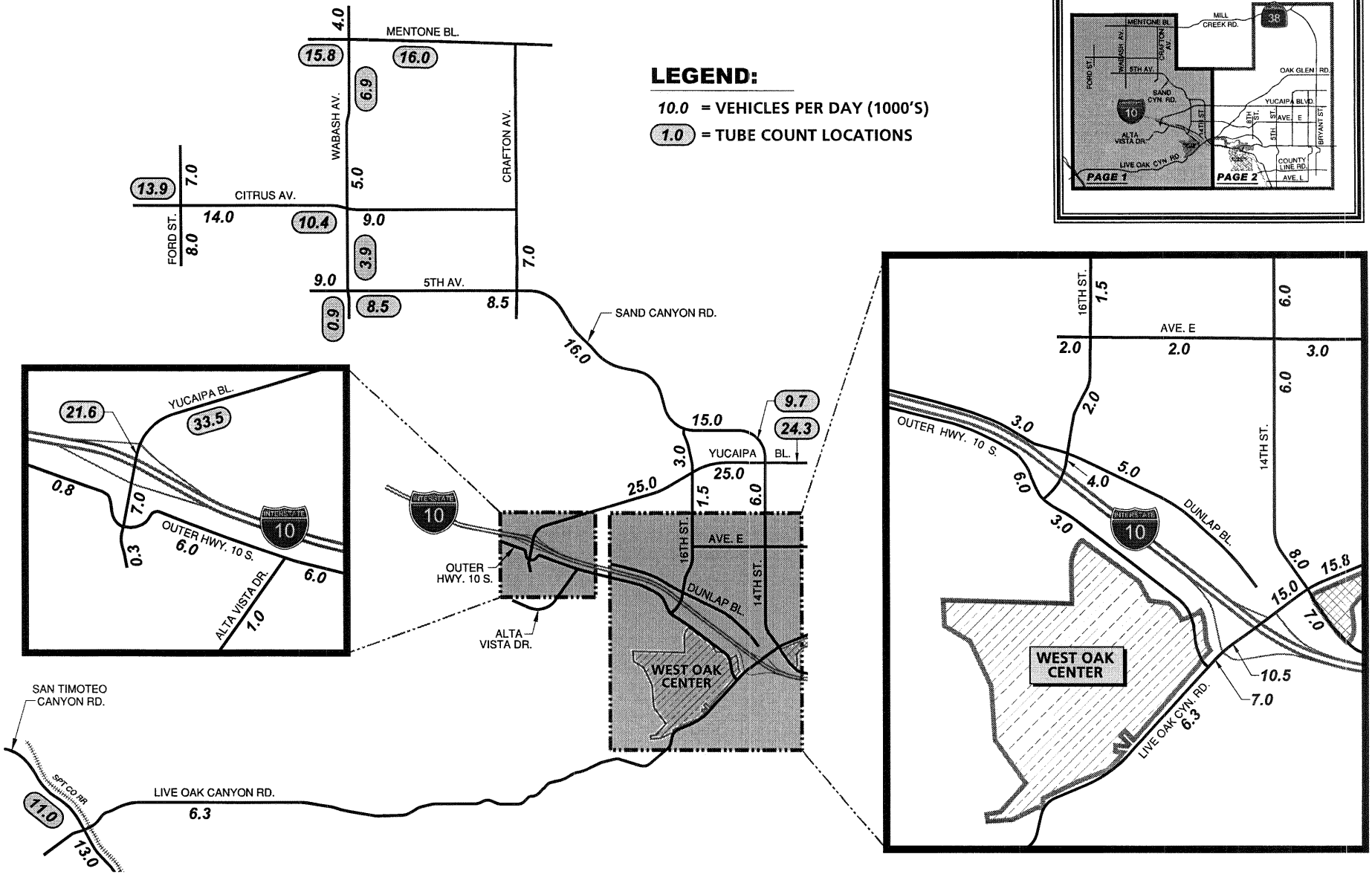
EXHIBIT 4.2-5 (1 OF 2)

ADJUSTED 2020 BACKGROUND AVERAGE DAILY TRAFFIC (ADT)

LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

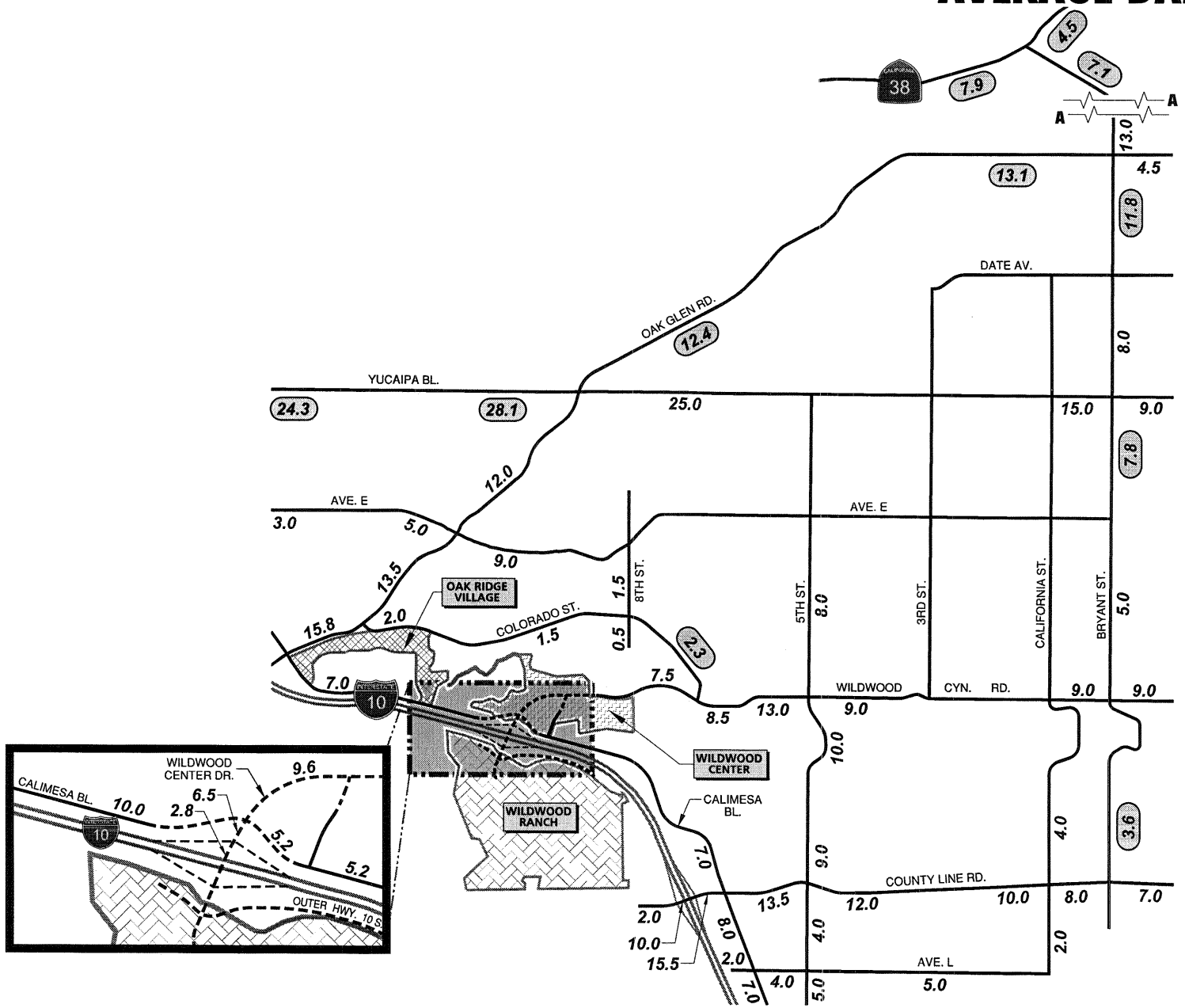
1.0 = TUBE COUNT LOCATIONS



URBAN CROSSROADS

EXHIBIT 4.2-5 (2 OF 2)

ADJUSTED 2020 BACKGROUND AVERAGE DAILY TRAFFIC (ADT)

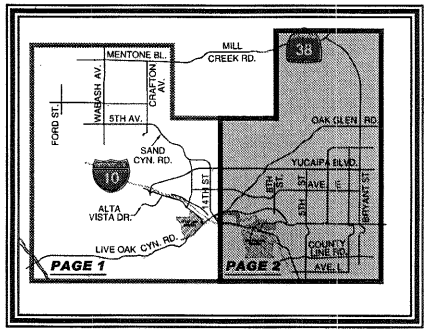


LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

1.0 = TUBE COUNT LOCATIONS

VICINITY MAP



4.3-10

URBAN CROSSROADS

APPENDIX 4.4

Traffic Model Forecast

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Ford St. (NS) / Citrus Road (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

APPROACH	TURNING MOVEMENT	AM PEAK HOUR INPUT DATA EXISTING COUNT	AM FUTURE VOLUME	AM DIFF-ERENCE	AM % CHANGE	PM PEAK HOUR INPUT DATA EXISTING COUNT	PM FUTURE VOLUME	PM DIFF-ERENCE	PM % CHANGE
NORTH BOUND	Left	148	177	29	20%	78	102	24	31%
	Through	170	170	0	0%	198	198	0	0%
	Right	48	60	12	25%	76	86	10	13%
	NB Total	366	407	41	11%	352	386	34	10%
SOUTH BOUND	Left	18	23	5	28%	31	46	15	48%
	Through	185	185	0	0%	183	183	0	0%
	Right	130	161	31	24%	81	138	57	70%
	SB Total	333	369	36	11%	295	367	72	24%
EAST BOUND	Left	48	66	18	38%	141	215	74	52%
	Through	312	692	380	122%	636	1,347	711	112%
	Right	39	53	14	36%	110	151	41	37%
	EB Total	399	811	412	103%	887	1,713	826	93%
WEST BOUND	Left	76	104	28	37%	33	61	28	85%
	Through	534	1,143	609	114%	337	1,102	765	227%
	Right	52	73	21	40%	21	43	22	105%
	WB Total	662	1,320	658	99%	391	1,206	815	208%
TOTAL ENTERING VOLUME		1,760	2,907	1147	65%	1,925	3,672	1747	91%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES AM	VOLUMES PM	PERCENT OF ADT AM	PERCENT OF ADT PM	ADT
North Leg	Inbound	369	367			
North Leg	Outbound	309	456			
North Leg	**TOTAL**	**678**	**823**	**9%**	**11%**	**7,400**
South Leg	Inbound	407	386			
South Leg	Outbound	342	395			
South Leg	**TOTAL**	**749**	**781**	**9%**	**9%**	**8,500**
East Leg	Inbound	1,320	1,206			
East Leg	Outbound	775	1,479			
East Leg	**TOTAL**	**2,095**	**2,685**	**7%**	**9%**	**29,000**
West Leg	Inbound	811	1,713			
West Leg	Outbound	1,481	1,342			
West Leg	**TOTAL**	**2,292**	**3,055**	**7%**	**10%**	**32,000**
OVERALL TOTAL		***5,814***	***7,344***	**8%**	***10%***	***76,900***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[2_FordCitrus.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 5 <===

LOCATION: **Ford St. (NS) / Citrus Road (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **130 185 18**	2020 **81 183 31**
< v >	< v >
48 ^ ^ **52**	**141** ^ ^ **21**
312 > < **534**	**636** > < **337**
39 v v **76**	**110** v v **33**
< ^ >	< ^ >
148 170 48	**78 198 76**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **333 270**	2020 **295 360**
v ^	v ^
812 < IN = 1760 < **662**	**496** < IN = 1925 < **391**
399 > OUT = 1760 > **378**	**887** > OUT = 1925 > **743**
v ^	v ^
300 366	**326 352**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **250 203**	2040 **351 402**
v ^	v ^
1471 < IN = 2524 < **1323**	**1277** < IN = 3453 < **1196**
809 > OUT = 2525 > **765**	**1716** > OUT = 3453 > **1408**
v ^	v ^
86 142	**366 190**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **7,400**	2020 7,400
N	N
14,800 W **LEG** E **14,500**	14,800 W + E 14,500
S	S
8,500	8,500
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **7,400**	2040 7,400
N	N
32,000 W **LEG** E **29,000**	32,000 W + E 29,000
S	S
8,500	8,500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[2_FordCitrus.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Ford St. (NS) / Citrus Road (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		333	270			
		v	^			
812	<	IN	=	1760	<	662
399	>	OUT	=	1760	>	378
		v	^			
		300	366			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<				<	MUL
MUL	>				>	MUL
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
658	<				<	658
411	>				>	392
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
660	<				<	660
410	>				>	390
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		330	272			
		v	^			
1480	<	IN	=	2830	<	1320
810	>	OUT	=	2830	>	775
		v	^	*		
		302	370			

PM

EXISTING COUNT YEAR:
2020

		295	360			
		v	^			
496	<	IN	=	1925	<	391
887	>	OUT	=	1925	>	743
		v	^			
		326	352			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<				<	MUL
MUL	>				>	MUL
		v	^			
		MUL	MIN			

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		55	40			
		v	^			
784	<				<	809
833	>				>	667
		v	^			
		44	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		60	40			
		v	^			
780	<				<	810
830	>				>	670
		v	^			
		40	0			

NEW PROJECTED VOLUMES: 2040

		360	420			
		v	^			
1343	<	IN	=	3630	<	1200
1720	>	OUT	=	3630	>	1479
		v	^	*		
		388	350			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[2_FordCitrus.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: San Timoteo Canyon Rd. (NS) / Live Oak Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	18	17	1700%	2	38	36	1800%
	Through	606	628	22	4%	419	606	187	45%
	Right	152	152	0	0%	340	340	0	0%
	NB Total	759	798	39	5%	761	984	223	29%
SOUTH BOUND	Left	42	42	0	0%	57	68	11	19%
	Through	352	399	47	13%	629	721	92	15%
	Right	4	91	87	2175%	6	162	156	2600%
	SB Total	398	532	134	34%	692	951	259	37%
EAST BOUND	Left	2	46	44	2200%	10	159	149	1490%
	Through	4	66	62	1550%	5	46	41	820%
	Right	3	58	55	1833%	1	9	8	800%
	EB Total	9	170	161	1789%	16	214	198	1238%
WEST BOUND	Left	307	307	0	0%	191	191	0	0%
	Through	2	36	34	1700%	1	20	19	1900%
	Right	96	101	5	5%	56	85	29	52%
	WB Total	405	444	39	10%	248	296	48	19%
TOTAL ENTERING VOLUME		1,571	1,944	373	24%	1,717	2,445	728	42%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	532	951			
North Leg	Outbound	775	850			
North Leg	**TOTAL**	**1,307**	**1,801**	**9%**	**12%**	**15,000**
South Leg	Inbound	798	984			
South Leg	Outbound	764	921			
South Leg	**TOTAL**	**1,562**	**1,905**	**10%**	**12%**	**16,000**
East Leg	Inbound	444	296			
East Leg	Outbound	260	454			
East Leg	**TOTAL**	**704**	**750**	**9%**	**10%**	**7,800**
West Leg	Inbound	170	214			
West Leg	Outbound	145	220			
West Leg	**TOTAL**	**315**	**434**	**6%**	**9%**	**5,000**
OVERALL TOTAL		***3,888***	***4,890***	**9%**	***11%***	***43,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[1_SanTimoteoCanyon_LiveOak.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **San Timoteo Canyon Rd. (NS) / Live Oak Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
4 352 42	**6 629 57**
< v >	< v >
2 ^ ^ **96**	**10** ^ ^ **56**
4 > < **2**	**5** > < **1**
3 v v **307**	**1** v v **191**
< ^ >	< ^ >
1 606 152	**2 419 340**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
398 704	**692 485**
v ^	v ^
7 < IN = 1571 < **405**	**9** < IN = 1717 < **248**
9 > OUT = 1571 > **198**	**16** > OUT = 1717 > **402**
v ^	v ^
662 759	**821 761**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
525 668	**899 843**
v ^	v ^
131 < IN = 1537 < **215**	**220** < IN = 2143 < **184**
173 > OUT = 1536 > **104**	**195** > OUT = 2144 > **196**
v ^	v ^
633 624	**885 865**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
11,400	11,400
N	N
0 W **LEG** E **7,800**	0 W + E 7,800
S	S
14,000	14,000
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
15,000	15,000
N	N
5,000 W **LEG** E **7,800**	5,000 W + E 7,800
S	S
16,000	16,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[1_SanTimoteoCanyon_LiveOak.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: San Timoteo Canyon Rd. (NS) / Live Oak Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		398	704			
		v	^			
7	<	IN =	1571	<		405
9	>	OUT =	1571	>		198
		v	^			
		662	759			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MIN			
		v	^			
	MUL	<			<	MIN
	MUL	>			>	MIN
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		132	0			
		v	^			
123	<			<		0
161	>			>		0
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		130	0			
		v	^			
120	<			<		0
160	>			>		0
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		530	775			
		v	^			
144	<	IN =	1870	<		410
170	>	OUT =	1870	>		221
		v	^	*		
		730	760			

PM

EXISTING COUNT YEAR:
2020

		692	485			
		v	^			
9	<	IN =	1717	<		248
16	>	OUT =	1717	>		402
		v	^			
		821	761			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
	MUL	<			<	MIN
	MUL	>			>	MIN
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		208	355			
		v	^			
211	<			<		0
184	>			>		0
		v	^			
		69	109			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		210	360			
		v	^			
210	<			<		0
180	>			>		0
		v	^			
		70	110			

NEW PROJECTED VOLUMES: 2040

		900	850			
		v	^			
220	<	IN =	2220	<		250
200	>	OUT =	2360	>		400
		v	^	*		
		890	870			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[1_SanTimoteoCanyon_LiveOak.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wabash Ave. (NS) / Mentone Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	204	204	0	0%	107	107	0	0%
	Through	124	124	0	0%	76	76	0	0%
	Right	70	168	98	140%	158	285	127	80%
	NB Total	398	496	98	25%	341	468	127	37%
SOUTH BOUND	Left	78	138	60	77%	45	72	27	60%
	Through	101	101	0	0%	70	70	0	0%
	Right	8	2	-6	-75%	13	13	0	0%
	SB Total	187	241	54	29%	128	155	27	21%
EAST BOUND	Left	18	18	0	0%	30	30	0	0%
	Through	262	450	188	72%	511	973	462	90%
	Right	169	169	0	0%	135	135	0	0%
	EB Total	449	637	188	42%	676	1,138	462	68%
WEST BOUND	Left	73	209	136	186%	107	289	182	170%
	Through	783	1,027	244	31%	407	881	474	116%
	Right	28	68	40	143%	12	32	20	167%
	WB Total	884	1,304	420	48%	526	1,202	676	129%
TOTAL ENTERING VOLUME		1,918	2,678	760	40%	1,671	2,963	1292	77%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	241	155			
North Leg	Outbound	210	138			
North Leg	**TOTAL**	**451**	**293**	**10%**	**7%**	**4,300**
South Leg	Inbound	496	468			
South Leg	Outbound	479	494			
South Leg	**TOTAL**	**975**	**962**	**12%**	**12%**	**8,000**
East Leg	Inbound	1,304	1,202			
East Leg	Outbound	756	1,330			
East Leg	**TOTAL**	**2,060**	**2,532**	**7%**	**9%**	**28,000**
West Leg	Inbound	637	1,138			
West Leg	Outbound	1,233	1,001			
West Leg	**TOTAL**	**1,870**	**2,139**	**8%**	**9%**	**23,000**
OVERALL TOTAL		***5,356***	***5,926***	**8%**	***9%***	***63,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[3_WabashMentone.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 <===

LOCATION: **Wabash Ave. (NS) / Mentone Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
8 101 78	**13 70 45**
< v >	< v >
18 ^ ^ **28**	**30** ^ ^ **12**
262 > < **783**	**511** > < **407**
169 v v **73**	**135** v v **107**
< ^ >	< ^ >
204 124 70	**107 76 158**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
187 170	**128 118**
v ^	v ^
995 < IN = 1918 < **884**	**527** < IN = 1671 < **526**
449 > OUT = 1918 > **410**	**676** > OUT = 1671 > **714**
v ^	v ^
343 398	**312 341**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
56 51	**94 50**
v ^	v ^
1070 < IN = 2237 < **1327**	**962** < IN = 2803 < **1212**
534 > OUT = 2237 > **782**	**1090** > OUT = 2803 > **1333**
v ^	v ^
334 320	**458 407**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
4,300	4,300
N	N
16,500 W **LEG** E **16,200**	16,500 W + E 16,200
S	S
7,700	7,700
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
4,300	4,300
N	N
23,000 W **LEG** E **28,000**	23,000 W + E 28,000
S	S
8,000	8,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[3_WabashMentone.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Wabash Ave. (NS) / Mentone Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		187	170		
		v	^		
995	<	IN =	1918	<	884
449	>	OUT =	1918	>	410
		v	^		
		343	398		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN		
		v	^		
MUL	<			<	MUL
MUL	>			>	MUL
		v	^		
		MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

REFINED GROWTH: 2020 TO 2040

		0	0		
		v	^		
75	<			<	446
81	>			>	370
		v	^		
		0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
80	<			<	450
80	>			>	370
		v	^		
		0	0		

NEW PROJECTED VOLUMES: 2040

		190	176		
		v	^		
1116	<	IN =	2450	<	1330
530	>	OUT =	2450	>	806
		v	^	*	
		351	400		

PM

EXISTING COUNT YEAR: 2020

		128	118		
		v	^		
527	<	IN =	1671	<	526
676	>	OUT =	1671	>	714
		v	^		
		312	341		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN		
		v	^		
MUL	<			<	MUL
MUL	>			>	MUL
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<			<	0%
0%	>			>	0%
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

		0	0		
		v	^		
433	<			<	684
414	>			>	616
		v	^		
		148	69		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
430	<			<	680
410	>			>	620
		v	^		
		150	70		

NEW PROJECTED VOLUMES: 2040

		130	120		
		v	^		
960	<	IN =	2840	<	1210
1090	>	OUT =	2870	>	1330
		v	^	*	
		460	410		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[3_WabashMentone.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wabash Ave. (NS) / Citrus Ave. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	68	68	0	0%	39	159	120	308%
	Through	207	287	80	39%	195	413	218	112%
	Right	34	34	0	0%	19	19	0	0%
	NB Total	309	389	80	26%	253	591	338	134%
SOUTH BOUND	Left	28	59	31	111%	12	18	6	50%
	Through	153	293	140	92%	238	412	174	73%
	Right	109	406	297	272%	65	462	397	611%
	SB Total	290	758	468	161%	315	892	577	183%
EAST BOUND	Left	99	343	244	246%	130	539	409	315%
	Through	225	225	0	0%	220	377	157	71%
	Right	33	33	0	0%	73	142	69	95%
	EB Total	357	601	244	68%	423	1,058	635	150%
WEST BOUND	Left	52	52	0	0%	19	19	0	0%
	Through	299	307	8	3%	101	181	80	79%
	Right	29	60	31	107%	12	12	0	0%
	WB Total	380	419	39	10%	132	212	80	61%
TOTAL ENTERING VOLUME		1,336	2,167	831	62%	1,123	2,753	1630	145%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	758	892			
North Leg	Outbound	690	964			
North Leg	**TOTAL**	**1,448**	**1,856**	**8%**	**10%**	**18,000**
South Leg	Inbound	389	591			
South Leg	Outbound	378	573			
South Leg	**TOTAL**	**767**	**1,164**	**7%**	**11%**	**11,000**
East Leg	Inbound	419	212			
East Leg	Outbound	318	414			
East Leg	**TOTAL**	**737**	**626**	**8%**	**7%**	**9,100**
West Leg	Inbound	601	1,058			
West Leg	Outbound	781	802			
West Leg	**TOTAL**	**1,382**	**1,860**	**8%**	**10%**	**18,000**
OVERALL TOTAL		***4,334***	***5,506***	**8%**	***10%***	***56,100***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[4_WabashCitrus.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 5 <===

LOCATION: **Wabash Ave. (NS) / Citrus Ave. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **109 153 28** < v > **99** ^ ^ **29** **225** > < **299** **33** v v **52** < ^ > **68 207 34**	2020 **65 238 12** < v > **130** ^ ^ **12** **220** > < **101** **73** v v **19** < ^ > **39 195 19**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **290 335** v ^ **476** < IN = 1336 < **380** **357** > OUT = 1336 > **287** v ^ **238 309**	2020 **315 337** v ^ **205** < IN = 1123 < **132** **423** > OUT = 1123 > **251** v ^ **330 253**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **730 680** v ^ **761** < IN = 1889 < **276** **555** > OUT = 1888 > **99** v ^ **348 328**	2040 **876 964** v ^ **786** < IN = 2723 < **198** **1057** > OUT = 2723 > **412** v ^ **561 592**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **6,500** N **10,900** W **LEG** E **9,100** S **5,700**	2020 6,500 N 10,900 W + E 9,100 S 5,700
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **18,000** N **18,000** W **LEG** E **9,100** S **11,000**	2040 18,000 N 18,000 W + E 9,100 S 11,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[4_WabashCitrus.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Wabash Ave. (NS) / Citrus Ave. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM	PM
EXISTING COUNT YEAR: 2020	EXISTING COUNT YEAR: 2020
290 335	315 337
v ^	v ^
476 < IN = 1336 < 380	205 < IN = 1123 < 132
357 > OUT = 1336 > 287	423 > OUT = 1123 > 251
v ^	v ^
238 309	330 253
GROWTH CALCULATION DECISION RULE	
MIN = Minimum Count Growth Approach	MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach MUL MUL	ADD = Additive (Growth Increment) Approach MUL MUL
MUL = Multiplicative (Ratio) Approach v ^	MUL = Multiplicative (Ratio) Approach v ^
MUL < < MIN	MUL < < MUL
MUL > > MIN	MUL > > MUL
v ^	v ^
MUL MUL	MUL MUL
MINIMUM GROWTH %s 2020 TO 2040	
0% 0%	0% 0%
v ^	v ^
0% < < 0%	0% < < 0%
0% > > 0%	0% > > 0%
v ^	v ^
0% 0%	0% 0%
REFINED GROWTH: 2020 TO 2040	ADJUSTED GROWTH: 2020 TO 2040
440 345	565 623
v ^	v ^
284 < < 0	585 < < 68
203 > > 0	637 > > 159
v ^	v ^
112 21	230 337
PRORATED GROWTH: 2020 TO 2040 20 YEARS	PRORATED GROWTH: 2020 TO 2040 20 YEARS
440 350	570 620
v ^	v ^
280 < < 0	590 < < 70
200 > > 0	640 > > 160
v ^	v ^
110 20	230 340
NEW PROJECTED VOLUMES: 2040	NEW PROJECTED VOLUMES: 2040
730 690	890 964
v ^	v ^
760 < IN = 2000 < 380	803 < IN = 2740 < 200
560 > OUT = 2090 > 290	1060 > OUT = 2740 > 412
v ^ *	v ^ *
350 330	562 590

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[4_WabashCitrus.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wabash Ave. (NS) / 5th Ave. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	57	174	117	205%	15	46	31	207%
	Through	24	95	71	296%	47	240	193	411%
	Right	8	31	23	288%	10	43	33	330%
	NB Total	89	300	211	237%	72	329	257	357%
SOUTH BOUND	Left	103	126	23	22%	205	384	179	87%
	Through	35	164	129	369%	30	187	157	523%
	Right	85	85	0	0%	60	80	20	33%
	SB Total	223	375	152	68%	295	651	356	121%
EAST BOUND	Left	96	96	0	0%	72	113	41	57%
	Through	234	234	0	0%	388	517	129	33%
	Right	15	15	0	0%	34	151	117	344%
	EB Total	345	345	0	0%	494	781	287	58%
WEST BOUND	Left	8	8	0	0%	9	64	55	611%
	Through	768	768	0	0%	220	335	115	52%
	Right	184	184	0	0%	135	340	205	152%
	WB Total	960	960	0	0%	364	739	375	103%
TOTAL ENTERING VOLUME		1,617	1,980	363	22%	1,225	2,500	1275	104%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	375	651			
North Leg	Outbound	375	693			
North Leg	**TOTAL**	**750**	**1,344**	**7%**	**12%**	**11,000**
South Leg	Inbound	300	329			
South Leg	Outbound	187	402			
South Leg	**TOTAL**	**487**	**731**	**7%**	**10%**	**7,000**
East Leg	Inbound	960	739			
East Leg	Outbound	391	944			
East Leg	**TOTAL**	**1,351**	**1,683**	**12%**	**15%**	**11,000**
West Leg	Inbound	345	781			
West Leg	Outbound	1,027	461			
West Leg	**TOTAL**	**1,372**	**1,242**	**14%**	**12%**	**10,000**
OVERALL TOTAL		***3,960***	***5,000***	**10%**	***13%***	***39,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[5_Wabash5th.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 <===

LOCATION: **Wabash Ave. (NS) / 5th Ave. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
85 35 103	**60 30 205**
< v >	< v >
96 ^ ^ **184**	**72** ^ ^ **135**
234 > < **768**	**388** > < **220**
15 v v **8**	**34** v v **9**
< ^ >	< ^ >
57 24 8	**15 47 10**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
223 304	**295 254**
v ^	v ^
910 < IN = 1617 < **960**	**295** < IN = 1225 < **364**
345 > OUT = 1617 > **345**	**494** > OUT = 1225 > **603**
v ^	v ^
58 89	**73 72**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
371 382	**635 693**
v ^	v ^
738 < IN = 1533 < **840**	**450** < IN = 2485 < **743**
18 > OUT = 1533 > **171**	**778** > OUT = 2485 > **940**
v ^	v ^
242 304	**402 329**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
5,700	5,700
N	N
10,000 W **LEG** E **10,900**	10,000 W + E 10,900
S	S
1,400	1,400
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
11,000	11,000
N	N
10,000 W **LEG** E **11,000**	10,000 W + E 11,000
S	S
7,000	7,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[5_Wabash5th.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Wabash Ave. (NS) / 5th Ave. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			223	304		
			v	^		
	910	<	IN =	1617	<	960
	345	>	OUT =	1617	>	345
			v	^		
			58	89		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MIN	<			<	MIN
	MIN	>			>	MIN
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			147	76		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			182	211		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			150	80		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			180	210		

NEW PROJECTED VOLUMES: 2040

			370	400		
			v	^		
	958	<	IN =	1980	<	960
	350	>	OUT =	1980	>	369
			v	^	*	
			253	300		

PM

EXISTING COUNT YEAR: 2020

			295	254		
			v	^		
	295	<	IN =	1225	<	364
	494	>	OUT =	1225	>	603
			v	^		
			73	72		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MUL	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			345	436		
			v	^		
	155	<			<	376
	286	>			>	337
			v	^		
			327	258		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			350	440		
			v	^		
	160	<			<	380
	290	>			>	340
			v	^		
			330	260		

NEW PROJECTED VOLUMES: 2040

			650	693		
			v	^		
	462	<	IN =	2500	<	740
	780	>	OUT =	2500	>	944
			v	^	*	
			402	330		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[5_Wabash5th.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 14,2008

LOCATION: Crafton Ave. (NS) / 5th Ave. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	14	16	2	14%	3	4	1	33%
	Through	1	1	0	0%	1	1	0	0%
	Right	3	3	0	0%	3	6	3	100%
	NB Total	18	20	2	11%	7	11	4	57%
SOUTH BOUND	Left	246	250	4	2%	335	522	187	56%
	Through	1	1	0	0%	1	1	0	0%
	Right	30	34	4	13%	21	21	0	0%
	SB Total	277	285	8	3%	357	544	187	52%
EAST BOUND	Left	28	35	7	25%	36	36	0	0%
	Through	256	257	1	0%	582	968	386	66%
	Right	3	3	0	0%	9	9	0	0%
	EB Total	287	295	8	3%	627	1,013	386	62%
WEST BOUND	Left	9	9	0	0%	1	2	1	100%
	Through	904	904	0	0%	316	728	412	130%
	Right	350	384	34	10%	228	299	71	31%
	WB Total	1,263	1,297	34	3%	545	1,029	484	89%
TOTAL ENTERING VOLUME		1,845	1,897	52	3%	1,536	2,597	1061	69%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	285	544			
North Leg	Outbound	420	336			
North Leg	**TOTAL**	**705**	**880**	**8%**	**11%**	**8,300**
South Leg	Inbound	20	11			
South Leg	Outbound	13	12			
South Leg	**TOTAL**	**33**	**23**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	1,297	1,029			
East Leg	Outbound	510	1,496			
East Leg	**TOTAL**	**1,807**	**2,525**	**9%**	**13%**	**19,700**
West Leg	Inbound	295	1,013			
West Leg	Outbound	954	753			
West Leg	**TOTAL**	**1,249**	**1,766**	**11%**	**16%**	**11,000**
OVERALL TOTAL		***3,794***	***5,194***	**10%**	***13%***	***39,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[6_Crafton5th.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 <===

LOCATION: **Crafton Ave. (NS) / 5th Ave. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
30 1 246	**21 1 335**
< v >	< v >
28 ^ ^ **350**	**36** ^ ^ **228**
256 > < **904**	**582** > < **316**
3 v v **9**	**9** v v **1**
< ^ >	< ^ >
14 1 3	**3 1 3**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
277 379	**357 265**
v ^	v ^
948 < IN = 1845 < **1263**	**340** < IN = 1536 < **545**
287 > OUT = 1845 > **505**	**627** > OUT = 1536 > **920**
v ^	v ^
13 18	**11 7**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
149 417	**525 311**
v ^	v ^
845 < IN = 1578 < **1262**	**747** < IN = 2549 < **1057**
167 > OUT = 1578 > **316**	**967** > OUT = 2549 > **1491**
v ^	v ^
0 0	**0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
8,300 N	8,300 N
10,900 W **LEG** E **19,700**	10,900 W + E 19,700
S **0**	S 0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
8,300 N	8,300 N
11,000 W **LEG** E **19,700**	11,000 W + E 19,700
S **0**	S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[6_Crafton5th.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Crafton Ave. (NS) / 5th Ave. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			277	379		
			v	^		
948	<	IN =	1845	<	1263	
287	>	OUT =	1845	>	505	
			v	^		
			13	18		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MUL		
			v	^		
MIN	<			<	MIN	
MIN	>			>	MIN	
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	41		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	40		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			280	420		
			v	^		
950	<	IN =	1850	<	1260	
290	>	OUT =	1890	>	510	
			v	^	*	
			10	20		

PM

EXISTING COUNT YEAR: 2020

			357	265		
			v	^		
340	<	IN =	1536	<	545	
627	>	OUT =	1536	>	920	
			v	^		
			11	7		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MUL	<			<	MUL	
MUL	>			>	MUL	
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			173	45		
			v	^		
410	<			<	515	
343	>			>	570	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			170	50		
			v	^		
410	<			<	520	
340	>			>	570	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			530	321		
			v	^		
753	<	IN =	2580	<	1070	
970	>	OUT =	2580	>	1496	
			v	^	*	
			10	10		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[6_Crafton5th.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 14,2008

LOCATION: Alta Vista Dr. (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	14	33	19	136%	17	48	31	182%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	53	53	0	0%	89	111	22	25%
	NB Total	67	86	19	28%	106	159	53	50%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	193	373	180	93%	493	493	0	0%
	Right	14	83	69	493%	14	121	107	764%
	EB Total	207	456	249	120%	507	614	107	21%
WEST BOUND	Left	57	107	50	88%	97	349	252	260%
	Through	214	437	223	104%	273	273	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	271	544	273	101%	370	622	252	68%
TOTAL ENTERING VOLUME		545	1,086	541	99%	983	1,395	412	42%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	86	159			
South Leg	Outbound	190	470			
South Leg	**TOTAL**	**276**	**629**	**7%**	**16%**	**4,000**
East Leg	Inbound	544	622			
East Leg	Outbound	426	604			
East Leg	**TOTAL**	**970**	**1,226**	**8%**	**10%**	**12,000**
West Leg	Inbound	456	614			
West Leg	Outbound	470	321			
West Leg	**TOTAL**	**926**	**935**	**8%**	**8%**	**12,000**
OVERALL TOTAL		***2,172***	***2,790***	**8%**	***10%***	***28,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[10_AltaVistaOuterHighway.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 <===

LOCATION: **Alta Vista Dr. (NS) / Outer Highway (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
0 0 0	0 0 0
< v >	< v >
0 ^ ^ **0**	0 ^ ^ 0
193 > < **214**	493 > < 273
14 v v **57**	14 v v 97
< ^ >	< ^ >
14 0 53	17 0 89
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
0 0	0 0
v ^	v ^
228 < IN = 545 < **271**	290 < IN = 983 < 370
207 > OUT = 545 > **246**	507 > OUT = 983 > 582
v ^	v ^
71 67	111 106
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
0 0	0 0
v ^	v ^
470 < IN = 1064 < **534**	244 < IN = 1251 < 540
~~467~~ > OUT = 1063 > **~~408~~**	563 > OUT = 1251 > 541
v ^	v ^
185 63	466 148
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
0	0
N	N
9,200 W **LEG** E **10,900**	9,200 W + E 10,900
S	S
2,700	2,700
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
0	0
N	N
12,000 W **LEG** E **12,000**	12,000 W + E 12,000
S	S
4,000	4,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[10_AltaVistaOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Alta Vista Dr. (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

0 0
v ^
228 < IN = 545 < 271
207 > OUT = 545 > 246
v ^
71 67

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MUL < < MUL
MUL > > MUL
v ^
MUL MIN

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

0 0
v ^
242 < < 259
263 > > 164
v ^
119 0

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 0
v ^
240 < < 260
260 > > 160
v ^
120 0

NEW PROJECTED VOLUMES: 2040

0 0
v ^
470 < IN = 1070 < 530
470 > OUT = 1070 > 410
v ^ *
190 70

PM

EXISTING COUNT YEAR: 2020

0 0
v ^
290 < IN = 983 < 370
507 > OUT = 983 > 582
v ^
111 106

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MIN < < MUL
MUL > > MIN
v ^
MUL MUL

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

0 0
v ^
0 < < 170
53 > > 0
v ^
359 44

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 0
v ^
0 < < 170
50 > > 0
v ^
360 40

NEW PROJECTED VOLUMES: 2040

0 0
v ^
290 < IN = 1250 < 540
560 > OUT = 1340 > 580
v ^ *
470 150

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[10_AltaVistaOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Sand Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	169	169	0	0%	177	177	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	32	32	0	0%	44	71	27	61%
	NB Total	201	201	0	0%	221	248	27	12%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	410	412	2	0%	671	1,186	515	77%
	Right	118	118	0	0%	156	156	0	0%
	EB Total	528	530	2	0%	827	1,342	515	62%
WEST BOUND	Left	25	25	0	0%	40	88	48	120%
	Through	1,085	1,088	3	0%	373	826	453	121%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	1,110	1,113	3	0%	413	914	501	121%
TOTAL ENTERING VOLUME		1,839	1,844	5	0%	1,461	2,504	1043	71%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	201	248			
South Leg	Outbound	143	244			
South Leg	**TOTAL**	**344**	**492**	**6%**	**9%**	**5,400**
East Leg	Inbound	1,113	914			
East Leg	Outbound	444	1,257			
East Leg	**TOTAL**	**1,557**	**2,171**	**9%**	**12%**	**17,600**
West Leg	Inbound	530	1,342			
West Leg	Outbound	1,257	1,003			
West Leg	**TOTAL**	**1,787**	**2,345**	**9%**	**12%**	**19,900**
OVERALL TOTAL		***3,688***	***5,008***	**9%**	***12%***	***42,900***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[11_16thSandCanyonRoad.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **16th St. (NS) / Sand Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 0 0** < v > **0** ^ ^ **0** **410** > < **1085** **118** v v **25** < ^ > **169 0 32**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 0 0** < v > **0** ^ ^ **0** **671** > < **373** **156** v v **40** < ^ > **177 0 44**
EXISTING MODEL YEAR: **2020** **0 0** v ^ **1254** < IN = 1839 < **1110** **528** > OUT = 1839 > **442** v ^ **143 201**	EXISTING MODEL YEAR: 2020 **0 0** v ^ **550** < IN = 1461 < **413** **827** > OUT = 1461 > **715** v ^ **196 221**
FUTURE MODEL YEAR: **2040** **0 0** v ^ **1100** < IN = 1529 < **1075** **282** > OUT = 1528 > **327** v ^ **101 172**	FUTURE MODEL YEAR: 2040 **0 0** v ^ **977** < IN = 2436 < **936** **1255** > OUT = 2436 > **1267** v ^ **192 245**
EXISTING (COUNTED) ADTs BY LEG: 2020 **0** N **19,900** W **LEG** E **17,600** S **5,400**	EXISTING (COUNTED) ADTs BY LEG: 2020 0 N 19,900 W + E 17,600 S 5,400
REFINED 2020 ADT'S BY LEG: 2040 **0** N **19,900** W **LEG** E **17,600** S **5,400**	REFINED 2020 ADT'S BY LEG: 2040 0 N 19,900 W + E 17,600 S 5,400

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[11_16thSandCanyonRoad.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Sand Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

0 0
v ^
1254 < IN = 1839 < 1110
528 > OUT = 1839 > 442
v ^
143 201

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MIN < < MIN
MIN > > MIN
v ^
MIN MIN

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 0
v ^
0 < < 0
0 > > 0
v ^
0 0

NEW PROJECTED VOLUMES: 2040

0 0
v ^
1257 < IN = 1840 < 1110
530 > OUT = 1840 > 442
v ^ *
141 200

PM

EXISTING COUNT YEAR: 2020

0 0
v ^
550 < IN = 1461 < 413
827 > OUT = 1461 > 715
v ^
196 221

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MUL < < MUL
MUL > > MUL
v ^
MIN MUL

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

0 0
v ^
430 < < 527
433 > > 555
v ^
0 29

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 0
v ^
430 < < 530
430 > > 560
v ^
0 30

NEW PROJECTED VOLUMES: 2040

0 0
v ^
980 < IN = 2450 < 940
1260 > OUT = 2460 > 1280
v ^ *
200 250

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[11_16thSandCanyonRoad.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Yucaipa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	18	18	0	0%	19	23	4	21%
	Through	49	49	0	0%	99	133	34	34%
	Right	39	52	13	33%	31	45	14	45%
	NB Total	106	119	13	12%	149	201	52	35%
SOUTH BOUND	Left	1	2	1	100%	1	1	0	0%
	Through	62	62	0	0%	85	87	2	2%
	Right	63	75	12	19%	94	100	6	6%
	SB Total	126	139	13	10%	180	188	8	4%
EAST BOUND	Left	119	131	12	10%	94	109	15	16%
	Through	586	1,028	442	75%	1,542	1,954	412	27%
	Right	14	14	0	0%	25	26	1	4%
	EB Total	719	1,173	454	63%	1,661	2,089	428	26%
WEST BOUND	Left	28	37	9	32%	27	48	21	78%
	Through	1,031	1,949	918	89%	792	1,457	665	84%
	Right	1	2	1	100%	4	8	4	100%
	WB Total	1,060	1,988	928	88%	823	1,513	690	84%
TOTAL ENTERING VOLUME		2,011	3,419	1408	70%	2,813	3,991	1178	42%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	139	188			
North Leg	Outbound	182	250			
North Leg	**TOTAL**	**321**	**438**	**6%**	**8%**	**5,400**
South Leg	Inbound	119	201			
South Leg	Outbound	113	161			
South Leg	**TOTAL**	**232**	**362**	**6%**	**10%**	**3,800**
East Leg	Inbound	1,988	1,513			
East Leg	Outbound	1,082	2,000			
East Leg	**TOTAL**	**3,070**	**3,513**	**7%**	**7%**	**47,000**
West Leg	Inbound	1,173	2,089			
West Leg	Outbound	2,042	1,580			
West Leg	**TOTAL**	**3,215**	**3,669**	**7%**	**8%**	**48,000**
OVERALL TOTAL		***6,838***	***7,982***	***7%***	***8%***	***104,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[12_16thYucaipa.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **16th St. (NS) / Yucaipa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **63 62 1** < v > **119** ^ ^ **1** **586** > < **1031** **14** v v **28** < ^ > **18 49 39**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **94 85 1** < v > **94** ^ ^ **4** **1542** > < **792** **25** v v **27** < ^ > **19 99 31**
EXISTING MODEL YEAR: **2020** **126 169** v ^ **1112** < IN = 2011 < **1060** **719** > OUT = 2011 > **626** v ^ **104 106**	EXISTING MODEL YEAR: 2020 **180 197** v ^ **905** < IN = 2813 < **823** **1661** > OUT = 2813 > **1574** v ^ **137 149**
FUTURE MODEL YEAR: **2040** **101 172** v ^ **2003** < IN = 3333 < **2005** **1146** > OUT = 3334 > **1055** v ^ **104 81**	FUTURE MODEL YEAR: 2040 **192 245** v ^ **1571** < IN = 3978 < **1525** **2066** > OUT = 3978 > **2003** v ^ **159 195**
EXISTING (COUNTED) ADTs BY LEG: 2020 **5,400** N **27,900** W **LEG** E **26,800** S **3,800**	EXISTING (COUNTED) ADTs BY LEG: 2020 5,400 N 27,900 W + E 26,800 S 3,800
REFINED 2020 ADT'S BY LEG: 2040 **5,400** N **48,000** W **LEG** E **47,000** S **3,800**	REFINED 2020 ADT'S BY LEG: 2040 5,400 N 48,000 W + E 47,000 S 3,800

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[12_16thYucaipa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Yucaipa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			126	169		
			v	^		
	1112	<	IN =	2011	<	1060
	719	>	OUT =	2011	>	626
			v	^		
			104	106		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MUL		
			v	^		
	MUL	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	1		
			v	^		
	888	<			<	950
	431	>			>	434
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	890	<			<	950
	430	>			>	430
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			130	174		
			v	^		
	2042	<	IN =	3400	<	2010
	1150	>	OUT =	3400	>	1082
			v	^	*	
			102	110		

PM

EXISTING COUNT YEAR: 2020

			180	197		
			v	^		
	905	<	IN =	2813	<	823
	1661	>	OUT =	2813	>	1574
			v	^		
			137	149		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MUL	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			10	53		
			v	^		
	665	<			<	707
	409	>			>	426
			v	^		
			23	51		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			10	50		
			v	^		
	670	<			<	710
	410	>			>	430
			v	^		
			20	50		

NEW PROJECTED VOLUMES: 2040

			190	250		
			v	^		
	1580	<	IN =	3990	<	1530
	2070	>	OUT =	3990	>	2000
			v	^	*	
			160	200		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[12_16thYucaipa.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Ave. E (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	12	29	17	142%	10	25	15	150%
	Through	64	64	0	0%	130	130	0	0%
	Right	31	32	1	3%	98	163	65	66%
	NB Total	107	125	18	17%	238	318	80	34%
SOUTH BOUND	Left	17	20	3	18%	38	49	11	29%
	Through	76	76	0	0%	105	105	0	0%
	Right	6	17	11	183%	9	18	9	100%
	SB Total	99	113	14	14%	152	172	20	13%
EAST BOUND	Left	2	2	0	0%	2	6	4	200%
	Through	28	28	0	0%	64	387	323	505%
	Right	14	14	0	0%	10	37	27	270%
	EB Total	44	44	0	0%	76	430	354	466%
WEST BOUND	Left	71	107	36	51%	60	108	48	80%
	Through	62	314	252	406%	37	164	127	343%
	Right	24	39	15	63%	31	47	16	52%
	WB Total	157	460	303	193%	128	319	191	149%
TOTAL ENTERING VOLUME		407	742	335	82%	594	1,239	645	109%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	113	172			
North Leg	Outbound	105	183			
North Leg	**TOTAL**	**218**	**355**	**6%**	**9%**	**3,800**
South Leg	Inbound	125	318			
South Leg	Outbound	197	250			
South Leg	**TOTAL**	**322**	**568**	**5%**	**9%**	**6,000**
East Leg	Inbound	460	319			
East Leg	Outbound	80	599			
East Leg	**TOTAL**	**540**	**918**	**9%**	**15%**	**6,000**
West Leg	Inbound	44	430			
West Leg	Outbound	360	207			
West Leg	**TOTAL**	**404**	**637**	**10%**	**16%**	**4,000**
OVERALL TOTAL		***1,484***	***2,478***	***7%***	***13%***	***19,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[13_16thAveE.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **16th St. (NS) / Ave. E (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **6 76 17** < v > ^ **2** ^ **24** **28** > < **62** **14** v v **71** < ^ > **12 64 31**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **9 105 38** < v > ^ **2** ^ **31** **64** > < **37** **10** v v **60** < ^ > **10 130 98**
EXISTING MODEL YEAR: **2020** **99 90** v ^ **80** < IN = 407 < **157** **44** > OUT = 407 > **76** v ^ **161 107**	EXISTING MODEL YEAR: 2020 **152 163** v ^ **56** < IN = 594 < **128** **76** > OUT = 594 > **200** v ^ **175 238**
FUTURE MODEL YEAR: **2040** **83 41** v ^ **360** < IN = 594 < **459** **0** > OUT = 594 > **11** v ^ **182 52**	FUTURE MODEL YEAR: 2040 **88 151** v ^ **203** < IN = 1136 < **321** **427** > OUT = 1136 > **576** v ^ **206 300**
EXISTING (COUNTED) ADTs BY LEG: 2020 **3,800** N **2,100** W **LEG** E **3,900** S **5,100**	EXISTING (COUNTED) ADTs BY LEG: 2020 3,800 N 2,100 W + E 3,900 S 5,100
REFINED 2020 ADT'S BY LEG: 2040 **3,800** N **4,000** W **LEG** E **6,000** S **6,000**	REFINED 2020 ADT'S BY LEG: 2040 3,800 N 4,000 W + E 6,000 S 6,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[13_16thAveE.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Ave. E (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			99	90		
			v	^		
	80	<	IN =	407	<	157
	44	>	OUT =	407	>	76
			v	^		
			161	107		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MUL	<			<	MUL
	MIN	>			>	MIN
			v	^		
			MUL	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	280	<			<	303
	0	>			>	0
			v	^		
			19	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	280	<			<	300
	0	>			>	0
			v	^		
			20	0		

NEW PROJECTED VOLUMES: ###

			100	90		
			v	^		
	360	<	IN =	710	<	460
	40	>	OUT =	710	>	80
			v	^ *		
			180	110		

PM

EXISTING COUNT YEAR: 2020

			152	163		
			v	^		
	56	<	IN =	594	<	128
	76	>	OUT =	594	>	200
			v	^		
			175	238		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MUL	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	144	<			<	192
	354	>			>	380
			v	^		
			35	62		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	140	<			<	190
	350	>			>	380
			v	^		
			40	60		

NEW PROJECTED VOLUMES: 2040

			150	166		
			v	^		
	207	<	IN =	1200	<	320
	430	>	OUT =	1200	>	600
			v	^ *		
			228	300		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[13_16thAveE.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Dunlap Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	21	25	4	19%	48	274	226	471%
	Through	95	98	3	3%	213	257	44	21%
	Right	35	35	0	0%	127	127	0	0%
	NB Total	151	158	7	5%	388	658	270	70%
SOUTH BOUND	Left	11	11	0	0%	16	16	0	0%
	Through	137	142	5	4%	167	193	26	16%
	Right	22	29	7	32%	4	15	11	275%
	SB Total	170	182	12	7%	187	224	37	20%
EAST BOUND	Left	4	16	12	300%	17	31	14	82%
	Through	18	53	35	194%	63	85	22	35%
	Right	20	72	52	260%	42	112	70	167%
	EB Total	42	141	99	236%	122	228	106	87%
WEST BOUND	Left	162	162	0	0%	17	25	8	47%
	Through	172	190	18	10%	39	181	142	364%
	Right	9	9	0	0%	13	13	0	0%
	WB Total	343	361	18	5%	69	219	150	217%
TOTAL ENTERING VOLUME		706	842	136	19%	766	1,329	563	73%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	182	224			
North Leg	Outbound	123	301			
North Leg	**TOTAL**	**305**	**525**	**5%**	**9%**	**6,000**
South Leg	Inbound	158	658			
South Leg	Outbound	376	330			
South Leg	**TOTAL**	**534**	**988**	**7%**	**12%**	**8,000**
East Leg	Inbound	361	219			
East Leg	Outbound	99	228			
East Leg	**TOTAL**	**460**	**447**	**9%**	**9%**	**5,000**
West Leg	Inbound	141	228			
West Leg	Outbound	244	470			
West Leg	**TOTAL**	**385**	**698**	**8%**	**14%**	**5,000**
OVERALL TOTAL		***1,684***	***2,658***	**7%**	***11%***	***24,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[14_16thDunlap.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **16th St. (NS) / Dunlap Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **22 137 11** < v > **4** ^ ^ **9** **18** > < **172** **20** v v **162** < ^ > **21 95 35**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **4 167 16** < v > **17** ^ ^ **13** **63** > < **39** **42** v v **17** < ^ > **48 213 127**
EXISTING MODEL YEAR: **2020** **170 108** v ^ **215** < IN = 706 < **343** **42** > OUT = 706 > **64** v ^ **319 151**	EXISTING MODEL YEAR: 2020 **187 243** v ^ **91** < IN = 766 < **69** **122** > OUT = 766 > **206** v ^ **226 388**
FUTURE MODEL YEAR: **2040** **182 52** v ^ **135** < IN = 522 < **94** **144** > OUT = 523 > **78** v ^ **258 102**	FUTURE MODEL YEAR: 2040 **206 300** v ^ **469** < IN = 1247 < **206** **216** > OUT = 1247 > **147** v ^ **331 619**
EXISTING (COUNTED) ADTs BY LEG: 2020 **5,100** N **3,600** W **LEG** E **5,000** S **7,500**	EXISTING (COUNTED) ADTs BY LEG: 2020 5,100 N 3,600 W + E 5,000 S 7,500
REFINED 2020 ADT'S BY LEG: 2040 **6,000** N **5,000** W **LEG** E **5,000** S **8,000**	REFINED 2020 ADT'S BY LEG: 2040 6,000 N 5,000 W + E 5,000 S 8,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[14_16thDunlap.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Dunlap Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		170	108			
		v	^			
215	<	IN =	706	<	343	
42	>	OUT =	706	>	64	
		v	^			
		319	151			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MIN			
		v	^			
MIN	<			<	MIN	
MUL	>			>	MUL	
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		10	0			
		v	^			
0	<			<	0	
98	>			>	16	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		10	0			
		v	^			
0	<			<	0	
100	>			>	20	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		180	122			
		v	^			
244	<	IN =	810	<	340	
140	>	OUT =	810	>	89	
		v	^	*		
		355	150			

PM

EXISTING COUNT YEAR: 2020

		187	243			
		v	^			
91	<	IN =	766	<	69	
122	>	OUT =	766	>	206	
		v	^			
		226	388			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MUL	
MUL	>			>	MIN	
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		23	57			
		v	^			
379	<			<	141	
98	>			>	0	
		v	^			
		104	232			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		20	60			
		v	^			
380	<			<	140	
100	>			>	0	
		v	^			
		100	230			

NEW PROJECTED VOLUMES: 2040

		210	300			
		v	^			
470	<	IN =	1260	<	210	
220	>	OUT =	1310	>	210	
		v	^	*		
		330	620			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[14_16thDunlap.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	151	220	69	46%	186	305	119	64%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	168	168	0	0%	40	40	0	0%
	SB Total	319	388	69	22%	226	345	119	53%
EAST BOUND	Left	72	72	0	0%	190	190	0	0%
	Through	224	315	91	41%	448	491	43	10%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	296	387	91	31%	638	681	43	7%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	196	416	220	112%	335	509	174	52%
	Right	79	133	54	68%	197	512	315	160%
	WB Total	275	549	274	100%	532	1,021	489	92%
TOTAL ENTERING VOLUME		890	1,324	434	49%	1,396	2,047	651	47%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	388	345			
North Leg	Outbound	205	702			
North Leg	**TOTAL**	**593**	**1,047**	**7%**	**13%**	**8,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	549	1,021			
East Leg	Outbound	535	796			
East Leg	**TOTAL**	**1,084**	**1,817**	**6%**	**10%**	**18,000**
West Leg	Inbound	387	681			
West Leg	Outbound	584	549			
West Leg	**TOTAL**	**971**	**1,230**	**8%**	**11%**	**11,600**
OVERALL TOTAL		***2,648***	***4,094***	***7%***	***11%***	***37,600***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[15_16thOuterHighway.xls]Output (3)

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **16th St. (NS) / Outer Highway (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			168	**0**	**151**	
			<	v	>	
72	^				^	**79**
224	>				<	**196**
0	v				v	**0**
			<	^	>	
			0	**0**	**0**	

EXISTING MODEL YEAR:

2020

			319		**151**	
			v		^	
364	<	IN =	890	<		**275**
296	>	OUT =	890	>		**375**
			v		^	
			0		**0**	

FUTURE MODEL YEAR:

2040

			258		**102**	
			v		^	
467	<	IN =	1187	<		**557**
372	>	OUT =	1188	>		**619**
			v		^	
			0		**0**	

EXISTING (COUNTED) ADTs BY LEG:

2020

			7,500			
			N			
11,600	W	**LEG**		E		**12,000**
			S			
			0			

REFINED 2020 ADT'S BY LEG:

2040

			8,000			
			N			
11,600	W	**LEG**		E		**18,000**
			S			
			0			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			40	**0**	**186**	
			<	v	>	
190	^				^	**197**
448	>				<	**335**
0	v				v	**0**
			<	^	>	
			0	**0**	**0**	

EXISTING MODEL YEAR:

2020

			226		**387**	
			v		^	
375	<	IN =	1396	<		**532**
638	>	OUT =	1396	>		**634**
			v		^	
			0		**0**	

FUTURE MODEL YEAR:

2040

			331		**619**	
			v		^	
486	<	IN =	1840	<		**1034**
475	>	OUT =	1841	>		**736**
			v		^	
			0		**0**	

EXISTING (COUNTED) ADTs BY LEG:

2020

			7,500			
			N			
11,600	W	+		E		12,000
			S			
			0			

REFINED 2020 ADT'S BY LEG:

2040

			8,000			
			N			
11,600	W	+		E		18,000
			S			
			0			

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[15_16thOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 16th St. (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			319	151		
			v	^		
364	<	IN =	890	<	275	
296	>	OUT =	890	>	375	
			v	^		
			0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
MUL	<			<	MUL	
MUL	>			>	MUL	
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
106	<			<	285	
74	>			>	245	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
110	<			<	290	
70	>			>	250	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			320	151		
			v	^		
474	<	IN =	1260	<	570	
370	>	OUT =	1260	>	635	
			v	^	*	
			0	0		

PM

EXISTING COUNT YEAR: 2020

			226	387		
			v	^		
375	<	IN =	1396	<	532	
638	>	OUT =	1396	>	634	
			v	^		
			0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MUL	<			<	MUL	
MIN	>			>	MUL	
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			104	233		
			v	^		
115	<			<	498	
0	>			>	106	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			100	230		
			v	^		
120	<			<	500	
0	>			>	110	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			330	667		
			v	^		
538	<	IN =	2000	<	1030	
640	>	OUT =	2000	>	796	
			v	^	*	
			0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[15_16thOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 14th Street (NS) / Yucaipa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	65	344	279	429%	59	350	291	493%
	Through	400	546	146	37%	162	575	413	255%
	Right	38	38	0	0%	36	177	141	392%
	NB Total	503	928	425	84%	257	1,102	845	329%
SOUTH BOUND	Left	86	86	0	0%	104	143	39	38%
	Through	92	287	195	212%	230	601	371	161%
	Right	105	204	99	94%	107	178	71	66%
	SB Total	283	577	294	104%	441	922	481	109%
EAST BOUND	Left	124	187	63	51%	228	228	0	0%
	Through	475	530	55	12%	1,264	1,546	282	22%
	Right	33	367	334	1012%	97	229	132	136%
	EB Total	632	1,084	452	72%	1,589	2,003	414	26%
WEST BOUND	Left	57	192	135	237%	39	90	51	131%
	Through	830	1,347	517	62%	684	986	302	44%
	Right	212	212	0	0%	127	127	0	0%
	WB Total	1,099	1,751	652	59%	850	1,203	353	42%
TOTAL ENTERING VOLUME		2,517	4,340	1823	72%	3,137	5,230	2093	67%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	577	922			
North Leg	Outbound	945	930			
North Leg	**TOTAL**	**1,522**	**1,852**	**8%**	**10%**	**18,000**
South Leg	Inbound	928	1,102			
South Leg	Outbound	846	920			
South Leg	**TOTAL**	**1,774**	**2,022**	**6%**	**7%**	**28,000**
East Leg	Inbound	1,751	1,203			
East Leg	Outbound	654	1,866			
East Leg	**TOTAL**	**2,405**	**3,069**	**8%**	**11%**	**29,000**
West Leg	Inbound	1,084	2,003			
West Leg	Outbound	1,895	1,514			
West Leg	**TOTAL**	**2,979**	**3,517**	**6%**	**7%**	**47,000**
OVERALL TOTAL		***8,680***	***10,460***	**7%**	***9%***	***122,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[18_14thYucaipa.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **14th Street (NS) / Yucaipa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **105 92 86** < v > **124** ^ ^ **212** **475** > < **830** **33** v v **57** < ^ > **65 400 38**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **107 230 104** < v > **228** ^ ^ **127** **1264** > < **684** **97** v v **39** < ^ > **59 162 36**
EXISTING MODEL YEAR: **2020** **283 736** v ^ **1000** < IN = 2517 < **1099** **632** > OUT = 2517 > **599** v ^ **182 503**	EXISTING MODEL YEAR: 2020 **441 517** v ^ **850** < IN = 3137 < **850** **1589** > OUT = 3137 > **1404** v ^ **366 257**
FUTURE MODEL YEAR: **2040** **559 831** v ^ **2005** < IN = 4207 < **1690** **1055** > OUT = 4207 > **471** v ^ **900 903**	FUTURE MODEL YEAR: 2040 **919 893** v ^ **1525** < IN = 5226 < **1204** **2003** > OUT = 5226 > **1890** v ^ **918 1100**
EXISTING (COUNTED) ADTs BY LEG: 2020 **12,200** N **26,800** W **LEG** E **26,800** S **8,300**	EXISTING (COUNTED) ADTs BY LEG: 2020 12,200 N 26,800 W + E 26,800 S 8,300
REFINED 2020 ADT'S BY LEG: 2040 **18,000** N **47,000** W **LEG** E **29,000** S **28,000**	REFINED 2020 ADT'S BY LEG: 2040 18,000 N 47,000 W + E 29,000 S 28,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[18_14thYucaipa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 14th Street (NS) / Yucaipa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		283	736			
		v	^			
1000	<	IN =	2517	<	1099	
632	>	OUT =	2517	>	599	
		v	^			
		182	503			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MUL	
MUL	>			>	MIN	
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		277	94			
		v	^			
1010	<			<	591	
428	>			>	0	
		v	^			
		718	397			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		280	90			
		v	^			
1010	<			<	590	
430	>			>	0	
		v	^			
		720	400			

NEW PROJECTED VOLUMES: 2040

		560	830			
		v	^			
2010	<	IN =	4210	<	1690	
1060	>	OUT =	4340	>	600	
		v	^	*		
		900	900			

PM

EXISTING COUNT YEAR: 2020

		441	517			
		v	^			
850	<	IN =	3137	<	850	
1589	>	OUT =	3137	>	1404	
		v	^			
		366	257			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MUL	
MUL	>			>	MUL	
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		479	373			
		v	^			
680	<			<	350	
411	>			>	486	
		v	^			
		554	843			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		480	370			
		v	^			
680	<			<	350	
410	>			>	490	
		v	^			
		550	840			

NEW PROJECTED VOLUMES: 2040

		920	890			
		v	^			
1530	<	IN =	5220	<	1200	
2000	>	OUT =	5230	>	1890	
		v	^	*		
		920	1100			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[18_14thYucaipa.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 14th Street (NS) / Ave. E (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	39	89	50	128%	35	37	2	6%
	Through	479	479	0	0%	236	312	76	32%
	Right	20	20	0	0%	37	37	0	0%
	NB Total	538	588	50	9%	308	386	78	25%
SOUTH BOUND	Left	26	67	41	158%	77	77	0	0%
	Through	143	173	30	21%	285	285	0	0%
	Right	5	232	227	4540%	13	118	105	808%
	SB Total	174	472	298	171%	375	480	105	28%
EAST BOUND	Left	10	47	37	370%	11	401	390	3545%
	Through	51	51	0	0%	141	209	68	48%
	Right	21	21	0	0%	49	110	61	124%
	EB Total	82	119	37	45%	201	720	519	258%
WEST BOUND	Left	16	16	0	0%	54	54	0	0%
	Through	87	105	18	21%	90	136	46	51%
	Right	111	111	0	0%	44	92	48	109%
	WB Total	214	232	18	8%	188	282	94	50%
TOTAL ENTERING VOLUME		1,008	1,411	403	40%	1,072	1,868	796	74%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	472	480			
North Leg	Outbound	637	805			28,000
North Leg	**TOTAL**	**1,109**	**1,285**	**11%**	**13%**	**~~10,000~~**
South Leg	Inbound	588	386			
South Leg	Outbound	210	449			
South Leg	**TOTAL**	**798**	**835**	**9%**	**9%**	**9,000**
East Leg	Inbound	232	282			
East Leg	Outbound	138	323			
East Leg	**TOTAL**	**370**	**605**	**8%**	**13%**	**4,800**
West Leg	Inbound	119	720			
West Leg	Outbound	426	291			
West Leg	**TOTAL**	**545**	**1,011**	**9%**	**17%**	**6,000**
OVERALL TOTAL		***2,822***	***3,736***	**9%**	***13%***	***29,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[19_14thAveE.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **14th Street (NS) / Ave. E (EW)**

AM PEAK HOUR	**PM PEAK HOUR**
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **5 143 26**	2020 **13 285 77**
< v >	< v >
10 ^ ^ **111**	**11** ^ ^ **44**
51 > < **87**	**141** > < **90**
21 v v **16**	**49** v v **54**
< ^ >	< ^ >
39 479 20	**35 236 37**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **174 600**	2020 **375 291**
v ^	v ^
131 < IN = 1008 < **214**	**138** < IN = 1072 < **188**
82 > OUT = 1008 > **97**	**201** > OUT = 1072 > **255**
v ^	v ^
180 538	**388 308**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **469 45**	2040 **374 838**
v ^	v ^
459 < IN = 514 < **14**	**321** < IN = 1223 < **15**
11 > OUT = 515 > **9**	**576** > OUT = 1222 > **32**
v ^	v ^
2 20	**31 258**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **8,300** N	2020 8,300 N
3,900 W **LEG** E **4,800**	3,900 W + E 4,800
S **9,000**	S 9,000
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **10,000** N	2040 10,000 N
6,000 W **LEG** E **4,800**	6,000 W + E 4,800
S **9,000**	S 9,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[19_14thAveE.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 14th Street (NS) / Ave. E (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			174	600		
			v	^		
	131	<	IN =	1008	<	214
	82	>	OUT =	1008	>	97
			v	^		
			180	538		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MIN		
			v	^		
	MUL	<			<	MIN
	MIN	>			>	MIN
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			296	0		
			v	^		
	329	<			<	0
	0	>			>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			300	0		
			v	^		
	330	<			<	0
	0	>			>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

				470	600		
				v	^		
	460	<	IN =	1300	<	210	
	80	>	OUT =	1340	>	100	
				v	^	*	
				180	540		

PM

EXISTING COUNT YEAR:
2020

			375	291		
			v	^		
	138	<	IN =	1072	<	188
	201	>	OUT =	1072	>	255
			v	^		
			388	308		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MUL		
			v	^		
	MUL	<			<	MIN
	MUL	>			>	MIN
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	549		
			v	^		
	182	<			<	0
	379	>			>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	550		
			v	^		
	180	<			<	0
	380	>			>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

				380	840		
				v	^		
	320	<	IN =	1460	<	190	
	580	>	OUT =	1810	>	260	
				v	^	*	
				390	310		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[19_14thAveE.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Yucaipa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	55	55	0	0%	105	105	0	0%
	Through	201	202	1	0%	397	397	0	0%
	Right	170	177	7	4%	278	323	45	16%
	NB Total	426	434	8	2%	780	825	45	6%
SOUTH BOUND	Left	27	36	9	33%	101	147	46	46%
	Through	247	333	86	35%	295	295	0	0%
	Right	321	389	68	21%	234	234	0	0%
	SB Total	595	758	163	27%	630	676	46	7%
EAST BOUND	Left	142	142	0	0%	395	416	21	5%
	Through	492	497	5	1%	883	1,389	506	57%
	Right	46	46	0	0%	78	78	0	0%
	EB Total	680	685	5	1%	1,356	1,883	527	39%
WEST BOUND	Left	179	290	111	62%	323	424	101	31%
	Through	858	1,248	390	45%	690	927	237	34%
	Right	19	30	11	58%	28	60	32	114%
	WB Total	1,056	1,568	512	48%	1,041	1,411	370	36%
TOTAL ENTERING VOLUME		2,757	3,445	688	25%	3,807	4,795	988	26%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	758	676			
North Leg	Outbound	374	873			
North Leg	**TOTAL**	**1,132**	**1,549**	**8%**	**11%**	**14,000**
South Leg	Inbound	434	825			
South Leg	Outbound	669	797			
South Leg	**TOTAL**	**1,103**	**1,622**	**7%**	**11%**	**15,000**
East Leg	Inbound	1,568	1,411			
East Leg	Outbound	710	1,859			
East Leg	**TOTAL**	**2,278**	**3,270**	**7%**	**10%**	**33,000**
West Leg	Inbound	685	1,883			
West Leg	Outbound	1,692	1,266			
West Leg	**TOTAL**	**2,377**	**3,149**	**8%**	**11%**	**29,000**
OVERALL TOTAL		***6,890***	***9,590***	**8%**	***11%***	***91,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[20_OakGlenYucaipa.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Oak Glen Road (NS) / Yucaipa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **321 247 27** < v > **142** ^ ^ **19** **492** > < **858** **46** v v **179** < ^ > **55 201 170**	2020 **234 295 101** < v > **395** ^ ^ **28** **883** > < **690** **78** v v **323** < ^ > **105 397 278**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **595 362** v ^ **1234** < IN = 2757 < **1056** **680** > OUT = 2757 > **689** v ^ **472 426**	2020 **630 820** v ^ **1029** < IN = 3807 < **1041** **1356** > OUT = 3807 > **1262** v ^ **696 780**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **753 257** v ^ **1643** < IN = 3134 < **1572** **470** > OUT = 3134 > **585** v ^ **649 339**	2040 **413 783** v ^ **1160** < IN = 4462 < **1438** **1828** > OUT = 4461 > **1925** v ^ **593 783**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **14,000** N **28,800** W **LEG** E **26,900** S **14,600**	2020 14,000 N 28,800 W + E 26,900 S 14,600
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **14,000** N **29,000** W **LEG** E **33,000** S **15,000**	2040 14,000 N 29,000 W + E 33,000 S 15,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[20_OakGlenYucaipa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Yucaipa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			595	362		
			v	^		
	1234	<	IN =	2757	<	1056
	680	>	OUT =	2757	>	689
			v	^		
			472	426		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MIN		
			v	^		
	MUL	<			<	MUL
	MIN	>			>	MIN
			v	^		
			MUL	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			155	0		
			v	^		
	406	<			<	514
	0	>			>	0
			v	^		
			178	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			160	0		
			v	^		
	410	<			<	510
	0	>			>	0
			v	^		
			180	0		

NEW PROJECTED VOLUMES: 2040

			760	371			
			v	^			
	1689	<	IN =	3440	<	1570	
	680	>	OUT =	3440	>	711	
			v	^	*		
			669	430			

PM

EXISTING COUNT YEAR:
2020

			630	820		
			v	^		
	1029	<	IN =	3807	<	1041
	1356	>	OUT =	3807	>	1262
			v	^		
			696	780		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MUL	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MIN	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	131	<			<	399
	474	>			>	668
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	130	<			<	400
	470	>			>	670
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			630	832			
			v	^			
	1178	<	IN =	4680	<	1440	
	1830	>	OUT =	4680	>	1959	
			v	^	*		
			711	780			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[20_OakGlenYucaipa.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Ave. E (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	32	32	0	0%	24	24	0	0%
	Through	359	530	171	48%	663	677	14	2%
	Right	77	77	0	0%	236	236	0	0%
	NB Total	468	639	171	37%	923	937	14	2%
SOUTH BOUND	Left	36	53	17	47%	76	104	28	37%
	Through	469	531	62	13%	548	588	40	7%
	Right	6	9	3	50%	27	34	7	26%
	SB Total	511	593	82	16%	651	726	75	12%
EAST BOUND	Left	14	23	9	64%	38	41	3	8%
	Through	136	136	0	0%	213	217	4	2%
	Right	32	32	0	0%	27	27	0	0%
	EB Total	182	191	9	5%	278	285	7	3%
WEST BOUND	Left	193	193	0	0%	127	127	0	0%
	Through	264	271	7	3%	125	130	5	4%
	Right	49	84	35	71%	55	66	11	20%
	WB Total	506	548	42	8%	307	323	16	5%
TOTAL ENTERING VOLUME		1,667	1,971	304	18%	2,159	2,271	112	5%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	593	726			
North Leg	Outbound	637	784			
North Leg	**TOTAL**	**1,230**	**1,510**	**8%**	**10%**	**15,000**
South Leg	Inbound	639	937			
South Leg	Outbound	756	742			
South Leg	**TOTAL**	**1,395**	**1,679**	**8%**	**10%**	**17,200**
East Leg	Inbound	548	323			
East Leg	Outbound	266	557			
East Leg	**TOTAL**	**814**	**880**	**7%**	**8%**	**11,000**
West Leg	Inbound	191	285			
West Leg	Outbound	312	188			
West Leg	**TOTAL**	**503**	**473**	**8%**	**7%**	**6,600**
OVERALL TOTAL		***3,942***	***4,542***	**8%**	***9%***	***49,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[21_OakGlenE.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Oak Glen Road (NS) / Ave. E (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **6 469 36** < v > **14** ^ ^ **49** **136** > < **264** **32** v v **193** < ^ > **32 359 77**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **27 548 76** < v > **38** ^ ^ **55** **213** > < **125** **27** v v **127** < ^ > **24 663 236**
EXISTING MODEL YEAR: **2020** **511 422** v ^ **302** < IN = 1667 < **506** **182** > OUT = 1667 > **249** v ^ **694 468**	EXISTING MODEL YEAR: 2020 **651 756** v ^ **176** < IN = 2159 < **307** **278** > OUT = 2159 > **525** v ^ **702 923**
FUTURE MODEL YEAR: **2040** **597 615** v ^ **21** < IN = 1371 < **142** **11** > OUT = 1370 > **105** v ^ **629 621**	FUTURE MODEL YEAR: 2040 **728 750** v ^ **23** < IN = 1767 < **178** **40** > OUT = 1766 > **294** v ^ **699 821**
EXISTING (COUNTED) ADTs BY LEG: 2020 **14,600** N **6,600** W **LEG** E **11,000** S **17,200**	EXISTING (COUNTED) ADTs BY LEG: 2020 14,600 N 6,600 W + E 11,000 S 17,200
REFINED 2020 ADT'S BY LEG: 2040 **15,000** N **6,600** W **LEG** E **11,000** S **17,200**	REFINED 2020 ADT'S BY LEG: 2040 15,000 N 6,600 W + E 11,000 S 17,200

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[21_OakGlenE.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Ave. E (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		511	422			
		v	^			
302	< IN =	1667	<	506		
182	> OUT =	1667	>	249		
		v	^			
		694	468			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MIN	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		89	198			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	152			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		90	200			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	150			

NEW PROJECTED VOLUMES: 2040

		600	637			
		v	^			
308	< IN =	1910	<	510		
180	> OUT =	1910	>	257		
		v	^	*		
		709	620			

PM

EXISTING COUNT YEAR: 2020

		651	756			
		v	^			
176	< IN =	2159	<	307		
278	> OUT =	2159	>	525		
		v	^			
		702	923			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MIN			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MIN	MIN			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		79	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		80	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		730	785			
		v	^			
186	< IN =	2240	<	310		
280	> OUT =	2240	>	547		
		v	^	*		
		723	920			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[21_OakGlenE.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Colorado St. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	446	584	138	31%	895	895	0	0%
	Right	100	100	0	0%	156	207	51	33%
	NB Total	546	684	138	25%	1,051	1,102	51	5%
SOUTH BOUND	Left	10	12	2	20%	8	13	5	63%
	Through	684	692	8	1%	693	698	5	1%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	694	704	10	1%	701	711	10	1%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	112	112	0	0%	127	127	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	23	36	13	57%	27	31	4	15%
	WB Total	135	148	13	10%	154	158	4	3%
TOTAL ENTERING VOLUME		1,375	1,536	161	12%	1,906	1,971	65	3%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	704	711			
North Leg	Outbound	620	926			
North Leg	**TOTAL**	**1,324**	**1,637**	**8%**	**10%**	**17,200**
South Leg	Inbound	684	1,102			
South Leg	Outbound	804	825			
South Leg	**TOTAL**	**1,488**	**1,927**	**7%**	**9%**	**21,300**
East Leg	Inbound	148	158			
East Leg	Outbound	112	220			
East Leg	**TOTAL**	**260**	**378**	**7%**	**10%**	**3,800**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***3,072***	***3,942***	***7%***	***9%***	***42,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[22_OakGlenColorado.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Oak Glen Road (NS) / Colorado St. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 684 10** < v > **0** ^ ^ **23** **0** > < **0** **0** v v **112** < ^ > **0 446 100**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 693 8** < v > **0** ^ ^ **27** **0** > < **0** **0** v v **127** < ^ > **0 895 156**
EXISTING MODEL YEAR: **2020** **694 469** v ^ **0** < IN = 1375 < **135** **0** > OUT = 1375 > **110** v ^ **796 546**	EXISTING MODEL YEAR: 2020 **701 922** v ^ **0** < IN = 1906 < **154** **0** > OUT = 1906 > **164** v ^ **820 1051**
FUTURE MODEL YEAR: **2040** **629 621** v ^ **0** < IN = 1365 < **95** **0** > OUT = 1366 > **39** v ^ **706 641**	FUTURE MODEL YEAR: 2040 **699 821** v ^ **0** < IN = 1780 < **72** **0** > OUT = 1779 > **216** v ^ **742 1009**
EXISTING (COUNTED) ADTs BY LEG: 2020 **17,200** N **0** W **LEG** E **3,800** S **21,300**	EXISTING (COUNTED) ADTs BY LEG: 2020 17,200 N 0 W + E 3,800 S 21,300
REFINED 2020 ADT'S BY LEG: 2040 **17,200** N **0** W **LEG** E **3,800** S **21,300**	REFINED 2020 ADT'S BY LEG: 2040 17,200 N 0 W + E 3,800 S 21,300

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[22_OakGlenColorado.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Oak Glen Road (NS) / Colorado St. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

694 469
v ^
0 < IN = 1375 < 135
0 > OUT = 1375 > 110
v ^
796 546

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MIN MUL
v ^
MUL < < MIN
MUL > > MIN
v ^
MIN MUL

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

0 151
v ^
0 < < 0
0 > > 0
v ^
0 94

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 150
v ^
0 < < 0
0 > > 0
v ^
0 90

NEW PROJECTED VOLUMES: 2040

690 620
v ^
0 < IN = 1470 < 140
0 > OUT = 1530 > 110
v ^ *
800 640

PM

EXISTING COUNT YEAR: 2020

701 922
v ^
0 < IN = 1906 < 154
0 > OUT = 1906 > 164
v ^
820 1051

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MIN MIN
v ^
MUL < < MIN
MUL > > MUL
v ^
MIN MIN

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

0 0
v ^
0 < < 0
0 > > 56
v ^
0 0

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 0
v ^
0 < < 0
0 > > 60
v ^
0 0

NEW PROJECTED VOLUMES: 2040

700 920
v ^
0 < IN = 1900 < 150
0 > OUT = 1960 > 220
v ^ *
820 1050

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[22_OakGlenColorado.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: 14th Street (NS) / Live Oak Canyon Road (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	337	337	0	0%	292	310	18	6%
	Through	226	226	0	0%	137	146	9	7%
	Right	87	122	35	40%	144	144	0	0%
	NB Total	650	685	35	5%	573	600	27	5%
SOUTH BOUND	Left	53	71	18	34%	170	170	0	0%
	Through	95	95	0	0%	280	280	0	0%
	Right	123	123	0	0%	170	208	38	22%
	SB Total	271	289	18	7%	620	658	38	6%
EAST BOUND	Left	172	172	0	0%	144	260	116	81%
	Through	397	532	135	34%	761	1,025	264	35%
	Right	143	143	0	0%	345	464	119	34%
	EB Total	712	847	135	19%	1,250	1,749	499	40%
WEST BOUND	Left	92	111	19	21%	127	127	0	0%
	Through	536	615	79	15%	606	658	52	9%
	Right	190	223	33	17%	91	99	8	9%
	WB Total	818	949	131	16%	824	884	60	7%
TOTAL ENTERING VOLUME		2,451	2,770	319	13%	3,267	3,891	624	19%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	289	658			
North Leg	Outbound	621	505			
North Leg	**TOTAL**	**910**	**1,163**	**10%**	**13%**	**9,000**
South Leg	Inbound	685	600			
South Leg	Outbound	349	871			
South Leg	**TOTAL**	**1,034**	**1,471**	**7%**	**10%**	**14,700**
East Leg	Inbound	949	884			
East Leg	Outbound	725	1,339			
East Leg	**TOTAL**	**1,674**	**2,223**	**8%**	**10%**	**21,600**
West Leg	Inbound	847	1,749			
West Leg	Outbound	1,075	1,176			
West Leg	**TOTAL**	**1,922**	**2,925**	**7%**	**10%**	**28,000**
OVERALL TOTAL		***5,540***	***7,782***	**8%**	***11%***	***73,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[23_14thLiveOakCanyon.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **14th Street (NS) / Live Oak Canyon Road (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			123	**95**	**53**			
			<	v	>			
172	^					^		**190**
397	>					<		**536**
143	v					v		**92**
			<	^	>			
			337	**226**	**87**			

EXISTING MODEL YEAR:

2020

				271	**588**			
				v	^			
996	<		IN =	2451	<			**818**
712	>		OUT =	2451	>			**537**
				v	^			
				330	**650**			

FUTURE MODEL YEAR:

2040

				79	**114**			
				v	^			
1031	<		IN =	1931	<			**950**
820	>		OUT =	1930	>			**718**
				v	^			
				67	**82**			

EXISTING (COUNTED) ADTs BY LEG:

2020

		9,000		
		N		
26,800	W	**LEG**	E	**21,600**
		S		
		14,700		

REFINED 2020 ADT'S BY LEG:

2040

		9,000		
		N		
28,000	W	**LEG**	E	**21,600**
		S		
		14,700		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			170	**280**	**170**			
			<	v	>			
144	^					^		**91**
761	>					<		**606**
345	v					v		**127**
			<	^	>			
			292	**137**	**144**			

EXISTING MODEL YEAR:

2020

				620	**372**			
				v	^			
1068	<		IN =	3267	<			**824**
1250	>		OUT =	3267	>			**1075**
				v	^			
				752	**573**			

FUTURE MODEL YEAR:

2040

				178	**464**			
				v	^			
956	<		IN =	2962	<			**864**
1752	>		OUT =	2961	>			**1173**
				v	^			
				368	**168**			

EXISTING (COUNTED) ADTs BY LEG:

2020

		9,000		
		N		
26,800	W	+	E	21,600
		S		
		14,700		

REFINED 2020 ADT'S BY LEG:

2040

		9,000		
		N		
28,000	W	+	E	21,600
		S		
		14,700		

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[23_14thLiveOakCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 14th Street (NS) / Live Oak Canyon Road (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		271	588			
		v	^			
996	<	IN	=	2451	<	818
712	>	OUT	=	2451	>	537
		v	^			
		330	650			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<				<	MUL
MUL	>				>	MUL
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
34	<				<	132
108	>				>	183
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
30	<				<	130
110	>				>	180
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		270	594			
		v	^			
1038	<	IN	=	2690	<	950
820	>	OUT	=	2690	>	725
		v	^	*		
		332	650			

PM

EXISTING COUNT YEAR:
2020

		620	372			
		v	^			
1068	<	IN	=	3267	<	824
1250	>	OUT	=	3267	>	1075
		v	^			
		752	573			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MIN	<				<	MUL
MUL	>				>	MUL
		v	^			
		MIN	MIN			

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	88			
		v	^			
0	<				<	36
500	>				>	95
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	90			
		v	^			
0	<				<	40
500	>				>	100
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		620	505			
		v	^			
1175	<	IN	=	3800	<	860
1750	>	OUT	=	3800	>	1296
		v	^	*		
		824	570			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[23_14thLiveOakCanyon.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: Live Oak Canyon Road (NS) / I-10 Westbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	90	220	130	144%	245	489	244	100%
	Through	549	550	1	0%	1,058	1,341	283	27%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	639	770	131	21%	1,303	1,830	527	40%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	676	676	0	0%	801	801	0	0%
	Right	320	470	150	47%	267	375	108	40%
	SB Total	996	1,146	150	15%	1,068	1,176	108	10%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	299	560	261	87%	202	383	181	90%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	163	270	107	66%	192	457	265	138%
	WB Total	462	830	368	80%	394	840	446	113%
TOTAL ENTERING VOLUME		2,097	2,746	649	31%	2,765	3,846	1081	39%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,146	1,176			
North Leg	Outbound	820	1,798			
North Leg	**TOTAL**	**1,966**	**2,974**	**7%**	**11%**	**28,000**
South Leg	Inbound	770	1,830			
South Leg	Outbound	1,236	1,184			
South Leg	**TOTAL**	**2,006**	**3,014**	**7%**	**10%**	**29,000**
East Leg	Inbound	830	840			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**830**	**840**	**8%**	**8%**	**11,000**
West Leg	Inbound	0	0			
West Leg	Outbound	690	864			
West Leg	**TOTAL**	**690**	**864**	**6%**	**8%**	**11,000**
OVERALL TOTAL		***5,492***	***7,692***	***7%***	***10%***	***79,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[24_LiveOakCanyonI10West.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Live Oak Canyon Road (NS) / I-10 Westbound Ramps (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **320 676 0** < v > **0** ^ ^ **163** **0** > < **0** **0** v v **299** < ^ > **90 549 0**	2020 **267 801 0** < v > **0** ^ ^ **192** **0** > < **0** **0** v v **202** < ^ > **245 1058 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **996 712** v ^ **410** < IN = 2097 < **462** **0** > OUT = 2097 > **0** v ^ **975 639**	2020 **1068 1250** v ^ **512** < IN = 2765 < **394** **0** > OUT = 2765 > **0** v ^ **1003 1303**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **1031 820** v ^ **744** < IN = 2624 < **827** **0** > OUT = 2625 > **0** v ^ **1061 766**	2040 **956 1752** v ^ **892** < IN = 3628 < **840** **0** > OUT = 3628 > **0** v ^ **984 1832**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **26,800** N **0** W **LEG** E **0** S **25,700**	2020 26,800 N 0 W + E 0 S 25,700
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **28,000** N **11,000** W **LEG** E **11,000** S **29,000**	2040 28,000 N 11,000 W + E 11,000 S 29,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[24_LiveOakCanyonI10West.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Live Oak Canyon Road (NS) / I-10 Westbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

996 712
v ^
410 < IN = 2097 < 462
0 > OUT = 2097 > 0
v ^
975 639

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MUL < < MUL
MUL > > MUL
v ^
MUL MUL

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

34 108
v ^
330 < < 368
0 > > 0
v ^
85 131

PRORATED GROWTH: 2020 TO 2040
20 YEARS

30 110
v ^
330 < < 370
0 > > 0
v ^
90 130

NEW PROJECTED VOLUMES: 2040

1030 820
v ^
740 < IN = 2630 < 830
0 > OUT = 2630 > 0
v ^ *
1070 770

PM

EXISTING COUNT YEAR: 2020

1068 1250
v ^
512 < IN = 2765 < 394
0 > OUT = 2765 > 0
v ^
1003 1303

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MIN MUL
v ^
MUL < < MUL
MUL > > MUL
v ^
MIN MUL

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

0 500
v ^
378 < < 446
0 > > 0
v ^
0 527

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 500
v ^
380 < < 450
0 > > 0
v ^
0 530

NEW PROJECTED VOLUMES: 2040

1070 1798
v ^
914 < IN = 3740 < 840
0 > OUT = 3740 > 0
v ^ *
1027 1830

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[24_LiveOakCanyonI10West.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Live Oak Canyon Road (NS) / I-10 Eastbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	464	516	52	11%	994	1,035	41	4%
	Right	122	305	183	150%	341	404	63	18%
	NB Total	586	821	235	40%	1,335	1,439	104	8%
SOUTH BOUND	Left	263	305	42	16%	229	236	7	3%
	Through	711	861	150	21%	775	844	69	9%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	974	1,166	192	20%	1,004	1,080	76	8%
EAST BOUND	Left	175	254	79	45%	308	795	487	158%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	135	459	324	240%	240	746	506	211%
	EB Total	310	713	403	130%	548	1,541	993	181%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,870	2,700	830	44%	2,887	4,060	1173	41%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,166	1,080			
North Leg	Outbound	770	1,830			
North Leg	**TOTAL**	**1,936**	**2,910**	**7%**	**10%**	**29,000**
South Leg	Inbound	821	1,439			
South Leg	Outbound	1,320	1,590			
South Leg	**TOTAL**	**2,141**	**3,029**	**7%**	**9%**	**32,000**
East Leg	Inbound	0	0			
East Leg	Outbound	610	640			
East Leg	**TOTAL**	**610**	**640**	**7%**	**7%**	**9,000**
West Leg	Inbound	713	1,541			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**713**	**1,541**	**5%**	**11%**	**14,000**
OVERALL TOTAL		***5,400***	***8,120***	**6%**	***10%***	***84,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[25_LiveOakCanyonI10East.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #:	5238
Scenario:	==========>		<===	Analyst:	DL
Existing Conditions Model Run ID:	==>		<===	Date:	July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===		

LOCATION: **Live Oak Canyon Road (NS) / I-10 Eastbound Ramps (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020			**0**	**711**	**263**			
		<		v	>			
	175	^				^		**0**
	0	>				<		**0**
	135	v				v		**0**
		<		^	>			
			0	**464**	**122**			

EXISTING MODEL YEAR:

2020				**974**	**639**			
				v	^			
	0	<	IN =	1870	<			**0**
	310	>	OUT =	1870	>			**385**
				v	^			
				846	**586**			

FUTURE MODEL YEAR:

2040				**1161**	**766**			
				v	^			
	0	<	IN =	2688	<			**0**
	712	>	OUT =	2686	>			**598**
				v	^			
				1322	**815**			

EXISTING (COUNTED) ADTs BY LEG:

2020				**25,700**				
				N				
	0	W	**LEG**		E			**0**
				S				
				25,500				

REFINED 2020 ADT'S BY LEG:

2040				**29,000**				
				N				
	14,000	W	**LEG**		E			**9,000**
				S				
				32,000				

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020			**0**	**775**	**229**			
		<		v	>			
	308	^				^		**0**
	0	>				<		**0**
	240	v				v		**0**
		<		^	>			
			0	**994**	**341**			

EXISTING MODEL YEAR:

2020				**1004**	**1302**			
				v	^			
	0	<	IN =	2887	<			**0**
	548	>	OUT =	2887	>			**570**
				v	^			
				1015	**1335**			

FUTURE MODEL YEAR:

2040				**1084**	**1832**			
				v	^			
	0	<	IN =	4053	<			**0**
	1543	>	OUT =	4053	>			**640**
				v	^			
				1581	**1426**			

EXISTING (COUNTED) ADTs BY LEG:

2020				25,700				
				N				
	0	W	+		E			0
				S				
				25,500				

REFINED 2020 ADT'S BY LEG:

2040				29,000				
				N				
	14,000	W	+		E			9,000
				S				
				32,000				

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[25_LiveOakCanyonI10East.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Live Oak Canyon Road (NS) / I-10 Eastbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		974	639		
		v	^		
0	< IN =	1870	<	0	
310	> OUT =	1870	>	385	
		v	^		
		846	586		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MUL	
MUL	>		>	MUL	
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

REFINED GROWTH: 2020 TO 2040

		186	131		
		v	^		
0	<		<	0	
400	>		>	215	
		v	^		
		474	234		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		190	130		
		v	^		
0	<		<	0	
400	>		>	220	
		v	^		
		470	230		

NEW PROJECTED VOLUMES: ###

		1160	770		
		v	^		
0	< IN =	2690	<	0	
710	> OUT =	2700	>	610	
		v	^ *		
		1320	820		

PM

EXISTING COUNT YEAR: 2020

		1004	1302		
		v	^		
0	< IN =	2887	<	0	
548	> OUT =	2887	>	570	
		v	^		
		1015	1335		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MUL	
MUL	>		>	MUL	
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

		76	528		
		v	^		
0	<		<	0	
992	>		>	70	
		v	^		
		565	95		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		80	530		
		v	^		
0	<		<	0	
990	>		>	70	
		v	^		
		570	100		

NEW PROJECTED VOLUMES: 2040

		1080	1830		
		v	^		
0	< IN =	4060	<	0	
1540	> OUT =	4060	>	640	
		v	^ *		
		1590	1440		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[25_LiveOakCanyonI10East.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Live Oak Canyon Road (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	83	83	0	0%	222	222	0	0%
	Through	275	373	98	36%	580	640	60	10%
	Right	70	110	40	57%	188	188	0	0%
	NB Total	428	566	138	32%	990	1,050	60	6%
SOUTH BOUND	Left	77	224	147	191%	256	388	132	52%
	Through	503	706	203	40%	407	643	236	58%
	Right	266	289	23	9%	351	449	98	28%
	SB Total	846	1,219	373	44%	1,014	1,480	466	46%
EAST BOUND	Left	232	262	30	13%	496	527	31	6%
	Through	80	104	24	30%	216	194	-22	-10%
	Right	135	135	0	0%	180	180	0	0%
	EB Total	447	501	54	12%	892	901	9	1%
WEST BOUND	Left	91	137	46	51%	172	186	14	8%
	Through	113	132	19	17%	190	190	0	0%
	Right	78	211	133	171%	260	318	58	22%
	WB Total	282	480	198	70%	622	694	72	12%
TOTAL ENTERING VOLUME		2,003	2,766	763	38%	3,518	4,125	607	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,219	1,480			
North Leg	Outbound	846	1,485			
North Leg	**TOTAL**	**2,065**	**2,965**	**6%**	**9%**	**32,000**
South Leg	Inbound	566	1,050			
South Leg	Outbound	978	1,009			
South Leg	**TOTAL**	**1,544**	**2,059**	**7%**	**9%**	**23,000**
East Leg	Inbound	480	694			
East Leg	Outbound	438	770			
East Leg	**TOTAL**	**918**	**1,464**	**7%**	**10%**	**14,000**
West Leg	Inbound	501	901			
West Leg	Outbound	504	861			
West Leg	**TOTAL**	**1,005**	**1,762**	**6%**	**10%**	**17,300**
OVERALL TOTAL		***5,532***	***8,250***	**6%**	***10%***	***86,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[26_LiveOakCanyonOuterHighway.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Live Oak Canyon Road (NS) / Outer Highway (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **266 503 77** < v > **232** ^ ^ **78** **80** > < **113** **135** v v **91** < ^ > **83 275 70**	2020 **351 407 256** < v > **496** ^ ^ **260** **216** > < **190** **180** v v **172** < ^ > **222 580 188**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **846 585** v ^ **462** < IN = 2003 < **282** **447** > OUT = 2003 > **227** v ^ **729 428**	2020 **1014 1336** v ^ **763** < IN = 3518 < **622** **892** > OUT = 3518 > **660** v ^ **759 990**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **1222 815** v ^ **117** < IN = 2275 < **478** **46** > OUT = 2276 > **431** v ^ **913 529**	2040 **1481 1426** v ^ **153** < IN = 3263 < **674** **174** > OUT = 3263 > **729** v ^ **955 934**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **25,500** N **17,300** W **LEG** E **13,600** S **19,300**	2020 25,500 N 17,300 W + E 13,600 S 19,300
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **32,000** N **17,300** W **LEG** E **14,000** S **23,000**	2040 32,000 N 17,300 W + E 14,000 S 23,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[26_LiveOakCanyonOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Live Oak Canyon Road (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			846	585		
			v	^		
462	<	IN	=	2003	<	282
447	>	OUT	=	2003	>	227
			v	^		
			729	428		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MUL
MIN	>				>	MUL
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			374	235		
			v	^		
0	<				<	198
0	>				>	203
			v	^		
			181	102		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			370	240		
			v	^		
0	<				<	200
0	>				>	200
			v	^		
			180	100		

NEW PROJECTED VOLUMES: 2040

			1220	846		
			v	^		
469	<	IN	=	2680	<	480
450	>	OUT	=	2680	>	438
			v	^	*	
			927	530		

PM

EXISTING COUNT YEAR:
2020

			1014	1336		
			v	^		
763	<	IN	=	3518	<	622
892	>	OUT	=	3518	>	660
			v	^		
			759	990		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MUL
MIN	>				>	MUL
			v	^		
			MUL	MIN		

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			466	94		
			v	^		
0	<				<	48
0	>				>	70
			v	^		
			201	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			470	90		
			v	^		
0	<				<	50
0	>				>	70
			v	^		
			200	0		

NEW PROJECTED VOLUMES: 2040

			1480	1485		
			v	^		
789	<	IN	=	4030	<	670
890	>	OUT	=	4030	>	758
			v	^	*	
			997	990		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[26_LiveOakCanyonOuterHighway.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: West Oak Center Dr. North (NS) / Live Oak Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	129	233	104	81%	319	405	86	27%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	11	14	3	27%	28	33	5	18%
	SB Total	140	247	107	76%	347	438	91	26%
EAST BOUND	Left	15	22	7	47%	25	35	10	40%
	Through	299	299	0	0%	671	671	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	314	321	7	2%	696	706	10	1%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	558	558	0	0%	476	505	29	6%
	Right	171	368	197	115%	283	460	177	63%
	WB Total	729	926	197	27%	759	965	206	27%
TOTAL ENTERING VOLUME		1,183	1,494	311	26%	1,802	2,109	307	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	247	438			
North Leg	Outbound	390	495			6900
North Leg	**TOTAL**	**637**	**933**	**6%**	**9%**	**10,500**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	926	965			
East Leg	Outbound	532	1,076			
East Leg	**TOTAL**	**1,458**	**2,041**	**6%**	**9%**	**23,000**
West Leg	Inbound	321	706			
West Leg	Outbound	572	538			23,000
West Leg	**TOTAL**	**893**	**1,244**	**7%**	**9%**	**13,600**
OVERALL TOTAL		***2,988***	***4,218***	***6%***	***9%***	***47,100***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[27_WestOakCenterNorthLiveOakCanyon.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **West Oak Center Dr. North (NS) / Live Oak Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
11 0 129	**28 0 319**
< v >	< v >
15 ^ ^ **171**	**25** ^ ^ **283**
299 > < **558**	**671** > < **476**
0 v v **0**	**0** v v **0**
< ^ >	< ^ >
0 0 0	**0 0 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
140 186	**347 308**
v ^	v ^
569 < IN = 1183 < **729**	**504** < IN = 1802 < **759**
314 > OUT = 1183 > **428**	**696** > OUT = 1802 > **990**
v ^	v ^
0 0	**0 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
236 392	**442 457**
v ^	v ^
357 < IN = 1278 < **913**	**279** < IN = 1670 < **955**
129 > OUT = 1278 > **529**	**273** > OUT = 1670 > **934**
v ^	v ^
0 0	**0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
6,900	6,900
N	N
13,600 W **LEG** E **19,300**	13,600 W + E 19,300
S	S
0	0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
10,500	10,500
N	N
13,600 W **LEG** E **23,000**	13,600 W + E 23,000
S	S
0	0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[27_WestOakCenterNorthLiveOakCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Center Dr. North (NS) / Live Oak Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			140	186		
			v	^		
569	<	IN =	1183	<	729	
314	>	OUT =	1183	>	428	
			v	^		
			0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MUL
MIN	>				>	MUL
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			100	204		
			v	^		
0	<				<	181
0	>				>	102
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			100	200		
			v	^		
0	<				<	180
0	>				>	100
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			240	390		
			v	^		
570	<	IN =	1460	<	910	
310	>	OUT =	1490	>	530	
			v	^	*	
			0	0		

PM

EXISTING COUNT YEAR: 2020

			347	308		
			v	^		
504	<	IN =	1802	<	759	
696	>	OUT =	1802	>	990	
			v	^		
			0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MUL
MIN	>				>	MIN
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			93	152		
			v	^		
0	<				<	201
0	>				>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			90	150		
			v	^		
0	<				<	200
0	>				>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			440	495		
			v	^		
538	<	IN =	2100	<	960	
700	>	OUT =	2100	>	1066	
			v	^	*	
			0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[27_WestOakCenterNorthLiveOakCanyon.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: West Oak Center Dr. South (NS) / Live Oak Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	101	173	72	71%	250	328	78	31%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	11	90	79	718%	28	105	77	275%
	SB Total	112	263	151	135%	278	433	155	56%
EAST BOUND	Left	15	115	100	667%	25	125	100	400%
	Through	213	213	0	0%	446	446	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	228	328	100	44%	471	571	100	21%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	435	435	0	0%	283	283	0	0%
	Right	134	275	141	105%	221	335	114	52%
	WB Total	569	710	141	25%	504	618	114	23%
TOTAL ENTERING VOLUME		909	1,301	392	43%	1,253	1,622	369	29%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	263	433			
North Leg	Outbound	390	460			5 500
North Leg	**TOTAL**	**653**	**893**	**6%**	**9%**	**10,500**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	710	618			
East Leg	Outbound	386	774			
East Leg	**TOTAL**	**1,096**	**1,392**	**5%**	**6%**	**23,000**
West Leg	Inbound	328	571			
West Leg	Outbound	525	388			
West Leg	**TOTAL**	**853**	**959**	**9%**	**10%**	**9,200**
OVERALL TOTAL		***2,602***	***3,244***	**6%**	***8%***	***42,700***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[28_WestOakCenterSouthLiveOakCanyon.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **West Oak Center Dr. South (NS) / Live Oak Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **11 0 101** < v > **15** ^ ^ **134** **213** > < **435** **0** v v **0** < ^ > **0 0 0**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **28 0 250** < v > **25** ^ ^ **221** **446** > < **283** **0** v v **0** < ^ > **0 0 0**
EXISTING MODEL YEAR: **2020** **112 149** v ^ **446** < IN = 909 < **569** **228** > OUT = 909 > **314** v ^ **0 0**	EXISTING MODEL YEAR: 2020 **278 246** v ^ **311** < IN = 1253 < **504** **471** > OUT = 1253 > **696** v ^ **0 0**
FUTURE MODEL YEAR: **2040** **236 392** v ^ **202** < IN = 722 < **357** **129** > OUT = 723 > **129** v ^ **0 0**	FUTURE MODEL YEAR: 2040 **407 457** v ^ **229** < IN = 923 < **279** **237** > OUT = 923 > **237** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG: 2020 **5,500** N **9,200** W **LEG** E **13,600** S **0**	EXISTING (COUNTED) ADTs BY LEG: 2020 5,500 N 9,200 W + E 13,600 S 0
REFINED 2020 ADT'S BY LEG: 2040 **10,500** N **9,200** W **LEG** E **23,000** S **0**	REFINED 2020 ADT'S BY LEG: 2040 10,500 N 9,200 W + E 23,000 S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[28_WestOakCenterSouthLiveOakCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Center Dr. South (NS) / Live Oak Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			112	149		
			v	^		
446	<	IN =	909	<	569	
228	>	OUT =	909	>	314	
			v	^		
			0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MIN
MIN	>				>	MIN
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			128	241		
			v	^		
0	<				<	0
0	>				>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			130	240		
			v	^		
0	<				<	0
0	>				>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			240	390		
			v	^		
450	<	IN =	1040	<	570	
230	>	OUT =	1150	>	310	
			v	^	*	
			0	0		

PM

EXISTING COUNT YEAR: 2020

			278	246		
			v	^		
311	<	IN =	1253	<	504	
471	>	OUT =	1253	>	696	
			v	^		
			0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MIN
MIN	>				>	MIN
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			132	214		
			v	^		
0	<				<	0
0	>				>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			130	210		
			v	^		
0	<				<	0
0	>				>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			410	460		
			v	^		
310	<	IN =	1380	<	500	
470	>	OUT =	1470	>	700	
			v	^	*	
			0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[28_WestOakCenterSouthLiveOakCanyon.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: 12th St. (NS) / Calimesa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	8	51	43	538%	8	67	59	738%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	16	15	1500%	1	21	20	2000%
	SB Total	9	67	58	644%	9	88	79	878%
EAST BOUND	Left	1	21	20	2000%	1	18	17	1700%
	Through	374	374	0	0%	853	853	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	375	395	20	5%	854	871	17	2%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	901	901	0	0%	651	651	0	0%
	Right	3	29	26	867%	11	82	71	645%
	WB Total	904	930	26	3%	662	733	71	11%
TOTAL ENTERING VOLUME		1,288	1,392	104	8%	1,525	1,692	167	11%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	67	88			
North Leg	Outbound	50	100			
North Leg	**TOTAL**	**117**	**188**	**6%**	**9%**	~~**2,000**~~ 200
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	930	733			
East Leg	Outbound	425	920			
East Leg	**TOTAL**	**1,355**	**1,653**	**9%**	**11%**	**14,700**
West Leg	Inbound	395	871			
West Leg	Outbound	917	672			
West Leg	**TOTAL**	**1,312**	**1,543**	**9%**	**11%**	**14,500**
OVERALL TOTAL		***2,784***	***3,384***	**9%**	***11%***	***31,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[30_12thCalimesa.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **12th St. (NS) / Calimesa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **1 0 8** < v > **1** ^ ^ **3** **374** > < **901** **0** v v **0** < ^ > **0 0 0**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **1 0 8** < v > **1** ^ ^ **11** **853** > < **651** **0** v v **0** < ^ > **0 0 0**
EXISTING MODEL YEAR: **2020** **9 4** v ^ **902** < IN = 1288 < **904** **375** > OUT = 1288 > **382** v ^ **0 0**	EXISTING MODEL YEAR: 2020 **9 12** v ^ **652** < IN = 1525 < **662** **854** > OUT = 1525 > **861** v ^ **0 0**
FUTURE MODEL YEAR: **2040** **68 54** v ^ **76** < IN = 273 < **130** **75** > OUT = 273 > **143** v ^ **0 0**	FUTURE MODEL YEAR: 2040 A **90 101** v ^ **189** < IN = 663 < **290** **283** > OUT = 663 > **373** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG: 2020 **200** N **14,500** W **LEG** E **14,700** S **0**	EXISTING (COUNTED) ADTs BY LEG: 2020 200 N 14,500 W + E 14,700 S 0
REFINED 2020 ADT'S BY LEG: 2040 **2,000** N **14,500** W **LEG** E **14,700** S **0**	REFINED 2020 ADT'S BY LEG: 2040 2,000 N 14,500 W + E 14,700 S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[30_12thCalimesa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 12th St. (NS) / Calimesa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM	PM
EXISTING COUNT YEAR: 2020	EXISTING COUNT YEAR: 2020
9 4	9 12
v ^	v ^
902 < IN = 1288 < 904	652 < IN = 1525 < 662
375 > OUT = 1288 > 382	854 > OUT = 1525 > 861
v ^	v ^
0 0	0 0
GROWTH CALCULATION DECISION RULE	
MIN = Minimum Count Growth Approach	MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach	ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach	MUL = Multiplicative (Ratio) Approach
MUL MUL	MUL MUL
v ^	v ^
MIN < < MIN	MIN < < MIN
MIN > > MIN	MIN > > MIN
v ^	v ^
MUL MUL	MUL MUL
MINIMUM GROWTH %s 2020 TO 2040	
0% 0%	0% 0%
v ^	v ^
0% < < 0%	0% < < 0%
0% > > 0%	0% > > 0%
v ^	v ^
0% 0%	0% 0%
REFINED GROWTH: 2020 TO 2040	ADJUSTED GROWTH: 2020 TO 2040
61 46	81 88
v ^	v ^
0 < < 0	0 < < 0
0 > > 0	0 > > 0
v ^	v ^
0 0	0 0
PRORATED GROWTH: 2020 TO 2040	PRORATED GROWTH: 2020 TO 2040
20 YEARS	20 YEARS
60 50	80 90
v ^	v ^
0 < < 0	0 < < 0
0 > > 0	0 > > 0
v ^	v ^
0 0	0 0
NEW PROJECTED VOLUMES: 2040	NEW PROJECTED VOLUMES: 2040
70 51	90 100
v ^	v ^
914 < IN = 1350 < 900	650 < IN = 1600 < 660
380 > OUT = 1350 > 386	850 > OUT = 1610 > 860
v ^ *	v ^ *
0 0	0 0

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[30_12thCalimesa.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: Cienega Rd. (NS) / Calimesa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	31	69	38	123%	30	110	80	267%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	6	5	500%	1	12	11	1100%
	SB Total	32	75	43	134%	31	122	91	294%
EAST BOUND	Left	1	14	13	1300%	1	1	0	0%
	Through	382	382	0	0%	861	861	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	383	396	13	3%	862	862	0	0%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	904	904	0	0%	662	662	0	0%
	Right	11	11	0	0%	42	42	0	0%
	WB Total	915	915	0	0%	704	704	0	0%
TOTAL ENTERING VOLUME		1,330	1,386	56	4%	1,597	1,688	91	6%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	75	122			
North Leg	Outbound	25	43			3000
North Leg	**TOTAL**	**100**	**165**	**3%**	**6%**	**3,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	915	704			
East Leg	Outbound	451	971			
East Leg	**TOTAL**	**1,366**	**1,675**	**9%**	**11%**	**15,500**
West Leg	Inbound	396	862			
West Leg	Outbound	910	674			
West Leg	**TOTAL**	**1,306**	**1,536**	**9%**	**10%**	**14,700**
OVERALL TOTAL		***2,772***	***3,376***	**8%**	***10%***	***33,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[31_CienegaCalimesa.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Cienega Rd. (NS) / Calimesa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **1 0 31** < v > **1** ^ ^ **11** **382** > < **904** **0** v v **0** < ^ > **0 0 0**	2020 **1 0 30** < v > **1** ^ ^ **42** **861** > < **662** **0** v v **0** < ^ > **0 0 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **32 12** v ^ **905** < IN = 1330 < **915** **383** > OUT = 1330 > **413** v ^ **0 0**	2020 **31 43** v ^ **663** < IN = 1597 < **704** **862** > OUT = 1597 > **891** v ^ **0 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **81 83** v ^ **130** < IN = 329 < **105** **143** > OUT = 329 > **116** v ^ **0 0**	2040 **129 119** v ^ **290** < IN = 752 < **250** **373** > OUT = 752 > **343** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **800** N **14,700** W **LEG** E **15,500** S **0**	2020 800 N 14,700 W + E 15,500 S 0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **3,000** N **14,700** W **LEG** E **15,500** S **0**	2040 3,000 N 14,700 W + E 15,500 S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[31_CienegaCalimesa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Cienega Rd. (NS) / Calimesa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM	PM
EXISTING COUNT YEAR: 2020	EXISTING COUNT YEAR: 2020
32 12	31 43
v ^	v ^
905 < IN = 1330 < 915	663 < IN = 1597 < 704
383 > OUT = 1330 > 413	862 > OUT = 1597 > 891
v ^	v ^
0 0	0 0
GROWTH CALCULATION DECISION RULE	
MIN = Minimum Count Growth Approach	MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach MUL MUL	ADD = Additive (Growth Increment) Approach MUL MUL
MUL = Multiplicative (Ratio) Approach v ^	MUL = Multiplicative (Ratio) Approach v ^
MIN < < MIN	MIN < < MIN
MIN > > MIN	MIN > > MIN
v ^	v ^
MUL MUL	MUL MUL
MINIMUM GROWTH %s 2020 TO 2040	
0% 0%	0% 0%
v ^	v ^
0% < < 0%	0% < < 0%
0% > > 0%	0% > > 0%
v ^	v ^
0% 0%	0% 0%
REFINED GROWTH: 2020 TO 2040	ADJUSTED GROWTH: 2020 TO 2040
48 68	99 77
v ^	v ^
0 < < 0	0 < < 0
0 > > 0	0 > > 0
v ^	v ^
0 0	0 0
PRORATED GROWTH: 2020 TO 2040	PRORATED GROWTH: 2020 TO 2040
20 YEARS	20 YEARS
50 70	100 80
v ^	v ^
0 < < 0	0 < < 0
0 > > 0	0 > > 0
v ^	v ^
0 0	0 0
NEW PROJECTED VOLUMES: 2040	NEW PROJECTED VOLUMES: 2040
80 80	130 121
v ^	v ^
910 < IN = 1380 < 920	668 < IN = 1690 < 700
380 > OUT = 1400 > 410	860 > OUT = 1690 > 901
v ^ *	v ^ *
0 0	0 0

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[31_CienegaCalimesa.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	136	140	4	3%	193	256	63	33%
	Through	366	470	104	28%	598	892	294	49%
	Right	38	48	10	26%	149	192	43	29%
	NB Total	540	658	118	22%	940	1,340	400	43%
SOUTH BOUND	Left	7	9	2	29%	13	13	0	0%
	Through	344	687	343	100%	559	579	20	4%
	Right	496	531	35	7%	312	312	0	0%
	SB Total	847	1,227	380	45%	884	904	20	2%
EAST BOUND	Left	114	114	0	0%	415	434	19	5%
	Through	181	181	0	0%	292	292	0	0%
	Right	133	195	62	47%	243	253	10	4%
	EB Total	428	490	62	14%	950	979	29	3%
WEST BOUND	Left	144	238	94	65%	76	82	6	8%
	Through	325	325	0	0%	241	241	0	0%
	Right	8	9	1	13%	13	14	1	8%
	WB Total	477	572	95	20%	330	337	7	2%
TOTAL ENTERING VOLUME		2,292	2,947	655	29%	3,104	3,560	456	15%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,227	904			
North Leg	Outbound	593	1,340			
North Leg	**TOTAL**	**1,820**	**2,244**	**8%**	**10%**	**23,000**
South Leg	Inbound	658	1,340			
South Leg	Outbound	1,120	914			
South Leg	**TOTAL**	**1,778**	**2,254**	**8%**	**10%**	**23,000**
East Leg	Inbound	572	337			
East Leg	Outbound	238	497			
East Leg	**TOTAL**	**810**	**834**	**9%**	**9%**	**9,000**
West Leg	Inbound	490	979			
West Leg	Outbound	996	809			
West Leg	**TOTAL**	**1,486**	**1,788**	**8%**	**9%**	**19,600**
OVERALL TOTAL		***5,894***	***7,120***	**8%**	***10%***	***74,600***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[32_WildwoodCenterCalimesa.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			496	**344**	**7**			
			<	v	>			
	114	^				^	**8**	
	181	>				<	**325**	
	133	v				v	**144**	
			<	^	>			
			136	**366**	**38**			

EXISTING MODEL YEAR:

2020

				847	**488**			
				v	^			
	957	<	IN =	2292	<	**477**		
	428	>	OUT =	2292	>	**226**		
				v	^			
				621	**540**			

FUTURE MODEL YEAR:

2040

				1104	**591**			
				v	^			
	105	<	IN =	1828	<	**21**		
	116	>	OUT =	1827	>	**14**		
				v	^			
				1117	**587**			

EXISTING (COUNTED) ADTs BY LEG:

2020

		21,600		
		N		
19,600	W	**LEG**	E	**9,000**
		S		
		19,800		

REFINED 2020 ADT'S BY LEG:

2040

		23,000		
		N		
19,600	W	**LEG**	E	**9,000**
		S		
		23,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			312	**559**	**13**			
			<	v	>			
	415	^				^	**13**	
	292	>				<	**241**	
	243	v				v	**76**	
			<	^	>			
			193	**598**	**149**			

EXISTING MODEL YEAR:

2020

				884	**1026**			
				v	^			
	746	<	IN =	3104	<	**330**		
	950	>	OUT =	3104	>	**454**		
				v	^			
				878	**940**			

FUTURE MODEL YEAR:

2040

				644	**1285**			
				v	^			
	250	<	IN =	2347	<	**24**		
	343	>	OUT =	2347	>	**153**		
				v	^			
				659	**1336**			

EXISTING (COUNTED) ADTs BY LEG:

2020

		21,600		
		N		
19,600	W	+	E	9,000
		S		
		19,800		

REFINED 2020 ADT'S BY LEG:

2040

		23,000		
		N		
19,600	W	+	E	9,000
		S		
		23,000		

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[32_WildwoodCenterCalimesa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			847	488		
			v	^		
957	<	IN =	2292	<	477	
428	>	OUT =	2292	>	226	
			v	^		
			621	540		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<			<	MIN	
MIN	>			>	MIN	
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			253	102		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			499	50		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			250	100		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			500	50		

NEW PROJECTED VOLUMES: 2040

			1100	590		
			v	^		
960	<	IN =	2600	<	480	
430	>	OUT =	2900	>	230	
			v	^	*	
			1120	590		

PM

EXISTING COUNT YEAR:
2020

			884	1026		
			v	^		
746	<	IN =	3104	<	330	
950	>	OUT =	3104	>	454	
			v	^		
			878	940		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MUL		
			v	^		
MIN	<			<	MIN	
MIN	>			>	MIN	
			v	^		
			MIN	MUL		

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	264		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			0	400		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	260		
			v	^		
0	<			<	0	
0	>			>	0	
			v	^		
			0	400		

NEW PROJECTED VOLUMES: 2040

			880	1340		
			v	^		
779	<	IN =	3500	<	330	
950	>	OUT =	3500	>	467	
			v	^	*	
			914	1340		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[32_WildwoodCenterCalimesa.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) / I-10 Westbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	156	884	728	467%	183	838	655	358%
	Through	470	501	31	7%	805	1,270	465	58%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	626	1,385	759	121%	988	2,108	1,120	113%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	307	307	0	0%	664	664	0	0%
	Right	314	866	552	176%	213	292	79	37%
	SB Total	621	1,173	552	89%	877	956	79	9%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	39	83	44	113%	147	189	42	29%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	70	89	19	27%	107	107	0	0%
	WB Total	109	172	63	58%	254	296	42	17%
TOTAL ENTERING VOLUME		1,356	2,730	1374	101%	2,119	3,360	1241	59%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,173	956			
North Leg	Outbound	590	1,377			
North Leg	**TOTAL**	**1,763**	**2,333**	**8%**	**10%**	**23,000**
South Leg	Inbound	1,385	2,108			
South Leg	Outbound	390	853			
South Leg	**TOTAL**	**1,775**	**2,961**	**7%**	**11%**	**26,000**
East Leg	Inbound	172	296			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**172**	**296**	**9%**	**15%**	**2,000**
West Leg	Inbound	0	0			
West Leg	Outbound	1,750	1,130			
West Leg	**TOTAL**	**1,750**	**1,130**	**9%**	**6%**	**20,000**
OVERALL TOTAL		***5,460***	***6,720***	**8%**	***9%***	***71,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[33_WildwoodCenterI10West.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **Wildwood Center Dr. (NS) / I-10 Westbound Ramps (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **314 307 0** < v > **0** ^ ^ **70** **0** > < **0** **0** v v **39** < ^ > **156 470 0**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **213 664 0** < v > **0** ^ ^ **107** **0** > < **0** **0** v v **147** < ^ > **183 805 0**
EXISTING MODEL YEAR: **2020** **621 540** v ^ **470** < IN = 1356 < **109** **0** > OUT = 1356 > **0** v ^ **346 626**	EXISTING MODEL YEAR: 2020 **877 912** v ^ **396** < IN = 2119 < **254** **0** > OUT = 2119 > **0** v ^ **811 988**
FUTURE MODEL YEAR: **2040** **1117 587** v ^ **1750** < IN = 2658 < **170** **0** > OUT = 2659 > **0** v ^ **322 1371**	FUTURE MODEL YEAR: 2040 **659 1336** v ^ **1129** < IN = 2901 < **188** **0** > OUT = 2902 > **0** v ^ **437 2054**
EXISTING (COUNTED) ADTs BY LEG: 2020 **19,800** N **0** W **LEG** E **0** S **19,400**	EXISTING (COUNTED) ADTs BY LEG: 2020 19,800 N 0 W + E 0 S 19,400
REFINED 2020 ADT'S BY LEG: 2040 **23,000** N **20,000** W **LEG** E **2,000** S **26,000**	REFINED 2020 ADT'S BY LEG: 2040 23,000 N 20,000 W + E 2,000 S 26,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[33_WildwoodCenterI10West.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) / I-10 Westbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		621	540			
		v	^			
470	<	IN =	1356	<	109	
0	>	OUT =	1356	>	0	
		v	^			
		346	626			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MUL	
MUL	>			>	MUL	
		v	^			
		MIN	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		499	50			
		v	^			
1280	<			<	61	
0	>			>	0	
		v	^			
		0	744			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		500	50			
		v	^			
1280	<			<	60	
0	>			>	0	
		v	^			
		0	740			

NEW PROJECTED VOLUMES: 2040

		1120	590			
		v	^			
1750	<	IN =	2660	<	170	
0	>	OUT =	2690	>	0	
		v	^	*		
		350	1370			

PM

EXISTING COUNT YEAR: 2020

		877	912			
		v	^			
396	<	IN =	2119	<	254	
0	>	OUT =	2119	>	0	
		v	^			
		811	988			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MUL	<			<	MIN	
MUL	>			>	MUL	
		v	^			
		MIN	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	428			
		v	^			
734	<			<	0	
0	>			>	0	
		v	^			
		0	1062			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	430			
		v	^			
730	<			<	0	
0	>			>	0	
		v	^			
		0	1060			

NEW PROJECTED VOLUMES: 2040

		880	1340			
		v	^			
1130	<	IN =	3180	<	250	
0	>	OUT =	3280	>	0	
		v	^	*		
		810	2050			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[33_WildwoodCenterI10West.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) / I-10 Eastbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	514	899	385	75%	693	983	290	42%
	Right	64	109	45	70%	134	158	24	18%
	NB Total	578	1,008	430	74%	827	1,141	314	38%
SOUTH BOUND	Left	90	90	0	0%	71	98	27	38%
	Through	257	309	52	20%	741	741	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	347	399	52	15%	812	839	27	3%
EAST BOUND	Left	112	476	364	325%	295	1,291	996	338%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	60	645	585	975%	240	609	369	154%
	EB Total	172	1,121	949	552%	535	1,900	1,365	255%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,097	2,528	1431	130%	2,174	3,880	1706	78%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	399	839			
North Leg	Outbound	1,375	2,274			
North Leg	**TOTAL**	**1,774**	**3,113**	**7%**	**12%**	**26,000**
South Leg	Inbound	1,008	1,141			
South Leg	Outbound	954	1,350			
South Leg	**TOTAL**	**1,962**	**2,491**	**7%**	**9%**	**29,000**
East Leg	Inbound	0	0			
East Leg	Outbound	199	256			
East Leg	**TOTAL**	**199**	**256**	**10%**	**13%**	**2,000**
West Leg	Inbound	1,121	1,900			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**1,121**	**1,900**	**6%**	**10%**	**20,000**
OVERALL TOTAL		***5,056***	***7,760***	***7%***	***10%***	***77,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[34_WildwoodCenterI10East.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **Wildwood Center Dr. (NS) / I-10 Eastbound Ramps (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 257 90** < v > **112** ^ ^ **0** **0** > < **0** **60** v v **0** < ^ > **0 514 64**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 741 71** < v > **295** ^ ^ **0** **0** > < **0** **240** v v **0** < ^ > **0 693 134**
EXISTING MODEL YEAR: **2020** **347 626** v ^ **0** < IN = 1097 < **0** **172** > OUT = 1097 > **154** v ^ **317 578**	EXISTING MODEL YEAR: 2020 **812 988** v ^ **0** < IN = 2174 < **0** **535** > OUT = 2174 > **205** v ^ **981 827**
FUTURE MODEL YEAR: **2040** **322 1371** v ^ **0** < IN = 2451 < **0** **1116** > OUT = 2450 > **128** v ^ **951 1013**	FUTURE MODEL YEAR: 2040 **437 2054** v ^ **0** < IN = 3467 < **0** **1891** > OUT = 3467 > **220** v ^ **1193 1139**
EXISTING (COUNTED) ADTs BY LEG: 2020 **19,400** N **0** W **LEG** E **0** S **19,400**	EXISTING (COUNTED) ADTs BY LEG: 2020 19,400 N 0 W + E 0 S 19,400
REFINED 2020 ADT'S BY LEG: 2040 **26,000** N **20,000** W **LEG** E **2,000** S **29,000**	REFINED 2020 ADT'S BY LEG: 2040 26,000 N 20,000 W + E 2,000 S 29,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[34_WildwoodCenterI10East.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) / I-10 Eastbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		347	626			
		v	^			
0	<	IN =	1097	<		0
172	>	OUT =	1097	>		154
		v	^			
		317	578			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MUL	<			<		MUL
MUL	>			>		MIN
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	744			
		v	^			
0	<			<		0
948	>			>		0
		v	^			
		633	432			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	740			
		v	^			
0	<			<		0
950	>			>		0
		v	^			
		630	430			

NEW PROJECTED VOLUMES: 2040

		350	1376				
		v	^				
0	<	IN =	2480	<			0
1120	>	OUT =	2480	>			151
		v	^	*			
		954	1010				

PM

EXISTING COUNT YEAR: 2020

		812	988			
		v	^			
0	<	IN =	2174	<		0
535	>	OUT =	2174	>		205
		v	^			
		981	827			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MUL	<			<		MUL
MUL	>			>		MUL
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	1062			
		v	^			
0	<			<		0
1355	>			>		15
		v	^			
		209	313			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	1060			
		v	^			
0	<			<		0
1360	>			>		20
		v	^			
		210	310			

NEW PROJECTED VOLUMES: 2040

		810	2274				
		v	^				
0	<	IN =	3850	<			0
1900	>	OUT =	3850	>			255
		v	^	*			
		1320	1140				

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[34_WildwoodCenterI10East.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) /Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	187	187	0	0%	219	222	3	1%
	Through	229	229	0	0%	268	268	0	0%
	Right	1	9	8	800%	1	14	13	1300%
	NB Total	417	425	8	2%	488	504	16	3%
SOUTH BOUND	Left	137	836	699	510%	423	786	363	86%
	Through	89	121	32	36%	353	353	0	0%
	Right	92	92	0	0%	206	206	0	0%
	SB Total	318	1,049	731	230%	982	1,345	363	37%
EAST BOUND	Left	81	81	0	0%	215	215	0	0%
	Through	39	68	29	74%	97	132	35	36%
	Right	73	73	0	0%	289	325	36	12%
	EB Total	193	222	29	15%	601	672	71	12%
WEST BOUND	Left	1	6	5	500%	1	15	14	1400%
	Through	52	146	94	181%	86	253	167	194%
	Right	269	862	593	220%	344	866	522	152%
	WB Total	322	1,014	692	215%	431	1,134	703	163%
TOTAL ENTERING VOLUME		1,250	2,710	1460	117%	2,502	3,655	1153	46%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	1,049	1,345			
North Leg	Outbound	1,172	1,349			
North Leg	**TOTAL**	**2,221**	**2,694**	**8%**	**9%**	**29,000**
South Leg	Inbound	425	504			
South Leg	Outbound	200	693			
South Leg	**TOTAL**	**625**	**1,197**	**5%**	**10%**	**12,100**
East Leg	Inbound	1,014	1,134			
East Leg	Outbound	913	932			
East Leg	**TOTAL**	**1,927**	**2,066**	**7%**	**7%**	**29,000**
West Leg	Inbound	222	672			
West Leg	Outbound	425	681			
West Leg	**TOTAL**	**647**	**1,353**	**5%**	**11%**	**11,900**
OVERALL TOTAL		***5,420***	***7,310***	***7%***	***9%***	***82,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[35_WildwoodCenterOuterHighway.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **Wildwood Center Dr. (NS) /Outer Highway (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			92	**89**	**137**	
			<	v	>	
	81	^			^	**269**
	39	>			<	**52**
	73	v			v	**1**
			<	^	>	
			187	**229**	**1**	

EXISTING MODEL YEAR:

2020

				318	**579**	
				v	^	
	331	<	IN =	1250	<	**322**
	193	>	OUT =	1250	>	**177**
				v	^	
				163	**417**	

FUTURE MODEL YEAR:

2040

				951	**1013**	
				v	^	
	276	<	IN =	2159	<	**1066**
	142	>	OUT =	2159	>	**870**
				v	^	
				0	**0**	

EXISTING (COUNTED) ADTs BY LEG:

2020

		19,400		
		N		
11,900	W	**LEG**	E	**10,200**
		S		
		12,100		

REFINED 2020 ADT'S BY LEG:

2040

		29,000		
		N		
11,900	W	**LEG**	E	**29,000**
		S		
		12,100		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			206	**353**	**423**	
			<	v	>	
	215	^			^	**344**
	97	>			<	**86**
	289	v			v	**1**
			<	^	>	
			219	**268**	**1**	

EXISTING MODEL YEAR:

2020

				982	**827**	
				v	^	
	511	<	IN =	2502	<	**431**
	601	>	OUT =	2502	>	**521**
				v	^	
				643	**488**	

FUTURE MODEL YEAR:

2040

				1193	**1139**	
				v	^	
	344	<	IN =	2811	<	**1188**
	430	>	OUT =	2811	>	**1328**
				v	^	
				0	**0**	

EXISTING (COUNTED) ADTs BY LEG:

2020

		19,400		
		N		
11,900	W	+	E	10,200
		S		
		12,100		

REFINED 2020 ADT'S BY LEG:

2040

		29,000		
		N		
11,900	W	+	E	29,000
		S		
		12,100		

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[35_WildwoodCenterOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Center Dr. (NS) /Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			318	579		
			v	^		
	331	<	IN =	1250	<	322
	193	>	OUT =	1250	>	177
			v	^		
			163	417		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MIN	<			<	MUL
	MIN	>			>	MUL
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			632	431		
			v	^		
	0	<			<	748
	0	>			>	693
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			630	430		
			v	^		
	0	<			<	750
	0	>			>	690
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			950	1121			
			v	^			
	366	<	IN =	2630	<	1070	
	190	>	OUT =	2630	>	965	
			v	^	*		
			178	420			

PM

EXISTING COUNT YEAR: 2020

			982	827		
			v	^		
	511	<	IN =	2502	<	431
	601	>	OUT =	2502	>	521
			v	^		
			643	488		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MIN	<			<	MUL
	MIN	>			>	MUL
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			208	313		
			v	^		
	0	<			<	759
	0	>			>	809
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			210	310		
			v	^		
	0	<			<	760
	0	>			>	810
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			1190	1140			
			v	^			
	510	<	IN =	3470	<	1190	
	600	>	OUT =	3620	>	1330	
			v	^	*		
			640	490			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[35_WildwoodCenterOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Canyon Rd. (NS) /Calimesa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	24	24	0	0%	12	12	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	129	130	1	1%	69	69	0	0%
	SB Total	153	154	1	1%	81	81	0	0%
EAST BOUND	Left	32	35	3	9%	129	129	0	0%
	Through	194	197	3	2%	325	328	3	1%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	226	232	6	3%	454	457	3	1%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	349	350	1	0%	261	261	0	0%
	Right	5	5	0	0%	23	23	0	0%
	WB Total	354	355	1	0%	284	284	0	0%
TOTAL ENTERING VOLUME		733	741	8	1%	819	822	3	0%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	154	81			
North Leg	Outbound	40	152			
North Leg	**TOTAL**	**194**	**233**	**8%**	**9%**	**2,500**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	355	284			
East Leg	Outbound	221	340			
East Leg	**TOTAL**	**576**	**624**	**8%**	**9%**	**7,200**
West Leg	Inbound	232	457			
West Leg	Outbound	480	330			
West Leg	**TOTAL**	**712**	**787**	**8%**	**9%**	**9,000**
OVERALL TOTAL		***1,482***	***1,644***	**8%**	***9%***	***18,700***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[36_WildwoodCanyonCalimesa.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Wildwood Canyon Rd. (NS) /Calimesa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
129 0 24	**69 0 12**
< v >	< v >
32 ^ ^ **5**	**129** ^ ^ **23**
194 > < **349**	**325** > < **261**
0 v v **0**	**0** v v **0**
< ^ >	< ^ >
0 0 0	**0 0 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
153 37	**81 152**
v ^	v ^
478 < IN = 733 < **354**	**330** < IN = 819 < **284**
226 > OUT = 733 > **218**	**454** > OUT = 819 > **337**
v ^	v ^
0 0	**0 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
4 8	**10 7**
v ^	v ^
21 < IN = 47 < **29**	**24** < IN = 194 < **31**
14 > OUT = 47 > **18**	**153** > OUT = 194 > **163**
v ^	v ^
0 0	**0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
2,500 N	2,500 N
9,000 W **LEG** E **7,200**	9,000 W + E 7,200
S **0**	S 0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
2,500 N	2,500 N
9,000 W **LEG** E **7,200**	9,000 W + E 7,200
S **0**	S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[36_WildwoodCanyonCalimesa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Canyon Rd. (NS) /Calimesa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			153	37		
			v	^		
	478	< IN =	733	<	354	
	226	> OUT =	733	>	218	
			v	^		
			0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MIN	<			<	MIN
	MIN	>			>	MIN
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			150	40		
			v	^		
	480	< IN =	730	<	350	
	230	> OUT =	740	>	220	
			v	^ *		
			0	0		

PM

EXISTING COUNT YEAR:
2020

			81	152		
			v	^		
	330	< IN =	819	<	284	
	454	> OUT =	819	>	337	
			v	^		
			0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MIN	<			<	MIN
	MIN	>			>	MIN
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	0	<			<	0
	0	>			>	0
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			80	150		
			v	^		
	330	< IN =	810	<	280	
	450	> OUT =	820	>	340	
			v	^ *		
			0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[36_WildwoodCanyonCalimesa.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 8th St. (NS) /Colorado St. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	10	11	1	10%	7	7	0	0%
	Through	4	4	0	0%	7	7	0	0%
	Right	4	5	1	25%	9	12	3	33%
	NB Total	18	20	2	11%	23	26	3	13%
SOUTH BOUND	Left	41	52	11	27%	25	151	126	504%
	Through	4	4	0	0%	2	3	1	50%
	Right	14	14	0	0%	19	23	4	21%
	SB Total	59	70	11	19%	46	177	131	285%
EAST BOUND	Left	20	20	0	0%	19	27	8	42%
	Through	33	39	6	18%	84	148	64	76%
	Right	23	23	0	0%	5	5	0	0%
	EB Total	76	82	6	8%	108	180	72	67%
WEST BOUND	Left	7	7	0	0%	4	5	1	25%
	Through	59	60	1	2%	68	68	0	0%
	Right	90	93	3	3%	28	106	78	279%
	WB Total	156	160	4	3%	100	179	79	79%
TOTAL ENTERING VOLUME		309	332	23	7%	277	562	285	103%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	70	177			
North Leg	Outbound	117	140			
North Leg	**TOTAL**	**187**	**317**	**9%**	**15%**	**2,100**
South Leg	Inbound	20	26			
South Leg	Outbound	34	13			
South Leg	**TOTAL**	**54**	**39**	**11%**	**8%**	**500**
East Leg	Inbound	160	179			
East Leg	Outbound	96	311			
East Leg	**TOTAL**	**256**	**490**	**6%**	**12%**	**4,000**
West Leg	Inbound	82	180			
West Leg	Outbound	85	98			
West Leg	**TOTAL**	**167**	**278**	**6%**	**11%**	**2,600**
OVERALL TOTAL		***664***	***1,124***	***7%***	***12%***	***9,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[37_8thColorado.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **8th St. (NS) /Colorado St. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **14 4 41** < v > **20** ^ ^ **90** **33** > < **59** **23** v v **7** < ^ > **10 4 4**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **19 2 25** < v > **19** ^ ^ **28** **84** > < **68** **5** v v **4** < ^ > **7 7 9**
EXISTING MODEL YEAR: **2020** **59 114** v ^ **83** < IN = 309 < **156** **76** > OUT = 309 > **78** v ^ **34 18**	EXISTING MODEL YEAR: 2020 **46 54** v ^ **94** < IN = 277 < **100** **108** > OUT = 277 > **118** v ^ **11 23**
FUTURE MODEL YEAR: **2040** **71 70** v ^ **41** < IN = 206 < **97** **38** > OUT = 205 > **94** v ^ **0 0**	FUTURE MODEL YEAR: 2040 **169 137** v ^ **53** < IN = 504 < **168** **167** > OUT = 504 > **314** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG: 2020 **2,100** N **2,600** W **LEG** E **3,300** S **500**	EXISTING (COUNTED) ADTs BY LEG: 2020 2,100 N 2,600 W + E 3,300 S 500
REFINED 2020 ADT'S BY LEG: 2040 **2,100** N **2,600** W **LEG** E **4,000** S **500**	REFINED 2020 ADT'S BY LEG: 2040 2,100 N 2,600 W + E 4,000 S 500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[37_8thColorado.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 8th St. (NS) /Colorado St. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			59	114		
			v	^		
83	<	IN =	309	<		156
76	>	OUT =	309	>		78
			v	^		
			34	18		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MIN	
			v	^	
MIN	<				< MIN
MIN	>				> MUL
			v	^	
			MIN	MIN	

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			11	0		
			v	^		
0	<				<	0
0	>				>	12
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			10	0		
			v	^		
0	<				<	0
0	>				>	10
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			70	117			
			v	^			
85	<	IN =	330	<			160
80	>	OUT =	330	>			96
			v	^	*		
			32	20			

PM

EXISTING COUNT YEAR:
2020

			46	54		
			v	^		
94	<	IN =	277	<		100
108	>	OUT =	277	>		118
			v	^		
			11	23		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL	
			v	^	
MIN	<				< MUL
MUL	>				> MUL
			v	^	
			MIN	MIN	

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			124	86		
			v	^		
0	<				<	70
62	>				>	192
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			120	90		
			v	^		
0	<				<	70
60	>				>	190
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			170	140			
			v	^			
90	<	IN =	530	<			170
170	>	OUT =	550	>			310
			v	^	*		
			10	20			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[37_8thColorado.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Ranch Rd. (NS) /County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	260	317	57	22%	305	550	245	80%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	1	6	5	500%	1	21	20	2000%
	SB Total	261	323	62	24%	306	571	265	87%
EAST BOUND	Left	1	17	16	1600%	1	9	8	800%
	Through	69	363	294	426%	87	124	37	43%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	70	380	310	443%	88	133	45	51%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	46	284	238	517%	80	261	181	226%
	Right	101	413	312	309%	401	676	275	69%
	WB Total	147	697	550	374%	481	937	456	95%
TOTAL ENTERING VOLUME		478	1,400	922	193%	875	1,641	766	88%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	323	571			
North Leg	Outbound	430	685			7600
North Leg	**TOTAL**	**753**	**1,256**	**6%**	**10%**	**13,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
East Leg	Inbound	697	937			
East Leg	Outbound	680	674			
East Leg	**TOTAL**	**1,377**	**1,611**	**6%**	**7%**	**21,900**
West Leg	Inbound	380	133			
West Leg	Outbound	290	282			
West Leg	**TOTAL**	**670**	**415**	**6%**	**4%**	**11,000**
OVERALL TOTAL		***2,800***	***3,282***	**6%**	***7%***	***45,900***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[38_WildwoodRanchCountyLine.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Wildwood Ranch Rd. (NS) /County Line Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **1 0 260** < v > **1** ^ ^ **101** **69** > < **46** **0** v v **0** < ^ > **0 0 0**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **1 0 305** < v > **1** ^ ^ **401** **87** > < **80** **0** v v **0** < ^ > **0 0 0**
EXISTING MODEL YEAR: **2020** **260 101** v ^ **46** < IN = 476 < **147** **69** > OUT = 476 > **329** v ^ **0 0**	EXISTING MODEL YEAR: 2020 **305 401** v ^ **80** < IN = 873 < **481** **87** > OUT = 873 > **392** v ^ **0 0**
FUTURE MODEL YEAR: **2040** **347 430** v ^ **285** < IN = 1391 < **635** **409** > OUT = 1391 > **676** v ^ **0 0**	FUTURE MODEL YEAR: 2040 **648 678** v ^ **284** < IN = 1631 < **836** **147** > OUT = 1630 > **668** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG: 2020 **7,600** N **0** W **LEG** E **21,900** S **0**	EXISTING (COUNTED) ADTs BY LEG: 2020 7,600 N 0 W + E 21,900 S 0
REFINED 2020 ADT'S BY LEG: 2040 **13,000** N **11,000** W **LEG** E **21,900** S **0**	REFINED 2020 ADT'S BY LEG: 2040 13,000 N 11,000 W + E 21,900 S 0

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[38_WildwoodRanchCountyLine.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Wildwood Ranch Rd. (NS) /County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM	PM
EXISTING COUNT YEAR: 2020	EXISTING COUNT YEAR: 2020
260 v 101 ^	305 v 401 ^
46 < IN = 476 < 147	80 < IN = 873 < 481
69 > OUT = 476 > 329	87 > OUT = 873 > 392
0 0	0 0
GROWTH CALCULATION DECISION RULE	
MIN = Minimum Count Growth Approach	MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach	ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach	MUL = Multiplicative (Ratio) Approach
MUL MUL v ^	MUL MUL v ^
MUL < < MUL	MUL < < MUL
MUL > > MUL	MUL > > MUL
v ^	v ^
MUL MUL	MUL MUL
MINIMUM GROWTH %s 2020 TO 2040	
0% 0% v ^	0% 0% v ^
0% < < 0%	0% < < 0%
0% > > 0%	0% > > 0%
v ^	v ^
0% 0%	0% 0%
REFINED GROWTH: 2020 TO 2040	ADJUSTED GROWTH: 2020 TO 2040
90 v 329 ^	345 v 279 ^
244 < < 493	200 < < 359
341 > > 351	63 > > 278
v ^	v ^
0 0	0 0
PRORATED GROWTH: 2020 TO 2040	PRORATED GROWTH: 2020 TO 2040
20 YEARS	20 YEARS
90 v 330 ^	350 v 280 ^
240 < < 490	200 < < 360
340 > > 350	60 > > 280
v ^	v ^
0 0	0 0
NEW PROJECTED VOLUMES: ###	NEW PROJECTED VOLUMES: 2040
350 v 430 ^	660 v 688 ^
290 < IN = 1400 < 640	283 < IN = 1650 < 840
410 > OUT = 1400 > 680	150 > OUT = 1650 > 678
v ^ *	v ^ *
0 0	0 0

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[38_WildwoodRanchCountyLine.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: I-10 Eastbound Ramp (NS) /County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	249	348	99	40%	551	742	191	35%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	274	382	108	39%	426	548	122	29%
	SB Total	523	730	207	40%	977	1,290	313	32%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	721	731	10	1%	795	795	0	0%
	Right	130	130	0	0%	168	185	17	10%
	EB Total	851	861	10	1%	963	980	17	2%
WEST BOUND	Left	262	282	20	8%	325	363	38	12%
	Through	335	398	63	19%	694	694	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	597	680	83	14%	1,019	1,057	38	4%
TOTAL ENTERING VOLUME		1,971	2,271	300	15%	2,959	3,327	368	12%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	730	1,290			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**730**	**1,290**	**4%**	**8%**	**17,000**
South Leg	Inbound	0	0			
South Leg	Outbound	412	548			
South Leg	**TOTAL**	**412**	**548**	**8%**	**11%**	**5,000**
East Leg	Inbound	680	1,057			
East Leg	Outbound	1,079	1,537			
East Leg	**TOTAL**	**1,759**	**2,594**	**6%**	**9%**	**29,000**
West Leg	Inbound	861	980			
West Leg	Outbound	780	1,242			
West Leg	**TOTAL**	**1,641**	**2,222**	**7%**	**9%**	**24,000**
OVERALL TOTAL		***4,542***	***6,654***	**6%**	***9%***	***75,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[39_I10EastCountyLine.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **I-10 Eastbound Ramp (NS) /County Line Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **274 0 249** < v > **0** ^ ^ **0** **721** > < **335** **130** v v **262** < ^ > **0 0 0**	2020 **426 0 551** < v > **0** ^ ^ **0** **795** > < **694** **168** v v **325** < ^ > **0 0 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **523 0** v ^ **609** < IN = 1971 < **597** **851** > OUT = 1971 > **970** v ^ **392 0**	2020 **977 0** v ^ **1120** < IN = 2959 < **1019** **963** > OUT = 2959 > **1346** v ^ **493 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **730 0** v ^ **758** < IN = 2196 < **679** **787** > OUT = 2196 > **1051** v ^ **387 0**	2040 **1290 0** v ^ **1026** < IN = 2952 < **816** **846** > OUT = 2952 > **1413** v ^ **513 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **0** N **21,900** W **LEG** E **25,300** S **0**	2020 0 N 21,900 W + E 25,300 S 0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **17,000** N **24,000** W **LEG** E **29,000** S **5,000**	2040 17,000 N 24,000 W + E 29,000 S 5,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[39_I10EastCountyLine.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: I-10 Eastbound Ramp (NS) /County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		523	0			
		v	^			
609	<	IN =	1971	<	597	
851	>	OUT =	1971	>	970	
		v	^			
		392	0			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MUL	
MIN	>			>	MUL	
		v	^			
		MIN	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		207	0			
		v	^			
151	<			<	83	
0	>			>	80	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		210	0			
		v	^			
150	<			<	80	
0	>			>	80	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		730	0			
		v	^			
781	<	IN =	2260	<	680	
850	>	OUT =	2260	>	1079	
		v	^	*		
		401	0			

PM

EXISTING COUNT YEAR: 2020

		977	0			
		v	^			
1120	<	IN =	2959	<	1019	
963	>	OUT =	2959	>	1346	
		v	^			
		493	0			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MUL	
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		313	0			
		v	^			
0	<			<	0	
0	>			>	64	
		v	^			
		17	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		310	0			
		v	^			
0	<			<	0	
0	>			>	60	
		v	^			
		20	0			

NEW PROJECTED VOLUMES: 2040

		1290	0			
		v	^			
1205	<	IN =	3270	<	1020	
960	>	OUT =	3270	>	1517	
		v	^	*		
		549	0			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[39_I10EastCountyLine.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: I-10 Westbound Ramp (NS) /County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	120	120	0	0%	186	186	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	191	277	86	45%	314	452	138	44%
	NB Total	311	397	86	28%	500	638	138	28%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	353	434	81	23%	384	479	95	25%
	Through	616	616	0	0%	961	1,028	67	7%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	969	1,050	81	8%	1,345	1,507	162	12%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	477	569	92	19%	833	867	34	4%
	Right	458	1,361	903	197%	346	731	385	111%
	WB Total	935	1,930	995	106%	1,179	1,598	419	36%
TOTAL ENTERING VOLUME		2,215	3,377	1162	52%	3,024	3,743	719	24%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	1,795	1,210			
North Leg	**TOTAL**	**1,795**	**1,210**	**9%**	**6%**	**19,000**
South Leg	Inbound	397	638			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**397**	**638**	**8%**	**13%**	**5,000**
East Leg	Inbound	1,930	1,598			
East Leg	Outbound	893	1,480			
East Leg	**TOTAL**	**2,823**	**3,078**	**7%**	**8%**	**38,000**
West Leg	Inbound	1,050	1,507			
West Leg	Outbound	689	1,053			
West Leg	**TOTAL**	**1,739**	**2,560**	**6%**	**9%**	**29,000**
OVERALL TOTAL		***6,754***	***7,486***	***7%***	***8%***	***91,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[40_I10WestCountyLine.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **I-10 Westbound Ramp (NS) /County Line Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 0 0** < v > **353** ^ ^ **458** **616** > < **477** **0** v v **0** < ^ > **120 0 191**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 0 0** < v > **384** ^ ^ **346** **961** > < **833** **0** v v **0** < ^ > **186 0 314**
EXISTING MODEL YEAR: **2020** **0 811** v ^ **597** < IN = 2215 < **935** **969** > OUT = 2215 > **807** v ^ **0 311**	EXISTING MODEL YEAR: 2020 **0 730** v ^ **1019** < IN = 3024 < **1179** **1345** > OUT = 3024 > **1275** v ^ **0 500**
FUTURE MODEL YEAR: **2040** **0 1860** v ^ **679** < IN = 3356 < **1916** **1051** > OUT = 3356 > **817** v ^ **0 389**	FUTURE MODEL YEAR: 2040 **0 1205** v ^ **816** < IN = 3492 < **1511** **1413** > OUT = 3492 > **1471** v ^ **0 568**
EXISTING (COUNTED) ADTs BY LEG: 2020 **0** N **25,300** W **LEG** E **26,100** S **0**	EXISTING (COUNTED) ADTs BY LEG: 2020 0 N 25,300 W + E 26,100 S 0
REFINED 2020 ADT'S BY LEG: 2040 **19,000** N **29,000** W **LEG** E **38,000** S **5,000**	REFINED 2020 ADT'S BY LEG: 2040 19,000 N 29,000 W + E 38,000 S 5,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[40_I10WestCountyLine.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: I-10 Westbound Ramp (NS) /County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

0 811
v ^
597 < IN = 2215 < 935
969 > OUT = 2215 > 807
v ^
0 311

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MUL < < MUL
MUL > > MUL
v ^
MUL MUL

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

0 1049
v ^
83 < < 985
81 > > 13
v ^
0 79

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 1050
v ^
80 < < 990
80 > > 10
v ^
0 80

NEW PROJECTED VOLUMES: 2040

0 1866
v ^
682 < IN = 3370 < 1930
1050 > OUT = 3370 > 822
v ^ *
0 390

PM

EXISTING COUNT YEAR:
2020

0 730
v ^
1019 < IN = 3024 < 1179
1345 > OUT = 3024 > 1275
v ^
0 500

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MIN < < MUL
MUL > > MUL
v ^
MUL MUL

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

0 480
v ^
0 < < 331
65 > > 195
v ^
0 70

PRORATED GROWTH: 2020 TO 2040
20 YEARS

0 480
v ^
0 < < 330
70 > > 200
v ^
0 70

NEW PROJECTED VOLUMES: 2040

0 1210
v ^
1020 < IN = 3500 < 1510
1420 > OUT = 3710 > 1480
v ^ *
0 570

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[40_I10WestCountyLine.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) /County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	254	564	310	122%	431	490	59	14%
	Through	144	148	4	3%	227	227	0	0%
	Right	60	78	18	30%	144	144	0	0%
	NB Total	458	790	332	72%	802	861	59	7%
SOUTH BOUND	Left	38	38	0	0%	77	77	0	0%
	Through	164	164	0	0%	189	189	0	0%
	Right	131	197	66	50%	134	168	34	25%
	SB Total	333	399	66	20%	400	434	34	9%
EAST BOUND	Left	94	94	0	0%	160	189	29	18%
	Through	373	439	66	18%	757	903	146	19%
	Right	340	366	26	8%	359	387	28	8%
	EB Total	807	899	92	11%	1,276	1,479	203	16%
WEST BOUND	Left	91	103	12	13%	85	85	0	0%
	Through	550	1,169	619	113%	615	852	237	39%
	Right	56	56	0	0%	65	68	3	5%
	WB Total	697	1,328	631	91%	765	1,005	240	31%
TOTAL ENTERING VOLUME		2,295	3,416	1121	49%	3,243	3,779	536	17%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	399	434			
North Leg	Outbound	298	484			
North Leg	**TOTAL**	**697**	**918**	**7%**	**9%**	**9,900**
South Leg	Inbound	790	861			
South Leg	Outbound	633	661			
South Leg	**TOTAL**	**1,423**	**1,522**	**9%**	**10%**	**15,500**
East Leg	Inbound	1,328	1,005			
East Leg	Outbound	555	1,124			
East Leg	**TOTAL**	**1,883**	**2,129**	**8%**	**9%**	**25,000**
West Leg	Inbound	899	1,479			
West Leg	Outbound	1,930	1,510			
West Leg	**TOTAL**	**2,829**	**2,989**	**7%**	**8%**	**38,000**
OVERALL TOTAL		***6,832***	***7,558***	**8%**	***9%***	***88,400***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[42_CalimesaCountyLineRoad.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Calimesa Blvd. (NS) /County Line Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **131 164 38** < v > **94** ^ ^ **56** **373** > < **550** **340** v v **91** < ^ > **254 144 60**	2020 **134 189 77** < v > **160** ^ ^ **65** **757** > < **615** **359** v v **85** < ^ > **431 227 144**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **333 294** v ^ **935** < IN = 2295 < **697** **807** > OUT = 2295 > **471** v ^ **595 458**	2020 **400 452** v ^ **1180** < IN = 3243 < **765** **1276** > OUT = 3243 > **978** v ^ **633 802**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **17 21** v ^ **1916** < IN = 2768 < **1214** **817** > OUT = 2769 > **545** v ^ **287 720**	2040 **161 24** v ^ **1511** < IN = 3162 < **976** **1471** > OUT = 3162 > **1095** v ^ **532 554**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **9,900** N **25,300** W **LEG** E **19,600** S **15,500**	2020 9,900 N 25,300 W + E 19,600 S 15,500
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **9,900** N **38,000** W **LEG** E **25,000** S **15,500**	2040 9,900 N 38,000 W + E 25,000 S 15,500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[42_CalimesaCountyLineRoad.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) /County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		333	294			
		v	^			
935	<	IN	=	2295	<	697
807	>	OUT	=	2295	>	471
		v	^			
		595	458			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<				<	MUL
MUL	>				>	MUL
		v	^			
		MIN	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
985	<				<	513
13	>				>	79
		v	^			
		0	262			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
990	<				<	510
10	>				>	80
		v	^			
		0	260			

NEW PROJECTED VOLUMES: 2040

		330	290			
		v	^			
1930	<	IN	=	3080	<	1210
820	>	OUT	=	3370	>	550
		v	^	*		
		600	720			

PM

EXISTING COUNT YEAR: 2020

		400	452			
		v	^			
1180	<	IN	=	3243	<	765
1276	>	OUT	=	3243	>	978
		v	^			
		633	802			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<				<	MUL
MUL	>				>	MUL
		v	^			
		MIN	MIN			

		0%	0%			
		v	^			
0%	<				<	0%
0%	>				>	0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	0			
		v	^			
330	<				<	215
194	>				>	122
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
330	<				<	220
190	>				>	120
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		400	450			
		v	^			
1510	<	IN	=	3660	<	990
1470	>	OUT	=	3690	>	1100
		v	^	*		
		630	800			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[42_CalimesaCountyLineRoad.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Colorado St. (NS) / Wildwood Canyon Rd.(EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
SOUTH BOUND	Left	61	87	26	43%	64	246	182	284%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	47	47	0	0%	71	93	22	31%
	SB Total	108	134	26	24%	135	339	204	151%
EAST BOUND	Left	63	63	0	0%	62	76	14	23%
	Through	304	423	119	39%	522	1,144	622	119%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	367	486	119	32%	584	1,220	636	109%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	711	953	242	34%	552	552	0	0%
	Right	51	73	22	43%	60	94	34	57%
	WB Total	762	1,026	264	35%	612	646	34	6%
TOTAL ENTERING VOLUME		1,237	1,646	409	33%	1,331	2,205	874	66%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	134	339			
North Leg	Outbound	136	170			
North Leg	**TOTAL**	**270**	**509**	**7%**	**13%**	**4,000**
South Leg	Inbound	0	0			
South Leg	Outbound	0	0			
South Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	**~~11,000~~**
East Leg	Inbound	1,026	646			
East Leg	Outbound	510	1,390			
East Leg	**TOTAL**	**1,536**	**2,036**	**7%**	**10%**	**21,000**
West Leg	Inbound	486	1,220			
West Leg	Outbound	1,000	645			
West Leg	**TOTAL**	**1,486**	**1,865**	**8%**	**10%**	**19,000**
OVERALL TOTAL		***3,292***	***4,410***	**6%**	***8%***	***55,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[41_ColoradoWildwoodCanyon.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Colorado St. (NS) / Wildwood Canyon Rd.(EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
47 0 61	**71 0 64**
< v >	< v >
63 ^ ^ **51**	**62** ^ ^ **60**
304 > < **711**	**522** > < **552**
0 v v **0**	**0** v v **0**
< ^ >	< ^ >
0 0 0	**0 0 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
108 114	**135 122**
v ^	v ^
758 < IN = 1237 < **762**	**623** < IN = 1331 < **612**
367 > OUT = 1237 > **365**	**584** > OUT = 1331 > **586**
v ^	v ^
0 0	**0 0**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
94 97	**314 168**
v ^	v ^
978 < IN = 1578 < **1047**	**431** < IN = 1985 < **529**
437 > OUT = 1578 > **503**	**1142** > OUT = 1985 > **1386**
v ^	v ^
0 0	**0 0**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
3,300	3,300
N	N
12,800 W **LEG** E **12,800**	12,800 W + E 12,800
S	S
0	0
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
4,000	4,000
N	N
19,000 W **LEG** E **21,000**	19,000 W + E 21,000
S	S
11,000	11,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[41_ColoradoWildwoodCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Colorado St. (NS) / Wildwood Canyon Rd.(EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			108	114		
			v	^		
758	<	IN	=	1237	<	762
367	>	OUT	=	1237	>	365
			v	^		
			0	0		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
MUL	<				<	MUL
MUL	>				>	MUL
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
222	<				<	288
73	>				>	135
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
220	<				<	290
70	>				>	140
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			110	110		
			v	^		
980	<	IN	=	1600	<	1050
440	>	OUT	=	1600	>	510
			v	^	*	
			0	0		

PM

EXISTING COUNT YEAR:
2020

			135	122		
			v	^		
623	<	IN	=	1331	<	612
584	>	OUT	=	1331	>	586
			v	^		
			0	0		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MIN
MUL	>				>	MUL
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			175	48		
			v	^		
0	<				<	0
556	>				>	804
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			180	50		
			v	^		
0	<				<	0
560	>				>	800
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			320	170		
			v	^		
620	<	IN	=	2070	<	610
1140	>	OUT	=	2180	>	1390
			v	^	*	
			0	0		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[41_ColoradoWildwoodCanyon.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) /Ave. L (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	22	22	0	0%	40	40	0	0%
	Through	383	532	149	39%	487	487	0	0%
	Right	53	53	0	0%	80	153	73	91%
	NB Total	458	607	149	33%	607	680	73	12%
SOUTH BOUND	Left	44	57	13	30%	58	116	58	100%
	Through	250	269	19	8%	521	523	2	0%
	Right	22	30	8	36%	40	42	2	5%
	SB Total	316	356	40	13%	619	681	62	10%
EAST BOUND	Left	21	35	14	67%	33	33	0	0%
	Through	14	14	0	0%	35	61	26	74%
	Right	26	26	0	0%	47	47	0	0%
	EB Total	61	75	14	23%	115	141	26	23%
WEST BOUND	Left	67	67	0	0%	68	76	8	12%
	Through	23	23	0	0%	15	18	3	20%
	Right	92	153	61	66%	82	93	11	13%
	WB Total	182	243	61	34%	165	187	22	13%
TOTAL ENTERING VOLUME		1,017	1,281	264	26%	1,506	1,689	183	12%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	356	681			
North Leg	Outbound	720	613			
North Leg	**TOTAL**	**1,076**	**1,294**	**7%**	**8%**	**15,500**
South Leg	Inbound	607	680			
South Leg	Outbound	362	646			
South Leg	**TOTAL**	**969**	**1,326**	**8%**	**11%**	**12,000**
East Leg	Inbound	243	187			
East Leg	Outbound	124	330			
East Leg	**TOTAL**	**367**	**517**	**9%**	**12%**	**4,300**
West Leg	Inbound	75	141			
West Leg	Outbound	75	100			
West Leg	**TOTAL**	**150**	**241**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***2,562***	***3,378***	**8%**	***11%***	***31,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[43_CalimesaAveL.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Calimesa Blvd. (NS) /Ave. L (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
22 250 44	**40 521 58**
< v >	< v >
21 ^ ^ **92**	**33** ^ ^ **82**
14 > < **23**	**35** > < **15**
26 v v **67**	**47** v v **68**
< ^ >	< ^ >
22 383 53	**40 487 80**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
316 496	**619 602**
v ^	v ^
67 < IN = 1017 < **182**	**95** < IN = 1506 < **165**
61 > OUT = 1017 > **111**	**115** > OUT = 1506 > **173**
v ^	v ^
343 458	**636 607**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
287 720	**532 554**
v ^	v ^
0 < IN = 1007 < **203**	**0** < IN = 1104 < **87**
0 > OUT = 1007 > **0**	**0** > OUT = 1104 > **328**
v ^	v ^
287 517	**222 485**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
15,500	15,500
N	N
0 W **LEG** E **4,300**	0 W + E 4,300
S	S
11,800	11,800
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
15,500	15,500
N	N
0 W **LEG** E **4,300**	0 W + E 4,300
S	S
12,000	12,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[43_CalimesaAveL.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) /Ave. L (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			316	496		
			v	^		
	67	<	IN =	1017	<	182
	61	>	OUT =	1017	>	111
			v	^		
			343	458		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MUL		
			v	^		
	MIN	<			<	MUL
	MIN	>			>	MIN
			v	^		
			MIN	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	224		
			v	^		
	0	<			<	18
	0	>			>	0
			v	^		
			0	62		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	220		
			v	^		
	0	<			<	20
	0	>			>	0
			v	^		
			0	60		

NEW PROJECTED VOLUMES: 2040

			320	720			
			v	^			
	70	<	IN =	1100	<	200	
	60	>	OUT =	1240	>	110	
			v	^	*		
			340	520			

PM

EXISTING COUNT YEAR: 2020

			619	602		
			v	^		
	95	<	IN =	1506	<	165
	115	>	OUT =	1506	>	173
			v	^		
			636	607		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MIN	<			<	MIN
	MIN	>			>	MUL
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
	0	<			<	0
	0	>			>	157
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
	0	<			<	0
	0	>			>	160
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			620	600			
			v	^			
	100	<	IN =	1520	<	170	
	120	>	OUT =	1670	>	330	
			v	^	*		
			640	610			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[43_CalimesaAveL.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 5th St. (NS) / Wildwood Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	104	122	18	17%	167	209	42	25%
	Through	282	282	0	0%	398	398	0	0%
	Right	39	42	3	8%	65	70	5	8%
	NB Total	425	446	21	5%	630	677	47	7%
SOUTH BOUND	Left	40	41	1	3%	81	84	3	4%
	Through	335	335	0	0%	382	382	0	0%
	Right	157	177	20	13%	148	177	29	20%
	SB Total	532	553	21	4%	611	643	32	5%
EAST BOUND	Left	94	96	2	2%	155	260	105	68%
	Through	193	217	24	12%	348	715	367	105%
	Right	187	196	9	5%	179	325	146	82%
	EB Total	474	509	35	7%	682	1,300	618	91%
WEST BOUND	Left	54	63	9	17%	67	67	0	0%
	Through	430	590	160	37%	284	311	27	10%
	Right	53	60	7	13%	44	44	0	0%
	WB Total	537	713	176	33%	395	422	27	7%
TOTAL ENTERING VOLUME		1,968	2,221	253	13%	2,318	3,042	724	31%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	553	643			
North Leg	Outbound	438	702			
North Leg	**TOTAL**	**991**	**1,345**	**7%**	**10%**	**13,900**
South Leg	Inbound	446	677			
South Leg	Outbound	594	774			
South Leg	**TOTAL**	**1,040**	**1,451**	**7%**	**9%**	**15,300**
East Leg	Inbound	713	422			
East Leg	Outbound	300	869			
East Leg	**TOTAL**	**1,013**	**1,291**	**8%**	**10%**	**13,000**
West Leg	Inbound	509	1,300			
West Leg	Outbound	889	697			
West Leg	**TOTAL**	**1,398**	**1,997**	**7%**	**10%**	**20,000**
OVERALL TOTAL		***4,442***	***6,084***	**7%**	***10%***	***62,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[44_5thWildwoodCanyon.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **5th St. (NS) / Wildwood Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **157 335 40** < v > **94** ^ ^ **53** **193** > < **430** **187** v v **54** < ^ > **104 282 39**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **148 382 81** < v > **155** ^ ^ **44** **348** > < **284** **179** v v **67** < ^ > **167 398 65**
EXISTING MODEL YEAR: **2020** **532 429** v ^ **691** < IN = 1968 < **537** **474** > OUT = 1968 > **272** v ^ **576 425**	EXISTING MODEL YEAR: 2020 **611 597** v ^ **599** < IN = 2318 < **395** **682** > OUT = 2318 > **494** v ^ **628 630**
FUTURE MODEL YEAR: **2040** **129 127** v ^ **889** < IN = 1605 < **704** **499** > OUT = 1604 > **300** v ^ **288 273**	FUTURE MODEL YEAR: 2040 **210 265** v ^ **650** < IN = 2399 < **351** **1302** > OUT = 2398 > **808** v ^ **675 536**
EXISTING (COUNTED) ADTs BY LEG: 2020 **13,900** N **16,900** W **LEG** E **11,400** S **15,300**	EXISTING (COUNTED) ADTs BY LEG: 2020 13,900 N 16,900 W + E 11,400 S 15,300
REFINED 2020 ADT'S BY LEG: 2040 **13,900** N **20,000** W **LEG** E **13,000** S **15,300**	REFINED 2020 ADT'S BY LEG: 2040 13,900 N 20,000 W + E 13,000 S 15,300

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[44_5thWildwoodCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 5th St. (NS) / Wildwood Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		532	429			
		v	^			
691	<	IN =	1968	<	537	
474	>	OUT =	1968	>	272	
		v	^			
		576	425			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<			<	MUL	
MUL	>			>	MUL	
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
199	<			<	163	
26	>			>	28	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
200	<			<	160	
30	>			>	30	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		530	430			
		v	^			
890	<	IN =	2160	<	700	
500	>	OUT =	2200	>	300	
		v	^	*		
		580	430			

PM

EXISTING COUNT YEAR: 2020

		611	597			
		v	^			
599	<	IN =	2318	<	395	
682	>	OUT =	2318	>	494	
		v	^			
		628	630			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL	<			<	MIN	
MUL	>			>	MUL	
		v	^			
		MUL	MIN			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	0			
		v	^			
51	<			<	0	
618	>			>	316	
		v	^			
		52	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
50	<			<	0	
620	>			>	320	
		v	^			
		50	0			

NEW PROJECTED VOLUMES: 2040

		610	644			
		v	^			
697	<	IN =	2940	<	400	
1300	>	OUT =	2940	>	869	
		v	^	*		
		730	630			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[44_5thWildwoodCanyon.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: 5th St. (NS) / County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	34	74	40	118%	82	96	14	17%
	Through	233	233	0	0%	380	388	8	2%
	Right	82	82	0	0%	130	130	0	0%
	NB Total	349	389	40	11%	592	614	22	4%
SOUTH BOUND	Left	18	18	0	0%	47	57	10	21%
	Through	285	287	2	1%	342	374	32	9%
	Right	244	451	207	85%	193	304	111	58%
	SB Total	547	756	209	38%	582	735	153	26%
EAST BOUND	Left	135	164	29	21%	283	322	39	14%
	Through	310	327	17	5%	733	736	3	0%
	Right	64	93	29	45%	68	68	0	0%
	EB Total	509	584	75	15%	1,084	1,126	42	4%
WEST BOUND	Left	91	91	0	0%	111	111	0	0%
	Through	563	685	122	22%	533	580	47	9%
	Right	50	50	0	0%	43	41	-2	-5%
	WB Total	704	826	122	17%	687	732	45	7%
TOTAL ENTERING VOLUME		2,109	2,555	446	21%	2,945	3,207	262	9%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	756	735			
North Leg	Outbound	447	751			
North Leg	**TOTAL**	**1,203**	**1,486**	**7%**	**9%**	**17,000**
South Leg	Inbound	389	614			
South Leg	Outbound	471	553			
South Leg	**TOTAL**	**860**	**1,167**	**8%**	**10%**	**11,400**
East Leg	Inbound	826	732			
East Leg	Outbound	427	923			
East Leg	**TOTAL**	**1,253**	**1,655**	**7%**	**9%**	**17,700**
West Leg	Inbound	584	1,126			
West Leg	Outbound	1,210	980			
West Leg	**TOTAL**	**1,794**	**2,106**	**7%**	**8%**	**25,000**
OVERALL TOTAL		***5,110***	***6,414***	***7%***	***9%***	***71,100***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[45_5thCountyLineRoad.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **5th St. (NS) / County Line Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **244 285 18** < v > **135** ^ ^ **50** **310** > < **563** **64** v v **91** < ^ > **34 233 82**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **193 342 47** < v > **283** ^ ^ **43** **733** > < **533** **68** v v **111** < ^ > **82 380 130**
EXISTING MODEL YEAR: **2020** **547 424** v ^ **828** < IN = 2102 < **697** **509** > OUT = 2102 > **410** v ^ **440 349**	EXISTING MODEL YEAR: 2020 **582 706** v ^ **808** < IN = 2945 < **687** **1084** > OUT = 2945 > **910** v ^ **521 592**
FUTURE MODEL YEAR: **2040** **685 407** v ^ **1214** < IN = 2045 < **706** **545** > OUT = 2043 > **246** v ^ **176 109**	FUTURE MODEL YEAR: 2040 **717 747** v ^ **976** < IN = 2563 < **466** **1095** > OUT = 2565 > **638** v ^ **204 285**
EXISTING (COUNTED) ADTs BY LEG: 2020 **14,400** N **19,600** W **LEG** E **17,700** S **11,400**	EXISTING (COUNTED) ADTs BY LEG: 2020 14,400 N 19,600 W + E 17,700 S 11,400
REFINED 2020 ADT'S BY LEG: 2040 **17,000** N **25,000** W **LEG** E **17,700** S **11,400**	REFINED 2020 ADT'S BY LEG: 2040 17,000 N 25,000 W + E 17,700 S 11,400

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[45_5thCountyLineRoad.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 5th St. (NS) / County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

547 418
v ^
841 < IN = 2109 < 704
509 > OUT = 2109 > 410
v ^
440 349

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MIN
v ^
MUL < < MUL
MUL > > MIN
v ^
MIN MIN

MINIMUM GROWTH %s 2020 TO 2040

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

REFINED GROWTH: 2020 TO 2040

143 0
v ^
369 < < 6
41 > > 0
v ^
0 0

PRORATED GROWTH: 2020 TO 2040
20 YEARS

140 0
v ^
370 < < 10
40 > > 0
v ^
0 0

NEW PROJECTED VOLUMES: ###

690 420
v ^
1210 < IN = 2300 < 710
550 > OUT = 2480 > 410
v ^ *
440 350

PM

EXISTING COUNT YEAR:
2020

582 706
v ^
808 < IN = 2945 < 687
1084 > OUT = 2945 > 910
v ^
521 592

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

MUL MUL
v ^
MUL < < MIN
MUL > > MIN
v ^
MIN MIN

0% 0%
v ^
0% < < 0%
0% > > 0%
v ^
0% 0%

ADJUSTED GROWTH: 2020 TO 2040

138 44
v ^
172 < < 0
16 > > 0
v ^
0 0

PRORATED GROWTH: 2020 TO 2040
20 YEARS

140 40
v ^
170 < < 0
20 > > 0
v ^
0 0

NEW PROJECTED VOLUMES: 2040

720 750
v ^
980 < IN = 3100 < 690
1100 > OUT = 3160 > 910
v ^ *
520 590

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[45_5thCountyLineRoad.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: 5th St. (NS) / Ave. L (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	6	8	2	33%	9	11	2	22%
	Through	279	284	5	2%	435	458	23	5%
	Right	102	108	6	6%	149	149	0	0%
	NB Total	387	400	13	3%	593	618	25	4%
SOUTH BOUND	Left	85	85	0	0%	80	80	0	0%
	Through	315	321	6	2%	384	399	15	4%
	Right	23	27	4	17%	37	42	5	14%
	SB Total	423	433	10	2%	501	521	20	4%
EAST BOUND	Left	22	22	0	0%	32	72	40	125%
	Through	88	90	2	2%	118	203	85	72%
	Right	11	12	1	9%	23	55	32	139%
	EB Total	121	124	3	2%	173	330	157	91%
WEST BOUND	Left	89	89	0	0%	115	115	0	0%
	Through	148	166	18	12%	111	121	10	9%
	Right	49	49	0	0%	122	122	0	0%
	WB Total	286	304	18	6%	348	358	10	3%
TOTAL ENTERING VOLUME		1,217	1,261	44	4%	1,615	1,827	212	13%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	433	521			
North Leg	Outbound	355	652			
North Leg	**TOTAL**	**788**	**1,173**	**7%**	**10%**	**11,400**
South Leg	Inbound	400	618			
South Leg	Outbound	422	569			
South Leg	**TOTAL**	**822**	**1,187**	**7%**	**10%**	**11,700**
East Leg	Inbound	304	358			
East Leg	Outbound	283	432			
East Leg	**TOTAL**	**587**	**790**	**7%**	**10%**	**7,900**
West Leg	Inbound	124	330			
West Leg	Outbound	201	174			
West Leg	**TOTAL**	**325**	**504**	**8%**	**12%**	**4,300**
OVERALL TOTAL		***2,522***	***3,654***	***7%***	***10%***	***35,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[46_5thAveL.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **5th St. (NS) / Ave. L (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **23 315 85** < v > **22** ^ ^ **49** **88** > < **148** **11** v v **89** < ^ > **6 279 102**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **37 384 80** < v > **32** ^ ^ **122** **118** > < **111** **23** v v **115** < ^ > **9 435 149**
EXISTING MODEL YEAR: **2020** **423 350** v ^ **177** < IN = 1217 < **286** **121** > OUT = 1217 > **275** v ^ **415 387**	EXISTING MODEL YEAR: 2020 **501 589** v ^ **157** < IN = 1615 < **348** **173** > OUT = 1615 > **347** v ^ **522 593**
FUTURE MODEL YEAR: **2040** **176 109** v ^ **203** < IN = 488 < **60** **0** > OUT = 488 > **0** v ^ **176 252**	FUTURE MODEL YEAR: 2040 **204 285** v ^ **87** < IN = 886 < **52** **328** > OUT = 886 > **13** v ^ **501 302**
EXISTING (COUNTED) ADTs BY LEG: 2020 **11,400** N **4,300** W **LEG** E **7,900** S **11,700**	EXISTING (COUNTED) ADTs BY LEG: 2020 11,400 N 4,300 W + E 7,900 S 11,700
REFINED 2020 ADT'S BY LEG: 2040 **11,400** N **4,300** W **LEG** E **7,900** S **11,700**	REFINED 2020 ADT'S BY LEG: 2040 11,400 N 4,300 W + E 7,900 S 11,700

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[46_5thAveL.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: 5th St. (NS) / Ave. L (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			423	350		
			v	^		
177	<	IN =	1217	<	286	
121	>	OUT =	1217	>	275	
			v	^		
			415	387		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MUL	<			<	MIN
	MIN	>			>	MIN
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
23	<			<	0	
0	>			>	0	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
20	<			<	0	
0	>			>	0	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: ###

			420	350		
			v	^		
200	<	IN =	1220	<	290	
120	>	OUT =	1250	>	280	
			v	^	*	
			420	390		

PM

EXISTING COUNT YEAR:
2020

			501	589		
			v	^		
157	<	IN =	1615	<	348	
173	>	OUT =	1615	>	347	
			v	^		
			522	593		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MIN	MIN		
			v	^		
	MIN	<			<	MIN
	MUL	>			>	MIN
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
0%	<			<	0%	
0%	>			>	0%	
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
0	<			<	0	
157	>			>	0	
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
0	<			<	0	
160	>			>	0	
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			500	645		
			v	^		
175	<	IN =	1770	<	350	
330	>	OUT =	1770	>	382	
			v	^	*	
			568	590		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[46_5thAveL.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: California St. (NS) / County Line Rd.(EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	16	16	0	0%	28	28	0	0%
	Through	61	61	0	0%	88	88	0	0%
	Right	15	15	0	0%	17	17	0	0%
	NB Total	92	92	0	0%	133	133	0	0%
SOUTH BOUND	Left	19	19	0	0%	18	18	0	0%
	Through	40	40	0	0%	58	58	0	0%
	Right	120	124	4	3%	138	138	0	0%
	SB Total	179	183	4	2%	214	214	0	0%
EAST BOUND	Left	73	78	5	7%	168	169	1	1%
	Through	339	339	0	0%	602	605	3	0%
	Right	13	13	0	0%	41	41	0	0%
	EB Total	425	430	5	1%	811	815	4	0%
WEST BOUND	Left	10	10	0	0%	12	12	0	0%
	Through	520	520	0	0%	412	416	4	1%
	Right	22	22	0	0%	15	15	0	0%
	WB Total	552	552	0	0%	439	443	4	1%
TOTAL ENTERING VOLUME		1,248	1,257	9	1%	1,597	1,605	8	1%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	183	214			
North Leg	Outbound	161	272			
North Leg	**TOTAL**	**344**	**486**	**7%**	**10%**	**5,000**
South Leg	Inbound	92	133			
South Leg	Outbound	63	111			
South Leg	**TOTAL**	**155**	**244**	**8%**	**12%**	**2,000**
East Leg	Inbound	552	443			
East Leg	Outbound	373	640			
East Leg	**TOTAL**	**925**	**1,083**	**8%**	**9%**	**11,800**
West Leg	Inbound	430	815			
West Leg	Outbound	660	582			
West Leg	**TOTAL**	**1,090**	**1,397**	**7%**	**9%**	**15,700**
OVERALL TOTAL		***2,514***	***3,210***	***7%***	***9%***	***34,500***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[47_CaliforniaCountyLine.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **California St. (NS) / County Line Rd.(EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **120 40 19** < v > **73** ^ ^ **22** **339** > < **520** **13** v v **10** < ^ > **16 61 15**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **138 58 18** < v > **168** ^ ^ **15** **602** > < **412** **41** v v **12** < ^ > **28 88 17**
EXISTING MODEL YEAR: **2020** **179 156** v ^ **656** < IN = 1248 < **552** **425** > OUT = 1248 > **373** v ^ **63 92**	EXISTING MODEL YEAR: 2020 **214 271** v ^ **578** < IN = 1597 < **439** **811** > OUT = 1597 > **637** v ^ **111 133**
FUTURE MODEL YEAR: **2040** **35 6** v ^ **582** < IN = 793 < **553** **190** > OUT = 793 > **186** v ^ **19 15**	FUTURE MODEL YEAR: 2040 **53 61** v ^ **416** < IN = 1008 < **370** **556** > OUT = 1009 > **505** v ^ **27 29**
EXISTING (COUNTED) ADTs BY LEG: 2020 **5,000** N **15,700** W **LEG** E **11,800** S **2,000**	EXISTING (COUNTED) ADTs BY LEG: 2020 5,000 N 15,700 W + E 11,800 S 2,000
REFINED 2020 ADT'S BY LEG: 2040 **5,000** N **15,700** W **LEG** E **11,800** S **2,000**	REFINED 2020 ADT'S BY LEG: 2040 5,000 N 15,700 W + E 11,800 S 2,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[47_CaliforniaCountyLine.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: California St. (NS) / County Line Rd.(EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		179	156			
		v	^			
656	<	IN =	1248	<	552	
425	>	OUT =	1248	>	373	
		v	^			
		63	92			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		180	160			
		v	^			
660	<	IN =	1250	<	550	
430	>	OUT =	1250	>	370	
		v	^	*		
		60	90			

PM

EXISTING COUNT YEAR:
2020

		214	271			
		v	^			
578	<	IN =	1597	<	439	
811	>	OUT =	1597	>	637	
		v	^			
		111	133			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MIN	MIN			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		0	0			

NEW PROJECTED VOLUMES: 2040

		210	270			
		v	^			
580	<	IN =	1590	<	440	
810	>	OUT =	1600	>	640	
		v	^	*		
		110	130			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[47_CaliforniaCountyLine.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Mill Creek Rd.(EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	616	616	0	0%	152	152	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	32	34	2	6%	55	367	312	567%
	NB Total	648	650	2	0%	207	519	312	151%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	37	149	112	303%	155	552	397	256%
	Right	82	82	0	0%	383	383	0	0%
	EB Total	119	231	112	94%	538	935	397	74%
WEST BOUND	Left	54	353	299	554%	57	205	148	260%
	Through	166	617	451	272%	98	341	243	248%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	220	970	750	341%	155	546	391	252%
TOTAL ENTERING VOLUME		987	1,851	864	88%	900	2,000	1100	122%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
South Leg	Inbound	650	519			
South Leg	Outbound	435	588			
South Leg	**TOTAL**	**1,085**	**1,107**	**14%**	**14%**	**8,000**
East Leg	Inbound	970	546			
East Leg	Outbound	183	919			
East Leg	**TOTAL**	**1,153**	**1,465**	**8%**	**10%**	**15,000**
West Leg	Inbound	231	935			
West Leg	Outbound	1,233	493			
West Leg	**TOTAL**	**1,464**	**1,428**	**11%**	**11%**	**13,000**
OVERALL TOTAL		***3,702***	***4,000***	**10%**	***11%***	***36,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[48_BryantSR38.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Bryant St. (NS) / Mill Creek Rd.(EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020	2020
0 0 0	0 0 0
< v >	< v >
0 ^ ^ **0**	**0** ^ ^ 0
37 > < **166**	**155** > < **98**
82 v v **54**	**383** v v **57**
< ^ >	< ^ >
616 0 32	**152 0 55**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020	2020
0 0	**0 0**
v ^	v ^
782 < IN = 987 < **220**	**250** < IN = 900 < **155**
119 > OUT = 987 > **69**	**538** > OUT = 900 > **210**
v ^	v ^
136 648	**440 207**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040	2040
0 0	**0 0**
v ^	v ^
852 < IN = 1517 < **970**	**480** < IN = 1952 < **526**
234 > OUT = 1516 > **324**	**916** > OUT = 1952 > **1079**
v ^	v ^
340 313	**393 510**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020	2020
0	0
N	N
7,900 W **LEG** E **4,500**	7,900 W + E 4,500
S	S
7,100	7,100
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040	2040
0	0
N	N
13,000 W **LEG** E **15,000**	13,000 W + E 15,000
S	S
8,000	8,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[48_BryantSR38.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Mill Creek Rd.(EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		0	0		
		v	^		
782	< IN =	987	<	220	
119	> OUT =	987	>	69	
		v	^		
		136	648		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MUL	
MUL	>		>	MUL	
		v	^		
		MUL	MIN		

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

REFINED GROWTH: 2020 TO 2040

		0	0		
		v	^		
68	<		<	750	
111	>		>	251	
		v	^		
		204	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
70	<		<	750	
110	>		>	250	
		v	^		
		200	0		

NEW PROJECTED VOLUMES: 2040

		0	0		
		v	^		
1041	< IN =	1850	<	970	
230	> OUT =	1850	>	392	
		v	^	*	
		417	650		

PM

EXISTING COUNT YEAR: 2020

		0	0		
		v	^		
250	< IN =	900	<	155	
538	> OUT =	900	>	210	
		v	^		
		440	207		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MUL	
MUL	>		>	MUL	
		v	^		
		MIN	MUL		

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

		0	0		
		v	^		
230	<		<	375	
382	>		>	870	
		v	^		
		0	303		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
230	<		<	380	
380	>		>	870	
		v	^		
		0	300		

NEW PROJECTED VOLUMES: 2040

		0	0		
		v	^		
480	< IN =	1970	<	540	
920	> OUT =	2000	>	1080	
		v	^	*	
		440	510		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[48_BryantSR38.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Oak Glen Road (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	250	250	0	0%	114	114	0	0%
	Through	304	344	40	13%	249	469	220	88%
	Right	48	58	10	21%	28	57	29	104%
	NB Total	602	652	50	8%	391	640	249	64%
SOUTH BOUND	Left	26	60	34	131%	48	113	65	135%
	Through	227	332	105	46%	303	371	68	22%
	Right	200	298	98	49%	130	134	4	3%
	SB Total	453	690	237	52%	481	618	137	28%
EAST BOUND	Left	121	140	19	16%	224	280	56	25%
	Through	49	61	12	24%	148	200	52	35%
	Right	126	126	0	0%	152	152	0	0%
	EB Total	296	327	31	10%	524	632	108	21%
WEST BOUND	Left	54	82	28	52%	38	52	14	37%
	Through	120	185	65	54%	82	94	12	15%
	Right	24	53	29	121%	50	121	71	142%
	WB Total	198	320	122	62%	170	267	97	57%
TOTAL ENTERING VOLUME		1,549	1,989	440	28%	1,566	2,157	591	38%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	690	618			
North Leg	Outbound	537	870			
North Leg	**TOTAL**	**1,227**	**1,488**	**8%**	**10%**	**15,000**
South Leg	Inbound	652	640			
South Leg	Outbound	540	575			
South Leg	**TOTAL**	**1,192**	**1,215**	**10%**	**10%**	**11,900**
East Leg	Inbound	320	267			
East Leg	Outbound	179	370			
East Leg	**TOTAL**	**499**	**637**	**7%**	**9%**	**7,000**
West Leg	Inbound	327	632			
West Leg	Outbound	733	342			
West Leg	**TOTAL**	**1,060**	**974**	**8%**	**7%**	**13,200**
OVERALL TOTAL		***3,978***	***4,314***	**8%**	***9%***	***47,100***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[49_BryantOakGlenRoad.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Bryant St. (NS) / Oak Glen Road (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **200 227 26** < v > **121** ^ ^ **24** **49** > < **120** **126** v v **54** < ^ > **250 304 48**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **130 303 48** < v > **224** ^ ^ **50** **148** > < **82** **152** v v **38** < ^ > **114 249 28**
EXISTING MODEL YEAR: **2020** **453 449** v ^ **570** < IN = 1549 < **198** **296** > OUT = 1549 > **123** v ^ **407 602**	EXISTING MODEL YEAR: 2020 **481 523** v ^ **326** < IN = 1566 < **170** **524** > OUT = 1566 > **224** v ^ **493 391**
FUTURE MODEL YEAR: **2040** **690 448** v ^ **528** < IN = 1564 < **321** **183** > OUT = 1564 > **154** v ^ **434 370**	FUTURE MODEL YEAR: 2040 **603 871** v ^ **273** < IN = 2039 < **257** **567** > OUT = 2038 > **365** v ^ **529 612**
EXISTING (COUNTED) ADTs BY LEG: 2020 **13,100** N **13,200** W **LEG** E **4,500** S **11,900**	EXISTING (COUNTED) ADTs BY LEG: 2020 13,100 N 13,200 W + E 4,500 S 11,900
REFINED 2020 ADT'S BY LEG: 2040 **15,000** N **13,200** W **LEG** E **7,000** S **11,900**	REFINED 2020 ADT'S BY LEG: 2040 15,000 N 13,200 W + E 7,000 S 11,900

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[49_BryantOakGlenRoad.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Oak Glen Road (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			453	449		
			v	^		
	570	<	IN =	1549	<	198
	296	>	OUT =	1549	>	123
			v	^		
			407	602		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MIN	<			<	MUL
	MIN	>			>	MUL
			v	^		
			MUL	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			237	1		
			v	^		
	0	<			<	122
	0	>			>	27
			v	^		
			23	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			240	0		
			v	^		
	0	<			<	120
	0	>			>	30
			v	^		
			20	0		

NEW PROJECTED VOLUMES: 2040

				690	537		
				v	^		
	680	<	IN =	1910	<	320	
	300	>	OUT =	1910	>	179	
				v	^	*	
				513	600		

PM

EXISTING COUNT YEAR:
2020

			481	523		
			v	^		
	326	<	IN =	1566	<	170
	524	>	OUT =	1566	>	224
			v	^		
			493	391		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MIN	<			<	MUL
	MUL	>			>	MUL
			v	^		
			MUL	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			119	347		
			v	^		
	0	<			<	90
	46	>			>	146
			v	^		
			37	219		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			120	350		
			v	^		
	0	<			<	90
	50	>			>	150
			v	^		
			40	220		

NEW PROJECTED VOLUMES: 2040

				600	870		
				v	^		
	330	<	IN =	2040	<	260	
	570	>	OUT =	2100	>	370	
				v	^	*	
				530	610		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[49_BryantOakGlenRoad.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Yucaipa Blvd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	104	128	24	23%	95	152	57	60%
	Through	182	231	49	27%	134	412	278	207%
	Right	45	61	16	36%	44	69	25	57%
	NB Total	331	420	89	27%	273	633	360	132%
SOUTH BOUND	Left	37	59	22	59%	39	60	21	54%
	Through	131	290	159	121%	198	367	169	85%
	Right	153	221	68	44%	86	136	50	58%
	SB Total	321	570	249	78%	323	563	240	74%
EAST BOUND	Left	97	97	0	0%	156	272	116	74%
	Through	218	218	0	0%	418	418	0	0%
	Right	75	99	24	32%	112	120	8	7%
	EB Total	390	414	24	6%	686	810	124	18%
WEST BOUND	Left	62	89	27	44%	67	73	6	9%
	Through	407	407	0	0%	270	270	0	0%
	Right	44	42	-2	-5%	20	36	16	80%
	WB Total	513	538	25	5%	357	379	22	6%
TOTAL ENTERING VOLUME		1,555	1,942	387	25%	1,639	2,385	746	46%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	570	563			
North Leg	Outbound	370	720			
North Leg	**TOTAL**	**940**	**1,283**	**7%**	**10%**	**13,000**
South Leg	Inbound	420	633			
South Leg	Outbound	478	560			
South Leg	**TOTAL**	**898**	**1,193**	**8%**	**11%**	**11,000**
East Leg	Inbound	538	379			
East Leg	Outbound	338	547			
East Leg	**TOTAL**	**876**	**926**	**10%**	**10%**	**9,000**
West Leg	Inbound	414	810			
West Leg	Outbound	756	558			
West Leg	**TOTAL**	**1,170**	**1,368**	**7%**	**9%**	**15,800**
OVERALL TOTAL		***3,884***	***4,770***	**8%**	***10%***	***48,800***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[50_BryantYucaipa.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Bryant St. (NS) / Yucaipa Blvd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **153 131 37** < v > **97** ^ ^ **44** **218** > < **407** **75** v v **62** < ^ > **104 182 45**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **86 198 39** < v > **156** ^ ^ **20** **418** > < **270** **112** v v **67** < ^ > **95 134 44**
EXISTING MODEL YEAR: **2020** **321 323** v ^ **664** < IN = 1555 < **513** **390** > OUT = 1555 > **300** v ^ **268 331**	EXISTING MODEL YEAR: 2020 **323 310** v ^ **451** < IN = 1639 < **357** **686** > OUT = 1639 > **501** v ^ **377 273**
FUTURE MODEL YEAR: **2040** **566 333** v ^ **673** < IN = 1506 < **258** **267** > OUT = 1506 > **64** v ^ **436 415**	FUTURE MODEL YEAR: 2040 **564 721** v ^ **540** < IN = 2096 < **149** **757** > OUT = 2095 > **277** v ^ **557 626**
EXISTING (COUNTED) ADTs BY LEG: 2020 **8,600** N **15,800** W **LEG** E **9,000** S **8,000**	EXISTING (COUNTED) ADTs BY LEG: 2020 8,600 N 15,800 W + E 9,000 S 8,000
REFINED 2020 ADT'S BY LEG: 2040 **13,000** N **15,800** W **LEG** E **9,000** S **11,000**	REFINED 2020 ADT'S BY LEG: 2040 13,000 N 15,800 W + E 9,000 S 11,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[50_BryantYucaipa.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Yucaipa Blvd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		321	323			
		v	^			
664	<	IN =	1555	<	513	
390	>	OUT =	1555	>	300	
		v	^			
		268	331			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		249	7			
		v	^			
6	<			<	0	
0	>			>	0	
		v	^			
		172	89			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		250	10			
		v	^			
10	<			<	0	
0	>			>	0	
		v	^			
		170	90			

NEW PROJECTED VOLUMES: 2040

		570	358			
		v	^			
728	<	IN =	1890	<	510	
390	>	OUT =	1890	>	326	
		v	^	*		
		478	420			

PM

EXISTING COUNT YEAR:
2020

		323	310			
		v	^			
451	<	IN =	1639	<	357	
686	>	OUT =	1639	>	501	
		v	^			
		377	273			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MIN	
MUL	>			>	MIN	
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		237	410			
		v	^			
89	<			<	0	
74	>			>	0	
		v	^			
		183	357			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		240	410			
		v	^			
90	<			<	0	
70	>			>	0	
		v	^			
		180	360			

NEW PROJECTED VOLUMES: 2040

		560	720			
		v	^			
540	<	IN =	2310	<	360	
760	>	OUT =	2320	>	500	
		v	^	*		
		560	630			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[50_BryantYucaipa.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 16,2008

LOCATION: Bryant St. (NS) / Wildwood Canyon Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	38	38	0	0%	59	109	50	85%
	Through	86	206	120	140%	56	594	538	961%
	Right	11	11	0	0%	56	89	33	59%
	NB Total	135	255	120	89%	171	792	621	363%
SOUTH BOUND	Left	24	78	54	225%	59	107	48	81%
	Through	101	577	476	471%	94	375	281	299%
	Right	37	152	115	311%	83	176	93	112%
	SB Total	162	807	645	398%	236	658	422	179%
EAST BOUND	Left	36	80	44	122%	31	193	162	523%
	Through	156	156	0	0%	349	349	0	0%
	Right	16	20	4	25%	55	112	57	104%
	EB Total	208	256	48	23%	435	654	219	50%
WEST BOUND	Left	26	27	1	4%	22	22	0	0%
	Through	384	384	0	0%	233	233	0	0%
	Right	115	214	99	86%	66	203	137	208%
	WB Total	525	625	100	19%	321	458	137	43%
TOTAL ENTERING VOLUME		1,030	1,943	913	89%	1,163	2,562	1399	120%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	807	658			
North Leg	Outbound	500	990			
North Leg	**TOTAL**	**1,307**	**1,648**	**8%**	**10%**	**17,000**
South Leg	Inbound	255	792			
South Leg	Outbound	624	509			
South Leg	**TOTAL**	**879**	**1,301**	**8%**	**12%**	**11,000**
East Leg	Inbound	625	458			
East Leg	Outbound	245	545			
East Leg	**TOTAL**	**870**	**1,003**	**9%**	**11%**	**9,200**
West Leg	Inbound	256	654			
West Leg	Outbound	574	518			
West Leg	**TOTAL**	**830**	**1,172**	**8%**	**12%**	**10,000**
OVERALL TOTAL		***3,886***	***5,124***	**8%**	***11%***	***47,200***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[51_BryantWildwoodCanyon.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Bryant St. (NS) / Wildwood Canyon Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **37 101 24** < v > **36** ^ ^ **115** **156** > < **384** **16** v v **26** < ^ > **38 86 11**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **83 94 59** < v > **31** ^ ^ **66** **349** > < **233** **55** v v **22** < ^ > **59 56 56**
EXISTING MODEL YEAR: **2020** **162 237** v ^ **459** < IN = 1030 < **525** **208** > OUT = 1030 > **191** v ^ **143 135**	EXISTING MODEL YEAR: 2020 **236 153** v ^ **375** < IN = 1163 < **321** **435** > OUT = 1163 > **464** v ^ **171 171**
FUTURE MODEL YEAR: **2040** **814 478** v ^ **424** < IN = 1675 < **423** **198** > OUT = 1675 > **176** v ^ **597 240**	FUTURE MODEL YEAR: 2040 **663 994** v ^ **403** < IN = 2427 < **352** **618** > OUT = 2428 > **521** v ^ **510 794**
EXISTING (COUNTED) ADTs BY LEG: 2020 **5,400** N **9,300** W **LEG** E **9,200** S **3,900**	EXISTING (COUNTED) ADTs BY LEG: 2020 5,400 N 9,300 W + E 9,200 S 3,900
REFINED 2020 ADT'S BY LEG: 2040 **17,000** N **10,000** W **LEG** E **9,200** S **11,000**	REFINED 2020 ADT'S BY LEG: 2040 17,000 N 10,000 W + E 9,200 S 11,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[51_BryantWildwoodCanyon.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / Wildwood Canyon Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		162	237			
		v	^			
459	<	IN =	1030	<		525
208	>	OUT =	1030	>		191
		v	^			
		143	135			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MIN	<			<		MIN
MIN	>			>		MIN
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		648	243			
		v	^			
0	<			<		0
0	>			>		0
		v	^			
		457	105			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		650	240			
		v	^			
0	<			<		0
0	>			>		0
		v	^			
		460	110			

NEW PROJECTED VOLUMES: 2040

		810	499			
		v	^			
479	<	IN =	1800	<		530
210	>	OUT =	1800	>		198
		v	^	*		
		624	250			

PM

EXISTING COUNT YEAR: 2020

		236	153			
		v	^			
375	<	IN =	1163	<		321
435	>	OUT =	1163	>		464
		v	^			
		171	171			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<		MUL
MUL	>			>		MUL
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		424	837			
		v	^			
25	<			<		29
185	>			>		56
		v	^			
		339	619			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		420	840			
		v	^			
30	<			<		30
190	>			>		60
		v	^			
		340	620			

NEW PROJECTED VOLUMES: 2040

		660	990			
		v	^			
410	<	IN =	2430	<		350
630	>	OUT =	2430	>		520
		v	^	*		
		510	790			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[51_BryantWildwoodCanyon.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / County Line Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	19	40	21	111%	23	51	28	122%
	Through	36	135	99	275%	57	669	612	1074%
	Right	19	44	25	132%	16	85	69	431%
	NB Total	74	219	145	196%	96	805	709	739%
SOUTH BOUND	Left	34	89	55	162%	18	63	45	250%
	Through	37	494	457	1235%	37	345	308	832%
	Right	67	158	91	136%	67	98	31	46%
	SB Total	138	741	603	437%	122	506	384	315%
EAST BOUND	Left	51	65	14	27%	92	92	0	0%
	Through	297	297	0	0%	481	481	0	0%
	Right	18	72	54	300%	41	84	43	105%
	EB Total	366	434	68	19%	614	657	43	7%
WEST BOUND	Left	15	15	0	0%	8	41	33	413%
	Through	448	448	0	0%	334	271	-63	-19%
	Right	34	51	17	50%	8	34	26	325%
	WB Total	497	514	17	3%	350	346	-4	-1%
TOTAL ENTERING VOLUME		1,075	1,908	833	77%	1,182	2,314	1132	96%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	741	506			
North Leg	Outbound	251	795			
North Leg	**TOTAL**	**992**	**1,301**	**8%**	**11%**	**12,000**
South Leg	Inbound	219	805			
South Leg	Outbound	581	470			
South Leg	**TOTAL**	**800**	**1,275**	**7%**	**12%**	**11,000**
East Leg	Inbound	514	346			
East Leg	Outbound	430	629			
East Leg	**TOTAL**	**944**	**975**	**9%**	**9%**	**10,500**
West Leg	Inbound	434	657			
West Leg	Outbound	646	420			
West Leg	**TOTAL**	**1,080**	**1,077**	**9%**	**9%**	**11,800**
OVERALL TOTAL		***3,816***	***4,628***	**8%**	***10%***	***45,300***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[52_BryantCountyLine.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===	

LOCATION: **Bryant St. (NS) / County Line Rd. (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

		67	**37**	**34**		
		<	v	>		
51	^				^	**34**
297	>				<	**448**
18	v				v	**15**
		<	^	>		
		19	**36**	**19**		

EXISTING MODEL YEAR:

2020

			138	**121**		
			v	^		
534	<	IN =	1075	<		**497**
366	>	OUT =	1075	>		**350**
			v	^		
			70	**74**		

FUTURE MODEL YEAR:

2040

			738	**240**		
			v	^		
553	<	IN =	1572	<		**427**
186	>	OUT =	1573	>		**167**
			v	^		
			613	**221**		

EXISTING (COUNTED) ADTs BY LEG:

2020

			3,900			
			N			
11,800	W	**LEG**		E		**10,500**
			S			
			0			

REFINED 2020 ADT'S BY LEG:

2040

			12,000			
			N			
11,800	W	**LEG**		E		**10,500**
			S			
			11,000			

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

		67	**37**	**18**		
		<	v	>		
92	^				^	**8**
481	>				<	**334**
41	v				v	**8**
		<	^	>		
		23	**57**	**16**		

EXISTING MODEL YEAR:

2020

			122	**157**		
			v	^		
424	<	IN =	1182	<		**350**
614	>	OUT =	1182	>		**515**
			v	^		
			86	**96**		

FUTURE MODEL YEAR:

2040

			510	**859**		
			v	^		
370	<	IN =	2141	<		**325**
505	>	OUT =	2141	>		**447**
			v	^		
			465	**801**		

EXISTING (COUNTED) ADTs BY LEG:

2020

			3,900			
			N			
11,800	W	+		E		10,500
			S			
			0			

REFINED 2020 ADT'S BY LEG:

2040

			12,000			
			N			
11,800	W	+		E		10,500
			S			
			11,000			

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[52_BryantCountyLine.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Bryant St. (NS) / County Line Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		138	121			
		v	^			
534	< IN =	1075	<	497		
366	> OUT =	1075	>	350		
		v	^			
		70	74			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MUL	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		602	119			
		v	^			
16	<			<	0	
0	>			>	0	
		v	^			
		540	146			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		600	120			
		v	^			
20	<			<	0	
0	>			>	0	
		v	^			
		540	150			

NEW PROJECTED VOLUMES: 2040

		740	251			
		v	^			
575	< IN =	1830	<	500		
370	> OUT =	1830	>	366		
		v	^	*		
		638	220			

PM

EXISTING COUNT YEAR: 2020

		122	157			
		v	^			
424	< IN =	1182	<	350		
614	> OUT =	1182	>	515		
		v	^			
		86	96			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL			
		v	^			
MIN	<			<	MIN	
MIN	>			>	MIN	
		v	^			
		MUL	MUL			

		0%	0%			
		v	^			
0%	<			<	0%	
0%	>			>	0%	
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		388	703			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		384	704			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		390	700			
		v	^			
0	<			<	0	
0	>			>	0	
		v	^			
		380	700			

NEW PROJECTED VOLUMES: 2040

		510	860			
		v	^			
420	< IN =	2270	<	350		
610	> OUT =	2270	>	520		
		v	^	*		
		470	800			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[52_BryantCountyLine.xls] Growth Summary (2)

Project:	Robinson Ranch	Job #:	5238
Scenario:	0	Analyst:	DL
		Date:	July 14,2008

LOCATION: Yucaipa Blvd. (NS) / I-10 Westbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	157	484	327	208%	235	305	70	30%
	Through	609	1,280	671	110%	1,513	2,783	1,270	84%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	NB Total	766	1,764	998	130%	1,748	3,088	1,340	77%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	144	158	14	10%	221	243	22	10%
	Right	962	2,699	1,737	181%	690	2,135	1,445	209%
	SB Total	1,106	2,857	1,751	158%	911	2,378	1,467	161%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	25	25	0	0%	24	24	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	155	155	0	0%	168	170	2	1%
	WB Total	180	180	0	0%	192	194	2	1%
TOTAL ENTERING VOLUME		2,052	4,801	2749	134%	2,851	5,660	2809	99%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	2,857	2,378			
North Leg	Outbound	1,435	2,953			
North Leg	**TOTAL**	**4,292**	**5,331**	**7%**	**8%**	**64,000**
South Leg	Inbound	1,764	3,088			
South Leg	Outbound	183	267			
South Leg	**TOTAL**	**1,947**	**3,355**	**5%**	**9%**	**37,000**
East Leg	Inbound	180	194			
East Leg	Outbound	0	0			
East Leg	**TOTAL**	**180**	**194**	**18%**	**19%**	**1,000**
West Leg	Inbound	0	0			
West Leg	Outbound	3,183	2,440			
West Leg	**TOTAL**	**3,183**	**2,440**	**9%**	**7%**	**36,000**
OVERALL TOTAL		***9,602***	***11,320***	***7%***	***8%***	***138,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[7_YucaipaI10WB.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 14,2008
Future Conditions Model Run ID: ==> CTP 080710 <===

LOCATION: **Yucaipa Blvd. (NS) / I-10 Westbound Ramps (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES:	EXISTING TURNING MOVEMENT VOLUMES:
2020 **962 144 0** < v > **0** ^ ^ **155** **0** > < **0** **0** v v **25** < ^ > **157 609 0**	2020 **690 221 0** < v > **0** ^ ^ **168** **0** > < **0** **0** v v **24** < ^ > **235 1513 0**
EXISTING MODEL YEAR:	EXISTING MODEL YEAR:
2020 **1106 764** v ^ **1119** < IN = 2052 < **180** **0** > OUT = 2052 > **0** v ^ **169 766**	2020 **911 1681** v ^ **925** < IN = 2851 < **192** **0** > OUT = 2851 > **0** v ^ **245 1748**
FUTURE MODEL YEAR:	FUTURE MODEL YEAR:
2040 **2846 1415** v ^ **3130** < IN = 4706 < **94** **0** > OUT = 4706 > **0** v ^ **161 1766**	2040 **2412 2966** v ^ **2433** < IN = 5561 < **106** **0** > OUT = 5560 > **0** v ^ **161 3043**
EXISTING (COUNTED) ADTs BY LEG:	EXISTING (COUNTED) ADTs BY LEG:
2020 **35,700** N **0** W **LEG** E **0** S **24,600**	2020 35,700 N 0 W + E 0 S 24,600
REFINED 2020 ADT'S BY LEG:	REFINED 2020 ADT'S BY LEG:
2040 **64,000** N **36,000** W **LEG** E **1,000** S **37,000**	2040 64,000 N 36,000 W + E 1,000 S 37,000

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[7_YucaipaI10WB.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Yucaipa Blvd. (NS) / I-10 Westbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			1106	764		
			v	^		
	1119	<	IN =	2052	<	180
	0	>	OUT =	2052	>	0
			v	^		
			169	766		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MUL	<			<	MIN
	MUL	>			>	MUL
			v	^		
			MIN	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			1744	656		
			v	^		
	2011	<			<	0
	0	>			>	0
			v	^		
			0	1004		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			1740	660		
			v	^		
	2010	<			<	0
	0	>			>	0
			v	^		
			0	1000		

NEW PROJECTED VOLUMES: 2040

			2850	1444			
			v	^			
	3183	<	IN =	4800	<	180	
	0	>	OUT =	4800	>	0	
			v	^	*		
			173	1770			

PM

EXISTING COUNT YEAR: 2020

			911	1681		
			v	^		
	925	<	IN =	2851	<	192
	0	>	OUT =	2851	>	0
			v	^		
			245	1748		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
	MUL	<			<	MIN
	MUL	>			>	MUL
			v	^		
			MIN	MUL		

			0%	0%		
			v	^		
	0%	<			<	0%
	0%	>			>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			1499	1289		
			v	^		
	1505	<			<	0
	0	>			>	0
			v	^		
			0	1292		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			1500	1290		
			v	^		
	1510	<			<	0
	0	>			>	0
			v	^		
			0	1290		

NEW PROJECTED VOLUMES: 2040

			2410	2970			
			v	^			
	2440	<	IN =	5640	<	190	
	0	>	OUT =	5660	>	0	
			v	^	*		
			250	3040			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[7_YucaipaI10WB.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 14,2008

LOCATION: Yucaipa Blvd. (NS) / I-10 Eastbound Ramps (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	195	415	220	113%	311	321	10	3%
	Right	49	67	18	37%	14	14	0	0%
	NB Total	244	482	238	98%	325	335	10	3%
SOUTH BOUND	Left	99	99	0	0%	147	156	9	6%
	Through	70	91	21	30%	98	98	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	169	190	21	12%	245	254	9	4%
EAST BOUND	Left	571	1,355	784	137%	1,436	2,824	1,388	97%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	165	389	224	136%	434	488	54	12%
	EB Total	736	1,744	1,008	137%	1,870	3,312	1,442	77%
WEST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
TOTAL ENTERING VOLUME		1,149	2,416	1267	110%	2,440	3,901	1461	60%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	190	254			
North Leg	Outbound	1,770	3,145			
North Leg	**TOTAL**	**1,960**	**3,399**	**5%**	**9%**	**37,000**
South Leg	Inbound	482	335			
South Leg	Outbound	480	586			
South Leg	**TOTAL**	**962**	**921**	**8%**	**8%**	**12,000**
East Leg	Inbound	0	0			
East Leg	Outbound	166	170			
East Leg	**TOTAL**	**166**	**170**	**8%**	**9%**	**2,000**
West Leg	Inbound	1,744	3,312			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**1,744**	**3,312**	**5%**	**10%**	**34,000**
OVERALL TOTAL		***4,832***	***7,802***	**6%**	***9%***	***85,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[8_YucaipaI10EB.xls]Output (3)

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 14,2008
Future Conditions Model Run ID:	==>	CTP 080710	<===	

LOCATION: **Yucaipa Blvd. (NS) / I-10 Eastbound Ramps (EW)**

AM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			0	**70**	**99**	
			<	v	>	
571	^				^	**0**
0	>				<	**0**
165	v				v	**0**
			<	^	>	
			0	**195**	**49**	

EXISTING MODEL YEAR:

2020

				169	**766**	
				v	^	
0	<	IN	=	1149	<	**0**
736	>	OUT	=	1149	>	**148**
				v	^	
				235	**244**	

FUTURE MODEL YEAR:

2040

				161	**1766**	
				v	^	
0	<	IN	=	2328	<	**0**
1697	>	OUT	=	2329	>	**96**
				v	^	
				467	**470**	

EXISTING (COUNTED) ADTs BY LEG:

2020

		24,600		
		N		
0	W	**LEG**	E	**0**
		S		
		10,800		

REFINED 2020 ADT'S BY LEG:

2040

		37,000		
		N		
34,000	W	**LEG**	E	**2,000**
		S		
		12,000		

PM PEAK HOUR

EXISTING TURNING MOVEMENT VOLUMES:

2020

			0	**98**	**147**	
			<	v	>	
1436	^				^	**0**
0	>				<	**0**
434	v				v	**0**
			<	^	>	
			0	**311**	**14**	

EXISTING MODEL YEAR:

2020

				245	**1747**	
				v	^	
0	<	IN	=	2440	<	**0**
1870	>	OUT	=	2440	>	**161**
				v	^	
				532	**325**	

FUTURE MODEL YEAR:

2040

				161	**3043**	
				v	^	
0	<	IN	=	3714	<	**0**
3309	>	OUT	=	3714	>	**108**
				v	^	
				563	**244**	

EXISTING (COUNTED) ADTs BY LEG:

2020

		24,600		
		N		
0	W	+	E	0
		S		
		10,800		

REFINED 2020 ADT'S BY LEG:

2040

		37,000		
		N		
34,000	W	+	E	2,000
		S		
		12,000		

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[8_YucaipaI10EB.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Yucaipa Blvd. (NS) / I-10 Eastbound Ramps (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		169	766			
		v	^			
0	<	IN =	1149	<		0
736	>	OUT =	1149	>		148
		v	^			
		235	244			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MUL	<			<		MUL
MUL	>			>		MIN
		v	^			
		MUL	MUL			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

REFINED GROWTH: 2020 TO 2040

		0	1004			
		v	^			
0	<			<		0
964	>			>		0
		v	^			
		235	226			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	1000			
		v	^			
0	<			<		0
960	>			>		0
		v	^			
		240	230			

NEW PROJECTED VOLUMES: 2040

		170	1770			
		v	^			
0	<	IN =	2340	<		0
1700	>	OUT =	2400	>		150
		v	^	*		
		480	470			

PM

EXISTING COUNT YEAR: 2020

		245	1747			
		v	^			
0	<	IN =	2440	<		0
1870	>	OUT =	2440	>		161
		v	^			
		532	325			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MUL			
		v	^			
MUL	<			<		MUL
MUL	>			>		MIN
		v	^			
		MUL	MIN			

		0%	0%			
		v	^			
0%	<			<		0%
0%	>			>		0%
		v	^			
		0%	0%			

ADJUSTED GROWTH: 2020 TO 2040

		0	1293			
		v	^			
0	<			<		0
1440	>			>		0
		v	^			
		28	0			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	1290			
		v	^			
0	<			<		0
1440	>			>		0
		v	^			
		30	0			

NEW PROJECTED VOLUMES: 2040

		250	3145			
		v	^			
0	<	IN =	3890	<		0
3310	>	OUT =	3890	>		166
		v	^	*		
		579	330			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[8_YucaipaI10EB.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 14,2008

LOCATION: Yucaipa Blvd. (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	1	1	0	0%	1	1	0	0%
	Through	5	7	2	40%	5	6	1	20%
	Right	1	2	1	100%	2	3	1	50%
	NB Total	7	10	3	43%	8	10	2	25%
SOUTH BOUND	Left	221	475	254	115%	498	551	53	11%
	Through	4	7	3	75%	9	9	0	0%
	Right	10	13	3	30%	26	26	0	0%
	SB Total	235	495	260	111%	533	586	53	10%
EAST BOUND	Left	7	7	0	0%	28	28	0	0%
	Through	3	3	0	0%	15	16	1	7%
	Right	2	2	0	0%	1	1	0	0%
	EB Total	12	12	0	0%	44	45	1	2%
WEST BOUND	Left	1	2	1	100%	1	1	0	0%
	Through	4	6	2	50%	4	4	0	0%
	Right	233	467	234	100%	293	300	7	2%
	WB Total	238	475	237	100%	298	305	7	2%
TOTAL ENTERING VOLUME		492	992	500	102%	883	946	63	7%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	495	586			
North Leg	Outbound	481	334			
North Leg	**TOTAL**	**976**	**920**	**8%**	**8%**	**12,000**
South Leg	Inbound	10	10			
South Leg	Outbound	11	11			
South Leg	**TOTAL**	**21**	**21**	**7%**	**7%**	**300**
East Leg	Inbound	475	305			
East Leg	Outbound	480	570			
East Leg	**TOTAL**	**955**	**875**	**8%**	**7%**	**12,000**
West Leg	Inbound	12	45			
West Leg	Outbound	20	31			
West Leg	**TOTAL**	**32**	**76**	**4%**	**10%**	**800**
OVERALL TOTAL		***1,984***	***1,892***	**8%**	***8%***	***25,100***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[9_YucaipaOuterHighway.xls]Output (3)

Project:	==========>	Robinson Ranch	<===	Job #: 5238
Scenario:	==========>		<===	Analyst: DL
Existing Conditions Model Run ID:	==>		<===	Date: July 14,2008
Future Conditions Model Run ID:	==>	CTP 080710	<===	

LOCATION: **Yucaipa Blvd. (NS) / Outer Highway (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **10 4 221** < v > **7** ^ ^ **233** **3** > < **4** **2** v v **1** < ^ > **1 5 1**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **26 9 498** < v > **28** ^ ^ **293** **15** > < **4** **1** v v **1** < ^ > **1 5 2**
EXISTING MODEL YEAR: **2020** **235 245** v ^ **15** < IN = 492 < **238** **12** > OUT = 492 > **225** v ^ **7 7**	EXISTING MODEL YEAR: 2020 **533 326** v ^ **31** < IN = 883 < **298** **44** > OUT = 883 > **515** v ^ **11 8**
FUTURE MODEL YEAR: **2040** **467 470** v ^ **0** < IN = 937 < **470** **0** > OUT = 937 > **467** v ^ **0 0**	FUTURE MODEL YEAR: 2040 **563 244** v ^ **0** < IN = 807 < **244** **0** > OUT = 807 > **563** v ^ **0 0**
EXISTING (COUNTED) ADTs BY LEG: 2020 **10,800** N **800** W **LEG** E **9,700** S **300**	EXISTING (COUNTED) ADTs BY LEG: 2020 10,800 N 800 W + E 9,700 S 300
REFINED 2020 ADT'S BY LEG: 2040 **12,000** N **800** W **LEG** E **12,000** S **300**	REFINED 2020 ADT'S BY LEG: 2040 12,000 N 800 W + E 12,000 S 300

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[9_YucaipaOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 14,2008

LOCATION: Yucaipa Blvd. (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

			235	245		
			v	^		
15	<	IN =	492	<		238
12	>	OUT =	492	>		225
			v	^		
			7	7		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MUL
MIN	>				>	MUL
			v	^		
			MIN	MIN		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

REFINED GROWTH: 2020 TO 2040

			235	225		
			v	^		
0	<				<	232
0	>				>	245
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			240	230		
			v	^		
0	<				<	230
0	>				>	250
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			480	480		
			v	^		
20	<	IN =	970	<		470
10	>	OUT =	990	>		480
			v	^	*	
			10	10		

PM

EXISTING COUNT YEAR:
2020

			533	326		
			v	^		
31	<	IN =	883	<		298
44	>	OUT =	883	>		515
			v	^		
			11	8		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MIN		
			v	^		
MIN	<				<	MIN
MIN	>				>	MUL
			v	^		
			MIN	MIN		

			0%	0%		
			v	^		
0%	<				<	0%
0%	>				>	0%
			v	^		
			0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

			27	0		
			v	^		
0	<				<	0
0	>				>	45
			v	^		
			0	0		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			30	0		
			v	^		
0	<				<	0
0	>				>	50
			v	^		
			0	0		

NEW PROJECTED VOLUMES: 2040

			560	330		
			v	^		
30	<	IN =	910	<		300
40	>	OUT =	940	>		570
			v	^	*	
			10	10		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[9_YucaipaOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Village Rd. North (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	56	177	121	216%	139	324	185	133%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	84	84	0	0%	208	208	0	0%
	NB Total	140	261	121	86%	347	532	185	53%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	304	368	64	21%	509	609	100	20%
	Right	74	233	159	215%	123	239	116	94%
	EB Total	378	601	223	59%	632	848	216	34%
WEST BOUND	Left	112	112	0	0%	184	184	0	0%
	Through	211	236	25	12%	400	506	106	27%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	323	348	25	8%	584	690	106	18%
TOTAL ENTERING VOLUME		841	1,210	369	44%	1,563	2,070	507	32%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	~~**1,500**~~
South Leg	Inbound	261	532			
South Leg	Outbound	345	423			6900
South Leg	**TOTAL**	**606**	**955**	**8%**	**13%**	~~**7,500**~~
East Leg	Inbound	348	690			
East Leg	Outbound	452	817			
East Leg	**TOTAL**	**800**	**1,507**	**6%**	**11%**	**13,400**
West Leg	Inbound	601	848			
West Leg	Outbound	413	830			
West Leg	**TOTAL**	**1,014**	**1,678**	**6%**	**9%**	**18,000**
OVERALL TOTAL		***2,420***	***4,140***	**6%**	***10%***	***40,400***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[16_WestOakVillageNorthOuterHighway.xls]Output (3)

INPUT DATA

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **West Oak Village Rd. North (NS) / Outer Highway (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 0 0** < v > **0** ^ ^ **0** **304** > < **211** **74** v v **112** < ^ > **56 0 84**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 0 0** < v > **0** ^ ^ **0** **509** > < **400** **123** v v **184** < ^ > **139 0 208**
EXISTING MODEL YEAR: **2020** **0 0** v ^ **267** < IN = 841 < **323** **378** > OUT = 841 > **388** v ^ **186 140**	EXISTING MODEL YEAR: 2020 **0 0** v ^ **539** < IN = 1563 < **584** **632** > OUT = 1563 > **717** v ^ **307 347**
FUTURE MODEL YEAR: **2040** **0 0** v ^ **557** < IN = 997 < **137** **619** > OUT = 998 > **178** v ^ **263 241**	FUTURE MODEL YEAR: 2040 **0 0** v ^ **1034** < IN = 1436 < **253** **736** > OUT = 1436 > **84** v ^ **318 447**
EXISTING (COUNTED) ADTs BY LEG: 2020 **0** N **12,000** W **LEG** E **13,400** S **6,900**	EXISTING (COUNTED) ADTs BY LEG: 2020 0 N 12,000 W + E 13,400 S 6,900
REFINED 2020 ADT'S BY LEG: 2040 **1,500** N **18,000** W **LEG** E **13,400** S **7,500**	REFINED 2020 ADT'S BY LEG: 2040 1,500 N 18,000 W + E 13,400 S 7,500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[16_WestOakVillageNorthOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Village Rd. North (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

		0	0		
		v	^		
267	< IN =	841	<	323	
378	> OUT =	841	>	388	
		v	^		
		186	140		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MIN	
MUL	>		>	MIN	
		v	^		
		MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

REFINED GROWTH: 2020 TO 2040

		0	0		
		v	^		
293	<		<	0	
242	>		>	0	
		v	^		
		74	100		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
290	<		<	0	
240	>		>	0	
		v	^		
		70	100		

NEW PROJECTED VOLUMES: ###

		0	0		
		v	^		
560	< IN =	1180	<	320	
620	> OUT =	1210	>	390	
		v	^	*	
		260	240		

PM

EXISTING COUNT YEAR: 2020

		0	0		
		v	^		
539	< IN =	1563	<	584	
632	> OUT =	1563	>	717	
		v	^		
		307	347		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MUL	MUL		
		v	^		
MUL	<		<	MIN	
MUL	>		>	MIN	
		v	^		
		MUL	MUL		

		0%	0%		
		v	^		
0%	<		<	0%	
0%	>		>	0%	
		v	^		
		0%	0%		

ADJUSTED GROWTH: 2020 TO 2040

		0	0		
		v	^		
491	<		<	0	
108	>		>	0	
		v	^		
		13	103		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0		
		v	^		
490	<		<	0	
110	>		>	0	
		v	^		
		10	100		

NEW PROJECTED VOLUMES: 2040

		0	0		
		v	^		
1030	< IN =	1770	<	580	
740	> OUT =	2070	>	720	
		v	^	*	
		320	450		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[16_WestOakVillageNorthOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Village Rd. South (NS) / Outer Highway (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	45	117	72	160%	111	144	33	30%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	123	123	0	0%	306	306	0	0%
	NB Total	168	240	72	43%	417	450	33	8%
SOUTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	328	328	0	0%	619	619	0	0%
	Right	60	61	1	2%	98	99	1	1%
	EB Total	388	389	1	0%	717	718	1	0%
WEST BOUND	Left	164	164	0	0%	270	270	0	0%
	Through	278	278	0	0%	473	473	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	WB Total	442	442	0	0%	743	743	0	0%
TOTAL ENTERING VOLUME		998	1,071	73	7%	1,877	1,911	34	2%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	0	0			
North Leg	Outbound	0	0			
North Leg	**TOTAL**	**0**	**0**	**0%**	**0%**	~~**1,500**~~
South Leg	Inbound	240	450			
South Leg	Outbound	225	369			8300
South Leg	**TOTAL**	**465**	**819**	**6%**	**11%**	~~**7,500**~~
East Leg	Inbound	442	743			
East Leg	Outbound	451	925			17,300
East Leg	**TOTAL**	**893**	**1,668**	**7%**	**12%**	~~**13,400**~~
West Leg	Inbound	389	718			
West Leg	Outbound	395	617			13,400
West Leg	**TOTAL**	**784**	**1,335**	**4%**	**7%**	~~**18,000**~~
OVERALL TOTAL		***2,142***	***3,822***	**5%**	***9%***	***40,400***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[17_WestOakVillageSouthOuterHighway.xls]Output (3)

INPUT DATA

Project:	==========>	Robinson Ranch	<===	Job #:	5238
Scenario:	==========>		<===	Analyst:	DL
Existing Conditions Model Run ID:	==>		<===	Date:	July 16,2008
Future Conditions Model Run ID:	==>	CTP 080715	<===		

LOCATION: **West Oak Village Rd. South (NS) / Outer Highway (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 0 0** **< v >** **0 ^ ^ 0** **328 > < 278** **60 v v 164** **< ^ >** **45 0 123**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 0 0** **< v >** **0 ^ ^ 0** **619 > < 473** **98 v v 270** **< ^ >** **111 0 306**
EXISTING MODEL YEAR: **2020** **0 0** **v ^** **323 < IN = 998 < 442** **388 > OUT = 998 > 451** **v ^** **224 168**	EXISTING MODEL YEAR: 2020 **0 0** **v ^** **584 < IN = 1877 < 743** **717 > OUT = 1877 > 925** **v ^** **368 417**
FUTURE MODEL YEAR: **2040** **0 0** **v ^** **127 < IN = 435 < 117** **78 > OUT = 435 > 46** **v ^** **262 240**	FUTURE MODEL YEAR: 2040 **0 0** **v ^** **93 < IN = 583 < 53** **84 > OUT = 584 > 174** **v ^** **317 446**
EXISTING (COUNTED) ADTs BY LEG: 2020 **0** **N** **13,400 W LEG E 17,300** **S** **8,300**	EXISTING (COUNTED) ADTs BY LEG: 2020 0 N 13,400 W + E 17,300 S 8,300
REFINED 2020 ADT'S BY LEG: 2040 **1,500** **N** **18,000 W LEG E 13,400** **S** **7,500**	REFINED 2020 ADT'S BY LEG: 2040 1,500 N 18,000 W + E 13,400 S 7,500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[17_WestOakVillageSouthOuterHighway.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: West Oak Village Rd. South (NS) / Outer Highway (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR: 2020

			0	0		
			v	^		
323	<	IN =	998	<	442	
388	>	OUT =	998	>	451	
			v	^		
			224	168		

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MIN
MIN	>				>	MIN
			v	^		
			MUL	MUL		

MINIMUM GROWTH %s 2020 TO 2040

			0%	0%		
			v	^		
0%	<				<	-23%
0%	>				>	-23%
			v	^		
			-10%	-10%		

REFINED GROWTH: 2020 TO 2040

			0	0		
			v	^		
0	<				<	-100
0	>				>	-100
			v	^		
			36	72		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
0	<				<	-100
0	>				>	-100
			v	^		
			40	70		

NEW PROJECTED VOLUMES: ###

			0	0		
			v	^		
334	<	IN =	970	<	340	
390	>	OUT =	970	>	365	
			v	^	*	
			271	240		

PM

EXISTING COUNT YEAR: 2020

			0	0		
			v	^		
584	<	IN =	1877	<	743	
717	>	OUT =	1877	>	925	
			v	^		
			368	417		

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

			MUL	MUL		
			v	^		
MIN	<				<	MIN
MIN	>				>	MIN
			v	^		
			MIN	MUL		

			0%	0%		
			v	^		
0%	<				<	-23%
0%	>				>	-23%
			v	^		
			-10%	-10%		

ADJUSTED GROWTH: 2020 TO 2040

			0	0		
			v	^		
0	<				<	-170
0	>				>	-210
			v	^		
			-40	33		

PRORATED GROWTH: 2020 TO 2040
20 YEARS

			0	0		
			v	^		
0	<				<	-170
0	>				>	-210
			v	^		
			-40	30		

NEW PROJECTED VOLUMES: 2040

			0	0		
			v	^		
619	<	IN =	1740	<	570	
720	>	OUT =	1740	>	769	
			v	^	*	
			352	450		

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[17_WestOakVillageSouthOuterHighway.xls] Growth Summary (2)

Project: Robinson Ranch
Scenario: 0

Job #: 5238
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)
FORECAST YEAR: 2040

INDIVIDUAL TURN VOLUME GROWTH REVIEW

		AM PEAK HOUR INPUT DATA				PM PEAK HOUR INPUT DATA			
APPROACH	TURNING MOVEMENT	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE	EXISTING COUNT	FUTURE VOLUME	DIFF-ERENCE	% CHANGE
NORTH BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	867	867	0	0%	594	594	0	0%
	Right	34	34	0	0%	57	57	0	0%
	NB Total	901	901	0	0%	651	651	0	0%
SOUTH BOUND	Left	23	29	6	26%	79	87	8	10%
	Through	343	343	0	0%	794	794	0	0%
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	SB Total	366	372	6	2%	873	881	8	1%
EAST BOUND	Left	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	EB Total	0	0	0	#DIV/0!	0	0	0	#DIV/0!
WEST BOUND	Left	31	31	0	0%	59	59	0	0%
	Through	0	0	0	#DIV/0!	0	0	0	#DIV/0!
	Right	55	64	9	16%	59	65	6	10%
	WB Total	86	95	9	10%	118	124	6	5%
TOTAL ENTERING VOLUME		1,353	1,368	15	1%	1,642	1,656	14	1%

FORECAST PEAK HOUR TO ADT COMPARISON

		VOLUMES		PERCENT OF ADT		
		AM	PM	AM	PM	ADT
North Leg	Inbound	372	881			
North Leg	Outbound	931	659			
North Leg	**TOTAL**	**1,303**	**1,540**	**9%**	**10%**	**14,700**
South Leg	Inbound	901	651			
South Leg	Outbound	374	853			
South Leg	**TOTAL**	**1,275**	**1,504**	**9%**	**10%**	**14,500**
East Leg	Inbound	95	124			
East Leg	Outbound	63	144			
East Leg	**TOTAL**	**158**	**268**	**6%**	**10%**	**2,800**
West Leg	Inbound	0	0			
West Leg	Outbound	0	0			
West Leg	**TOTAL**	**0**	**0**	**#DIV/0!**	**#DIV/0!**	**-**
OVERALL TOTAL		***2,736***	***3,312***	**9%**	***10%***	***32,000***

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\Final\[29_CalimesaOakRidge.xls]Output (3)

Project: ==========> Robinson Ranch <=== Job #: 5238
Scenario: ==========> <=== Analyst: DL
Existing Conditions Model Run ID: ==> <=== Date: July 16,2008
Future Conditions Model Run ID: ==> CTP 080715 <===

LOCATION: **Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)**

AM PEAK HOUR	PM PEAK HOUR
EXISTING TURNING MOVEMENT VOLUMES: **2020** **0 343 23** < v > ^ **0** ^ **55** **0** > < **0** **0** v v **31** < ^ > **0 867 34**	EXISTING TURNING MOVEMENT VOLUMES: 2020 **0 794 79** < v > ^ **0** ^ **59** **0** > < **0** **0** v v **59** < ^ > **0 594 57**
EXISTING MODEL YEAR: **2020** **366 922** v ^ **0** < IN = 1353 < **86** **0** > OUT = 1353 > **57** v ^ **374 901**	EXISTING MODEL YEAR: 2020 **873 653** v ^ **0** < IN = 1642 < **118** **0** > OUT = 1642 > **136** v ^ **853 651**
FUTURE MODEL YEAR: **2040** **67 82** v ^ **0** < IN = 163 < **20** **0** > OUT = 162 > **5** v ^ **75 76**	FUTURE MODEL YEAR: 2040 A **368 168** v ^ **0** < IN = 586 < **29** **0** > OUT = 586 > **135** v ^ **283 189**
EXISTING (COUNTED) ADTs BY LEG: 2020 **14,700** N **0** W **LEG** E **2,800** S **14,800**	EXISTING (COUNTED) ADTs BY LEG: 2020 14,700 N 0 W + E 2,800 S 14,800
REFINED 2020 ADT'S BY LEG: 2040 **14,700** N **0** W **LEG** E **2,800** S **14,500**	REFINED 2020 ADT'S BY LEG: 2040 14,700 N 0 W + E 2,800 S 14,500

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[29_CalimesaOakRidge.xls]Input (1)

Project: Robinson Ranch
Scenario: 0

Job #: #
Analyst: DL
Date: July 16,2008

LOCATION: Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

EXISTING COUNTED INBOUND AND OUTBOUND VOLUME CALCULATION

AM

EXISTING COUNT YEAR:
2020

		366	922			
		v	^			
0 <	IN =	1353	<	86		
0 >	OUT =	1353	>	57		
		v	^			
		374	901			

GROWTH CALCULATION DECISION RULE
MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL <				< MIN		
MUL >				> MIN		
		v	^			
		MIN	MIN			

MINIMUM GROWTH %s 2020 TO 2040

		0%	0%			
		v	^			
0% <				< 0%		
0% >				> 0%		
		v	^			
		-2%	-2%			

REFINED GROWTH: 2020 TO 2040

		0	0			
		v	^			
0 <				< 0		
0 >				> 0		
		v	^			
		-10	-20			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
0 <				< 0		
0 >				> 0		
		v	^			
		-10	-20			

NEW PROJECTED VOLUMES: 2040

		370	920			
		v	^			
0 <	IN =	1340	<	90		
0 >	OUT =	1340	>	60		
		v	^	*		
		360	880			

PM

EXISTING COUNT YEAR:
2020

		873	653			
		v	^			
0 <	IN =	1642	<	118		
0 >	OUT =	1642	>	136		
		v	^			
		853	651			

MIN = Minimum Count Growth Approach
ADD = Additive (Growth Increment) Approach
MUL = Multiplicative (Ratio) Approach

		MIN	MIN			
		v	^			
MUL <				< MIN		
MUL >				> MUL		
		v	^			
		MIN	MIN			

		0%	0%			
		v	^			
0% <				< 0%		
0% >				> 0%		
		v	^			
		-2%	-2%			

ADJUSTED GROWTH: 2020 TO 2040

		0	0			
		v	^			
0 <				< 0		
0 >				> 4		
		v	^			
		-20	-10			

PRORATED GROWTH: 2020 TO 2040
20 YEARS

		0	0			
		v	^			
0 <				< 0		
0 >				> 0		
		v	^			
		-20	-10			

NEW PROJECTED VOLUMES: 2040

		870	654			
		v	^			
0 <	IN =	1630	<	120		
0 >	OUT =	1630	>	141		
		v	^	*		
		835	640			

* NOTE: Outbound future volume may be factored (increased) to match inbound if inbound is greater than outbound.

U:\UcJobs_05100-05500_05200\05238\Excel\PostProcessing\[29_CalimesaOakRidge.xls] Growth Summary (2)

APPENDIX 5.1

2020 Without Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.580
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 159.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	150	40	405	5	2	5	3	332	2	103
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:	1	734	157	42	426	5	2	5	4	350	2	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	157	42	426	5	2	5	4	350	2	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	157	42	426	5	2	5	4	350	2	109
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:	0.01	0.82	0.17	0.09	0.90	0.01	0.22	0.45	0.33	0.76	0.01	0.23
Final Sat.:	1	464	100	48	486	6	89	178	134	401	3	125
Capacity Analysis Module:												
Vol/Sat:	1.58	1.58	1.58	0.88	0.88	0.88	0.03	0.03	0.03	0.87	0.87	0.87
Crit Moves:	****			****					****		****	
Delay/Veh:	286.7	287	286.7	39.4	39.4	39.4	11.6	11.6	11.6	39.4	39.4	39.4
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:	286.7	287	286.7	39.4	39.4	39.4	11.6	11.6	11.6	39.4	39.4	39.4
LOS by Move:	F	F	F	E	E	E	B	B	B	E	E	E
ApproachDel:	286.7			39.4			11.6			39.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	286.7			39.4			11.6			39.4		
LOS by Appr:	F			E			B			E		
AllWayAvgQ:	43.5	43.5	43.5	4.5	4.5	4.5	0.0	0.0	0.0	4.3	4.3	4.3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	150	40	405	5	2	5	3	332	2	103
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:	1	734	157	42	426	5	2	5	4	350	2	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	157	42	426	5	2	5	4	350	2	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	157	42	426	5	2	5	4	350	2	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.76	0.81	0.81	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.64	0.35	0.19	1.79	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	5	2753	591	259	2606	30	373	746	559	1615	33	1502
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	0.16	0.01	0.01	0.01	0.22	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.20	0.20	0.33	0.33	0.33
Volume/Cap:	0.67	0.67	0.67	0.41	0.41	0.41	0.03	0.03	0.03	0.67	0.22	0.22
Delay/Veh:	20.9	20.9	20.9	17.5	17.5	17.5	25.8	25.8	25.8	26.5	19.9	19.9
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:	20.9	20.9	20.9	17.5	17.5	17.5	25.8	25.8	25.8	26.5	19.9	19.9
LOS by Move:	C	C	C	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	10	10	10	4	4	4	0	0	0	9	2	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.304
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	143.8
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	337	41	723	7	12	6	1	161	1	40
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:	2	507	355	44	761	7	12	6	1	169	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	355	44	761	7	12	6	1	169	1	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	355	44	761	7	12	6	1	169	1	42
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:	0.01	0.58	0.41	0.05	0.94	0.01	0.63	0.31	0.06	0.79	0.01	0.20
Final Sat.:	2	389	272	34	594	6	276	138	28	409	3	102
Capacity Analysis Module:												
Vol/Sat:	1.30	1.30	1.30	1.28	1.28	1.28	0.04	0.04	0.04	0.41	0.41	0.41
Crit Moves:	****			****			****			****		
Delay/Veh:	165.5	166	165.5	157.6	158	157.6	11.2	11.2	11.2	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	166	165.5	157.6	158	157.6	11.2	11.2	11.2	14.8	14.8	14.8
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	165.5			157.6			11.2			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	165.5			157.6			11.2			14.8		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	28.9	28.9	28.9	26.2	26.2	26.2	0.0	0.0	0.0	0.7	0.7	0.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	337	41	723	7	12	6	1	161	1	40
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:	2	507	355	44	761	7	12	6	1	169	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	355	44	761	7	12	6	1	169	1	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	355	44	761	7	12	6	1	169	1	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.89	0.89	0.83	0.88	0.88	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.17	0.82	0.11	1.87	0.02	0.64	0.30	0.06	1.00	0.03	0.97
Final Sat.:	9	1890	1322	169	2947	28	1043	522	104	1615	43	1494
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.26	0.26	0.26	0.01	0.01	0.01	0.10	0.03	0.03
Crit Moves:		****					****			****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.51	0.51	0.51	0.50	0.50	0.50	0.06	0.06	0.06	0.51	0.14	0.14
Delay/Veh:	12.8	12.8	12.8	12.6	12.6	12.6	26.0	26.0	26.0	29.7	26.3	26.3
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:	12.8	12.8	12.8	12.6	12.6	12.6	26.0	26.0	26.0	29.7	26.3	26.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	7	7	7	0	0	0	5	1	1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	146	185	55	18	209	139	52	350	36	87	591	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	185	55	18	209	139	52	350	36	87	591	52
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:	154	195	58	19	220	146	54	368	38	92	622	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	195	58	19	220	146	54	368	38	92	622	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	195	58	19	220	146	54	368	38	92	622	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.03	0.01	0.12	0.08	0.03	0.20	0.02	0.05	0.35	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.35	0.42	0.13	0.04	0.48	0.32	0.13	0.81	0.08	0.13	0.81	0.07
Delay/Veh:	27.9	28.6	25.9	25.3	29.2	27.5	26.2	42.3	25.8	15.8	29.2	15.3
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:	27.9	28.6	25.9	25.3	29.2	27.5	26.2	42.3	25.8	15.8	29.2	15.3
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	5	1	0	6	3	1	12	1	2	17	1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	72	221	87	26	199	86	151	703	99	38	370	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	221	87	26	199	86	151	703	99	38	370	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	232	92	28	209	91	159	740	104	40	390	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	232	92	28	209	91	159	740	104	40	390	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	232	92	28	209	91	159	740	104	40	390	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.02	0.12	0.05	0.09	0.41	0.06	0.02	0.22	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.18	0.51	0.20	0.06	0.46	0.20	0.22	0.95	0.13	0.10	0.89	0.05
Delay/Veh:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	45.1	15.4	26.4	51.7	26.0
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:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	45.1	15.4	26.4	51.7	26.0
LOS by Move:	C	C	C	C	C	C	B	D	B	C	D	C
HCM2kAvgQ:	2	6	2	1	5	2	3	25	2	1	14	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 100 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	189	120		63			76	90		4			17	259		142			71	782		27		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	217	138		72			87	103		5			20	298		163			82	899		31		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	217	138		72			87	103		5			20	298		163			82	899		31		
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:	229	145		76			92	109		5			21	314		172			86	947		33		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	229	145		76			92	109		5			21	314		172			86	947		33		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	229	145		76			92	109		5			21	314		172			86	947		33		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.57	1.00		0.85			0.51	1.00		0.85			0.90	1.00		0.85			0.90	1.00		0.85		
Lanes:	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 Sat.:	1030	1800		1530			916	1800		1530			1615	1800		1530			1615	1800		1530		
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.08		0.05			0.10	0.06		0.00			0.01	0.17		0.11			0.05	0.53		0.02		
Crit Moves:	****												****							****				
Green/Cycle:	0.25	0.25		0.25			0.25	0.25		0.25			0.10	0.48		0.48			0.21	0.59		0.59		
Volume/Cap:	0.89	0.32		0.20			0.40	0.24		0.01			0.13	0.36		0.23			0.25	0.89		0.04		
Delay/Veh:	65.1	31.0		29.9			32.4	30.2		28.2			41.4	16.6		15.3			33.4	27.3		8.6		
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:	65.1	31.0		29.9			32.4	30.2		28.2			41.4	16.6		15.3			33.4	27.3		8.6		
LOS by Move:	E		C		C		C		C		C		D		B		B		C		C		A	
HCM2kAvgQ:	10		4		2		3		3		0		1		6		3		2		29		0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 100 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	74		63		154		44		63		10		25		509		111		99		403		10	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	85		72		177		51		72		12		29		585		128		114		463		12	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	85		72		177		51		72		12		29		585		128		114		463		12	
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:	90		76		186		53		76		12		30		616		134		120		488		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	90		76		186		53		76		12		30		616		134		120		488		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	90		76		186		53		76		12		30		616		134		120		488		12	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.63		1.00		0.85		0.63		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	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 Sat.:	1139		1800		1530		1139		1800		1530		1615		1800		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.04		0.12		0.05		0.04		0.01		0.02		0.34		0.09		0.07		0.27		0.01	
Crit Moves:					****										****				****					
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.19		0.57		0.57		0.12		0.50		0.50	
Volume/Cap:	0.31		0.17		0.49		0.19		0.17		0.03		0.10		0.60		0.15		0.60		0.54		0.02	
Delay/Veh:	31.2		29.5		33.0		29.8		29.5		28.4		33.9		15.3		10.4		46.7		17.5		12.4	
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:	31.2		29.5		33.0		29.8		29.5		28.4		33.9		15.3		10.4		46.7		17.5		12.4	
LOS by Move:	C		C		C		C		C		C		C		B		B		D		B		B	
HCM2kAvgQ:	3		2		5		1		2		0		1		13		2		5		10		0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
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	0 0	1	0	0 1	0	1	0 0	1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	187	39	28	120	124	114	258	26	60	343	32
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:	52	197	41	29	126	131	120	271	28	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	197	41	29	126	131	120	271	28	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	197	41	29	126	131	120	271	28	63	361	34
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:	0.18	0.68	0.14	1.00	0.49	0.51	1.00	0.91	0.09	1.00	0.91	0.09
Final Sat.:	78	295	62	403	220	228	431	420	43	443	438	41
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.07	0.57	0.57	0.28	0.65	0.65	0.14	0.82	0.82
Crit Moves:	****			****			****			****		
Delay/Veh:	23.8	23.8	23.8	11.7	18.8	18.8	13.7	21.7	21.7	11.9	34.3	34.3
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:	23.8	23.8	23.8	11.7	18.8	18.8	13.7	21.7	21.7	11.9	34.3	34.3
LOS by Move:	C	C	C	B	C	C	B	C	C	B	D	D
ApproachDel:		23.8			18.1			19.4			31.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.8			18.1			19.4			31.3	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	1.6	1.6	1.6	0.1	1.1	1.1	0.4	1.5	1.5	0.2	3.2	3.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	187	39	28	120	124	114	258	26	60	343	32
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:	52	197	41	29	126	131	120	271	28	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	197	41	29	126	131	120	271	28	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	197	41	29	126	131	120	271	28	63	361	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.73	0.92	0.92	0.90	0.99	0.99	0.90	0.99	0.99
Lanes:	0.19	0.67	0.14	1.00	0.49	0.51	1.00	0.91	0.09	1.00	0.91	0.09
Final Sat.:	286	1085	226	1306	816	847	1615	1610	165	1615	1624	153
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.02	0.15	0.15	0.07	0.17	0.17	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.18	0.35	0.35
Volume/Cap:	0.47	0.47	0.47	0.06	0.40	0.40	0.45	0.51	0.51	0.21	0.63	0.63
Delay/Veh:	14.5	14.5	14.5	11.7	13.9	13.9	23.7	16.8	16.8	21.1	18.5	18.5
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:	14.5	14.5	14.5	11.7	13.9	13.9	23.7	16.8	16.8	21.1	18.5	18.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	0	4	4	3	5	5	1	7	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	143	22	10	198	74	148	252	48	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	150	23	11	208	77	156	265	51	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	150	23	11	208	77	156	265	51	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	150	23	11	208	77	156	265	51	23	121	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.76	0.12	1.00	0.73	0.27	1.00	0.84	0.16	1.00	0.93	0.07
Final Sat.:	62	385	59	485	392	146	513	474	91	461	464	33
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.02	0.53	0.53	0.30	0.56	0.56	0.05	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	13.6	13.6	13.6	10.0	15.5	15.5	12.3	16.0	16.0	10.3	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	10.0	15.5	15.5	12.3	16.0	16.0	10.3	11.6	11.6
LOS by Move:	B	B	B	A	C	C	B	C	C	B	B	B
ApproachDel:		13.6			15.3			14.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			15.3			14.8			11.4	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.0	1.0	1.0	0.4	1.1	1.1	0.0	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	143	22	10	198	74	148	252	48	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	150	23	11	208	77	156	265	51	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	150	23	11	208	77	156	265	51	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	150	23	11	208	77	156	265	51	23	121	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.81	0.96	0.96	0.90	0.98	0.98	0.90	0.99	0.99
Lanes:	0.13	0.75	0.12	1.00	0.73	0.27	1.00	0.84	0.16	1.00	0.93	0.07
Final Sat.:	205	1271	195	1457	1258	468	1615	1474	283	1615	1665	117
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.17	0.17	0.10	0.18	0.18	0.01	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.35	0.35	0.17	0.33	0.33
Volume/Cap:	0.31	0.31	0.31	0.02	0.43	0.43	0.52	0.51	0.51	0.09	0.22	0.22
Delay/Veh:	13.2	13.2	13.2	11.5	14.1	14.1	23.8	16.2	16.2	21.3	14.6	14.6
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:	13.2	13.2	13.2	11.5	14.1	14.1	23.8	16.2	16.2	21.3	14.6	14.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	3	0	4	4	4	5	5	0	2	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.482
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 131.9
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	0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	5	81	16	93	109	247	17	2	826	145
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:	68	18	5	85	17	98	115	260	18	2	869	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	5	85	17	98	115	260	18	2	869	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	5	85	17	98	115	260	18	2	869	153
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:	0.75	0.20	0.05	0.83	0.17	1.00	0.31	0.69	1.00	0.01	0.99	1.00
Final Sat.:	321	86	23	366	73	509	164	371	608	2	586	655
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.23	0.23	0.19	0.70	0.70	0.03	1.48	1.48	0.23
Crit Moves:			****	****				****			****	
Delay/Veh:	12.9	12.9	12.9	12.9	12.9	11.1	23.1	23.1	8.7	242.6	243	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	12.9	12.9	11.1	23.1	23.1	8.7	242.6	243	9.7
LOS by Move:	B	B	B	B	B	B	C	C	A	F	F	A
ApproachDel:		12.9			12.0			22.5			207.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			12.0			22.5			207.9	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.2	2.0	2.0	0.0	38.2	38.2	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	90	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	5	81	16	93	109	247	17	2	826	145
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:	68	18	5	85	17	98	115	260	18	2	869	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	5	85	17	98	115	260	18	2	869	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	5	85	17	98	115	260	18	2	869	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.71	0.75	0.75	0.73	0.87	0.87	0.21	0.99	0.99	0.94	1.00	0.85
Lanes:	0.76	0.19	0.05	1.00	0.15	0.85	1.00	0.93	0.07	0.01	0.99	1.00
Final Sat.:	963	258	69	1306	231	1338	382	1666	116	5	1795	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.06	0.07	0.07	0.30	0.16	0.16	0.48	0.48	0.10
Crit Moves:					****						****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.30	0.30	0.30	0.28	0.31	0.31	0.42	0.22	0.22	0.67	0.67	0.14
Delay/Veh:	29.0	29.0	29.0	28.8	29.0	29.0	6.0	4.2	4.2	8.1	8.1	3.9
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:	29.0	29.0	29.0	28.8	29.0	29.0	6.0	4.2	4.2	8.1	8.1	3.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	3	3	2	3	3	14	14	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	1	145	16	66	77	378	38	2	210	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	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	28	1	153	17	69	81	398	40	2	222	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	1	153	17	69	81	398	40	2	222	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	1	153	17	69	81	398	40	2	222	90
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:	0.37	0.60	0.03	0.90	0.10	1.00	0.17	0.83	1.00	0.01	0.99	1.00
Final Sat.:	165	272	12	427	47	556	102	500	681	6	566	640
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.36	0.36	0.12	0.80	0.80	0.06	0.39	0.39	0.14
Crit Moves:		****		****				****			****	
Delay/Veh:	11.0	11.0	11.0	13.4	13.4	9.5	27.0	27.0	8.1	12.5	12.5	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	13.4	13.4	9.5	27.0	27.0	8.1	12.5	12.5	8.9
LOS by Move:	B	B	B	B	B	A	D	D	A	B	B	A
ApproachDel:		11.0			12.3			25.6			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			12.3			25.6			11.5	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.1	3.1	3.1	0.1	0.6	0.6	0.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 90 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	1	145	16	66	77	378	38	2	210	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	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	28	1	153	17	69	81	398	40	2	222	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	1	153	17	69	81	398	40	2	222	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	1	153	17	69	81	398	40	2	222	90
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.71	0.88	0.88	0.55	0.99	0.99	0.94	1.00	0.85
Lanes:	0.38	0.59	0.03	1.00	0.20	0.80	1.00	0.91	0.09	0.01	0.99	1.00
Final Sat.:	593	974	42	1270	312	1272	993	1613	162	19	1776	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.12	0.05	0.05	0.08	0.25	0.25	0.12	0.12	0.06
Crit Moves:				****				****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.09	0.09	0.09	0.38	0.17	0.17	0.13	0.38	0.38	0.19	0.19	0.09
Delay/Veh:	22.0	22.0	22.0	24.8	22.6	22.6	6.3	7.8	7.8	6.6	6.6	6.1
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:	22.0	22.0	22.0	24.8	22.6	22.6	6.3	7.8	7.8	6.6	6.6	6.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	2	2	1	6	6	3	3	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	1	3	253	1	35	31	231	3	10	908	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	3	253	1	35	31	231	3	10	908	343
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:	17	1	4	266	1	36	33	243	4	11	956	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	4	266	1	36	33	243	4	11	956	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	4	266	1	36	33	243	4	11	956	361
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.88	0.01	0.11	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1339	96	287	1500	7	205	1700	3547	53	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.18	0.02	0.07	0.07	0.01	0.53	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.69	0.69	0.69	0.17	0.15	0.15	0.03	0.94	0.35
Delay/Veh:	25.5	25.5	25.5	39.1	39.1	39.1	38.2	12.8	12.8	26.7	28.3	7.8
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:	25.5	25.5	25.5	39.1	39.1	39.1	38.2	12.8	12.8	26.7	28.3	7.8
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	9	9	9	1	2	2	0	28	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 90 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	23	23	23		23	23	23		10	19	19		10	19	19	
Lanes:	0 0	1! 0	0		0 0	1! 0	0		1 0	1	1 0		1 0	1	0 1	
Volume Module:																
Base Vol:	3	1	3		262	1	20		35	436	9		1	213	173	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	3	1	3		301	1	23		40	501	10		1	245	199	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	1	3		301	1	23		40	501	10		1	245	199	
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:	4	1	4		317	1	24		42	528	11		1	258	209	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1	4		317	1	24		42	528	11		1	258	209	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1	4		317	1	24		42	528	11		1	258	209	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.44	0.14	0.42		0.93	0.01	0.06		1.00	1.96	0.04		1.00	1.00	1.00	
Final Sat.:	752	251	752		1580	6	121		1700	3527	73		1700	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.20	0.20	0.20		0.02	0.15	0.15		0.00	0.14	0.12	
Crit Moves:						****			****					****		
Green/Cycle:	0.48	0.48	0.48		0.48	0.48	0.48		0.11	0.30	0.30		0.16	0.34	0.34	
Volume/Cap:	0.01	0.01	0.01		0.42	0.42	0.42		0.22	0.50	0.50		0.00	0.42	0.34	
Delay/Veh:	9.8	9.8	9.8		13.7	13.7	13.7		39.2	27.5	27.5		32.1	23.7	22.4	
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:	9.8	9.8	9.8		13.7	13.7	13.7		39.2	27.5	27.5		32.1	23.7	22.4	
LOS by Move:	A	A	A		B	B	B		D	C	C		C	C	C	
HCM2kAvgQ:	0	0	0		5	5	5		1	6	6		0	5	4	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	106	657	0	0	118	1036	0	0	0	25	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	657	0	0	118	1036	0	0	0	25	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	691	0	0	125	0	0	0	0	27	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	691	0	0	125	0	0	0	0	27	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	691	0	0	125	0	0	0	0	27	0	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	352	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.57	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.23	0.34	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.00	0.20
Delay/Veh:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
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:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	4	0	0	1	0	0	0	0	2	0	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 60 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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	90 1412	0		0 185	643		0	0	0	23	0	146
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	103 1624	0		0 213	739		0	0	0	26	0	168
Added Vol:	0 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	103 1624	0		0 213	739		0	0	0	26	0	168
User Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.00		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	109 1709	0		0 224	0		0	0	0	28	0	177
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	109 1709	0		0 224	0		0	0	0	28	0	177
PCE Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	109 1709	0		0 224	0		0	0	0	28	0	177
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.90 1.00	1.00		0.94 1.00	1.00		0.94 1.00	1.00		0.82 1.00	0.86	
Lanes:	1.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.25 0.00	1.75	
Final Sat.:	1615 3600	0		0 3600	1800		0	0	0	367	0	2721
Capacity Analysis Module:												
Vol/Sat:	0.07 0.47	0.00		0.00 0.06	0.00		0.00 0.00	0.00		0.08 0.00	0.06	
Crit Moves:	****									****		
Green/Cycle:	0.52 0.78	0.00		0.00 0.27	0.00		0.00 0.00	0.00		0.12 0.00	0.12	
Volume/Cap:	0.13 0.61	0.00		0.00 0.23	0.00		0.00 0.00	0.00		0.65 0.00	0.56	
Delay/Veh:	7.6 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
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:	7.6 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
LOS by Move:	A A	A		A B	A		A A	A		C A	C	
HCM2kAvgQ:	1 7	0		0 2	0		0 0	0		3 0	3	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	115	47	80	45	0	548	0	83	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	132	54	92	52	0	630	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	132	54	92	52	0	630	0	95	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	139	57	97	54	0	663	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	57	97	54	0	663	0	100	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
FinalVolume:	0	139	57	97	54	0	663	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	1.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	0	2556	1044	1700	3600	0	3022	0	400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.02	0.00	0.22	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.15	0.30	0.00	0.65	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.35	0.38	0.05	0.00	0.34	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	49.6	49.6	51.0	32.2	0.0	10.2	0.0	10.6	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	49.6	49.6	51.0	32.2	0.0	10.2	0.0	10.6	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	4	1	0	7	0	8	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	141	13	134	74	0	1361	0	302	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	162	15	154	85	0	1565	0	347	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	162	15	154	85	0	1565	0	347	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	171	16	162	90	0	1648	0	366	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	171	16	162	90	0	1648	0	366	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
FinalVolume:	0	171	16	162	90	0	1648	0	366	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	1.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	0	3296	304	1700	3600	0	2898	0	532	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.10	0.02	0.00	0.57	0.00	0.69	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.10	0.25	0.00	0.70	0.00	0.70	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	0.98	0.10	0.00	0.81	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	0.0	49.4	49.4	121.9	37.4	0.0	15.4	0.0	33.5	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	49.4	49.4	121.9	37.4	0.0	15.4	0.0	33.5	0.0	0.0	0.0
LOS by Move:	A	D	D	F	D	A	B	A	C	A	A	A
HCM2kAvgQ:	0	4	4	11	1	0	29	0	53	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	5	1	133	2	12	8	3	2	1	5	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	133	2	12	8	3	2	1	5	174
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:	1	5	1	140	2	12	8	4	2	1	5	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	140	2	12	8	4	2	1	5	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	140	2	12	8	4	2	1	5	183
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:	0.17	0.66	0.17	0.98	0.02	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	126	506	126	638	11	827	446	191	127	6	24	896
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.22	0.22	0.01	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			9.4			7.6			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			9.4			7.6			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
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	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	3	2	394	8	30	32	17	1	1	5	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	394	8	30	32	17	1	1	5	141
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:	1	4	2	415	8	31	34	18	1	1	5	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	415	8	31	34	18	1	1	5	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	4	2	415	8	31	34	18	1	1	5	149
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:	0.17	0.50	0.33	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.03	0.96
Final Sat.:	115	345	230	633	13	822	390	209	14	6	23	695
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.66	0.66	0.04	0.09	0.09	0.09	0.21	0.21	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	A	A	A	C	C	A	A	A	A	A	A	A
ApproachDel:		8.0			17.0			8.9			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			17.0			8.9			8.8	
LOS by Appr:		A			C			A			A	
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.1]

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 1!	0 0		0 0 0	0 0		0 0 0	1 0		0 1	0 0 0	
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	0	14	0	0	0	0	122	16	22	163	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	14	0	0	0	0	122	16	22	163	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:	17	0	15	0	0	0	0	128	17	23	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	15	0	0	0	0	128	17	23	172	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	355	355	137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	xxxx	xxxxx
Potent Cap.:	647	574	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Move Cap.:	639	565	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	743	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.4]

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	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	0	14	0	0	0	0	398	16	17	128	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	14	0	0	0	0	398	16	17	128	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:	21	0	15	0	0	0	0	419	17	18	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	15	0	0	0	0	419	17	18	134	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	598	598	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	436	xxxx	xxxxx
Potent Cap.:	468	418	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	463	412	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	520	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: F[59.0]

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 1!	0	0	0	0	0	0	1	1	0		1	0	2	0	0	
Volume Module:																		
Base Vol:	129	0	21	0	0	0	0	358	48				10	1001	0			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	148	0	24	0	0	0	0	412	55				12	1151	0			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	148	0	24	0	0	0	0	412	55				12	1151	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:	156	0	25	0	0	0	0	433	58				12	1212	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	156	0	25	0	0	0	0	433	58				12	1212	0			
Critical Gap Module:																		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1092	1698	246	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				491	xxxx	xxxxx			
Potent Cap.:	212	93	761	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1082	xxxx	xxxxx			
Move Cap.:	210	92	761	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1082	xxxx	xxxxx			
Volume/Cap:	0.74	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	234	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	5.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	59.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*				*	*	*			
ApproachDel:		59.0			xxxxxx			xxxxxx						xxxxxx				
ApproachLOS:		F			*			*						*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle:	80	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1	1 0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	24	0	0	0	0	412	55	12	1151	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:	156	0	25	0	0	0	0	433	58	12	1212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	25	0	0	0	0	433	58	12	1212	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	
FinalVolume:	156	0	25	0	0	0	0	433	58	12	1212	0
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.89 1.00	0.94		0.94 1.00	1.00		0.94 0.98	0.98		0.90 1.00	1.00	
Lanes:	0.87 0.00	0.13		0.00 0.00	0.00		0.00 1.76	0.24		1.00 2.00	0.00	
Final Sat.:	1386	0	226	0	0	0	0	3117	418	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.11 0.00	0.11		0.00 0.00	0.00		0.00 0.14	0.14		0.01 0.34	0.00	
Crit Moves:	****							****			****	
Green/Cycle:	0.36 0.00	0.36		0.00 0.00	0.00		0.00 0.44	0.44		0.13 0.57	0.00	
Volume/Cap:	0.31 0.00	0.31		0.00 0.00	0.00		0.00 0.31	0.31		0.06 0.59	0.00	
Delay/Veh:	18.9 0.0	18.9		0.0 0.0	0.0		0.0 14.6	14.6		31.0 11.8	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:	18.9 0.0	18.9		0.0 0.0	0.0		0.0 14.6	14.6		31.0 11.8	0.0	
LOS by Move:	B A	B		A A	A		A B	B		C B	A	
HCM2kAvgQ:	4 0	4		0 0	0		0 4	4		0 10	0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[24.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!		0 0	0 0 0		0 0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	87	0	18	0	0	0	0	641	87	17	322	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	18	0	0	0	0	641	87	17	322	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:	92	0	19	0	0	0	0	674	92	18	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	92	0	19	0	0	0	0	674	92	18	339	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	926	1096	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	766	xxxx	xxxxx
Potent Cap.:	271	215	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Move Cap.:	267	211	621	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	856	xxxx	xxxxx
Volume/Cap:	0.34	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	296	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	24.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		24.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	87	0	18	0	0	0	0	641	87	17	322	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	18	0	0	0	0	641	87	17	322	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:	92	0	19	0	0	0	0	674	92	18	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	19	0	0	0	0	674	92	18	339	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
FinalVolume:	92	0	19	0	0	0	0	674	92	18	339	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.98	0.98	0.90	1.00	1.00
Lanes:	0.83	0.00	0.17	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1330	0	280	0	0	0	0	3111	424	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.22	0.22	0.01	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.48	0.13	0.60	0.00
Volume/Cap:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.46	0.46	0.09	0.16	0.00
Delay/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	14.3	14.3	31.2	7.1	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:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	14.3	14.3	31.2	7.1	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	7	7	0	2	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: F[185.2]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	14	17	43	1	20	28	117	638	8				31	1095	1			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	14	17	43	1	20	28	117	638	8				31	1095	1			
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:	15	18	45	1	21	29	123	672	8				33	1152	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	15	18	45	1	21	29	123	672	8				33	1152	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1575	2142	340	1810	2146	577	1154	xxxx	xxxxx				680	xxxx	xxxxx			
Potent Cap.:	76	49	662	50	49	465	613	xxxx	xxxxx				922	xxxx	xxxxx			
Move Cap.:	34	38	662	25	38	465	613	xxxx	xxxxx				922	xxxx	xxxxx			
Volume/Cap:	0.43	0.48	0.07	0.05	0.54	0.06	0.20	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx				9.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	80	xxxxx	xxxx	78	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	5.3	xxxxx	xxxxx	3.0	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	185	xxxxx	xxxxx	114	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*				*	*	*			
ApproachDel:	185.2			114.4			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 130 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	23	23	10	23	23
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	15	37	1	17	24	102	555	7	27	952	1
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	14	17	43	1	20	28	117	638	8	31	1095	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	17	43	1	20	28	117	638	8	31	1095	1
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:	15	18	45	1	21	29	123	672	8	33	1152	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	18	45	1	21	29	123	672	8	33	1152	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	18	45	1	21	29	123	672	8	33	1152	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.87	0.92	0.92	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	0.20	0.23	0.57	0.03	0.40	0.57	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	294	367	905	39	670	945	1615	3548	45	1615	3596	4
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.08	0.19	0.19	0.02	0.32	0.32
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.15	0.54	0.54	0.22	0.61	0.61
Volume/Cap:	0.25	0.25	0.25	0.15	0.15	0.15	0.53	0.35	0.35	0.09	0.53	0.53
Delay/Veh:	44.2	44.2	44.2	43.1	43.1	43.1	53.6	17.4	17.4	40.7	14.9	14.9
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:	44.2	44.2	44.2	43.1	43.1	43.1	53.6	17.4	17.4	40.7	14.9	14.9
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	2	2	5	8	8	1	13	13

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 14.8 Worst Case Level Of Service: F[583.7]

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	5	11	30	1	6	68	53	1437	13			25	720	4		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	6	13	35	1	7	78	61	1653	15			29	828	5		
Added Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	6	13	35	1	7	78	61	1653	15			29	828	5		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	6	13	36	1	7	82	64	1740	16			30	872	5		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	6	13	36	1	7	82	64	1740	16			30	872	5		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	2376	2813	878	1939	2818	438	876	xxxx	xxxxx			1755	xxxx	xxxxx		
Potent Cap.:	19	18	295	40	18	572	779	xxxx	xxxxx			361	xxxx	xxxxx		
Move Cap.:	9	15	295	8	15	572	779	xxxx	xxxxx			361	xxxx	xxxxx		
Volume/Cap:	0.68	0.86	0.12	0.14	0.48	0.14	0.08	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx			15.9	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			C	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	33	xxxxx	xxxx	119	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	6.2	xxxxx	xxxxx	4.3	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	584	xxxxx	xxxxx	96.6	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	F	*	*	*	*			*	*	*		
ApproachDel:	583.7			96.6			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 130 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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	26	26	26	26	26	26	10	23	23		10	23	23	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	5	11	30	1	6	68	53	1437	13		25	720	4	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	6	13	35	1	7	78	61	1653	15		29	828	5	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	6	13	35	1	7	78	61	1653	15		29	828	5	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	13	36	1	7	82	64	1740	16		30	872	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	6	13	36	1	7	82	64	1740	16		30	872	5	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	13	36	1	7	82	64	1740	16		30	872	5	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.84	0.89	0.89	0.83	0.88	0.88	0.90	1.00	1.00		0.90	1.00	1.00	
Lanes:	0.11	0.24	0.65	0.01	0.08	0.91	1.00	1.98	0.02		1.00	1.99	0.01	
Final Sat.:	173	381	1039	21	126	1429	1615	3564	32		1615	3577	20	
Capacity Analysis Module:														
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.49	0.49		0.02	0.24	0.24	
Crit Moves:					****			****				****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.18	0.68	0.68		0.08	0.57	0.57	
Volume/Cap:	0.17	0.17	0.17	0.29	0.29	0.29	0.22	0.72	0.72		0.24	0.43	0.43	
Delay/Veh:	43.4	43.4	43.4	44.7	44.7	44.7	45.8	14.3	14.3		57.5	15.8	15.8	
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:	43.4	43.4	43.4	44.7	44.7	44.7	45.8	14.3	14.3		57.5	15.8	15.8	
LOS by Move:	D	D	D	D	D	D	D	B	B		E	B	B	
HCM2kAvgQ:	2	2	2	3	3	3	2	22	22		1	10	10	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 6.8 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	30	10	6	35	6	1	31	15	37	68	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	30	10	6	35	6	1	31	15	37	68	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:	13	31	11	6	36	6	1	33	16	39	71	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	31	11	6	36	6	1	33	16	39	71	6
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:	42	xxxx	xxxxx	42	xxxx	xxxxx	154	120	39	139	118	37
Potent Cap.:	1580	xxxx	xxxxx	1580	xxxx	xxxxx	818	774	1038	836	776	1041
Move Cap.:	1580	xxxx	xxxxx	1580	xxxx	xxxxx	748	764	1038	789	766	1041
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.04	0.02	0.05	0.09	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	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	xxxx	833	xxxxx	xxxx	785	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.6			10.4		
ApproachLOS:	*			*			A			B		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: B[10.3]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	40	38	12	20	9	1	70	10	8	40	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	40	38	12	20	9	1	70	10	8	40	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	42	40	12	21	10	1	74	11	8	42	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	42	40	12	21	10	1	74	11	8	42	8
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:	30	xxxx	xxxxx	82	xxxx	xxxxx	159	154	25	176	139	62
Potent Cap.:	1596	xxxx	xxxxx	1528	xxxx	xxxxx	811	742	1056	791	756	1008
Move Cap.:	1596	xxxx	xxxxx	1528	xxxx	xxxxx	761	731	1056	714	745	1008
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.10	0.01	0.01	0.06	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	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	xxxx	761	xxxxx	xxxx	769	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.3			10.1		
ApproachLOS:	*			*			B			B		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C[18.6]

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 1	0	0 1	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	9
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	12	43	40	13	74	25	5	21	6	186	198	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	43	40	13	74	25	5	21	6	186	198	10
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:	12	45	42	13	77	27	5	22	6	196	208	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	45	42	13	77	27	5	22	6	196	208	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	692	646	25	684	643	214	219	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	361	393	1057	365	394	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	258	338	1057	282	339	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.05 0.13	0.04		0.05 0.23	0.03		0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	0.1		xxxx xxxx	xxxxx		0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx xxxx	8.5		xxxxx xxxx	xxxxx		7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	* *	A		*	*		A	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	317 xxxx	xxxxx		xxxx	381 xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	0.6 xxxx	xxxxx		xxxxx	1.3 xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	18.8 xxxx	xxxxx		xxxxx	18.6 xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	C *	*		*	C	*	*	*	*	*	*	*
ApproachDel:	14.4			18.6			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	20 58	127		16 26	4		17 63	17		17 39	13	
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	23 67	146		18 30	5		20 72	20		20 45	15	
Added Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	23 67	146		18 30	5		20 72	20		20 45	15	
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:	24 70	154		19 31	5		21 76	21		21 47	16	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	24 70	154		19 31	5		21 76	21		21 47	16	
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	242 232	87		336 234	55		63 xxxx	xxxxx		97 xxxx	xxxxx	
Potent Cap.:	716 672	978		622 670	1017		1553 xxxx	xxxxx		1509 xxxx	xxxxx	
Move Cap.:	672 654	978		471 652	1017		1553 xxxx	xxxxx		1509 xxxx	xxxxx	
Volume/Cap:	0.04 0.11	0.16		0.04 0.05	0.00		0.01 xxxx	xxxx		0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	0.6		xxxx xxxx	xxxxx		0.0 xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	9.4		xxxxx xxxx	xxxxx		7.3 xxxx	xxxxx		7.4 xxxx	xxxxx	
LOS by Move:	* *	A		* *	*		A *	*		A *	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	658 xxxx	xxxxx		xxxx 591	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	0.5 xxxx	xxxxx		xxxxx 0.3	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	11.4 xxxx	xxxxx		xxxxx 11.7	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	B *	*		* B	*		* *	*		* *	*	
ApproachDel:	10.1			11.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.3]

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 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	193	83	94	0	0	72	12
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	76	0	203	87	99	0	0	76	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	203	87	99	0	0	76	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	356	356	82	88	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	646	573	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	617	539	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.21	0.06	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.0]

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			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	46	218	216	0	0	70	17
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	24	0	48	230	228	0	0	74	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	24	0	48	230	228	0	0	74	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	770	770	83	92	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	371	333	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	322	275	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.05	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	583	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.1
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	408	44	76	87	67	124	539	26	66	949	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	408	44	76	87	67	124	539	26	66	949	231
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:	46	430	46	80	92	70	131	568	28	69	999	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	430	46	80	92	70	131	568	28	69	999	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	430	46	80	92	70	131	568	28	69	999	243
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.92	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.20	1.80	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.61	0.39
Final Sat.:	344	3217	1530	1661	1759	1530	1615	3408	167	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.05	0.05	0.05	0.08	0.17	0.17	0.04	0.36	0.36
Crit Moves:		****			****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.17	0.17	0.17	0.11	0.43	0.43	0.16	0.48	0.48
Volume/Cap:	0.74	0.74	0.17	0.28	0.31	0.27	0.74	0.39	0.39	0.26	0.74	0.74
Delay/Veh:	55.0	55.0	45.3	47.4	47.7	47.6	71.5	25.9	25.9	48.0	29.1	29.1
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:	55.0	55.0	45.3	47.4	47.7	47.6	71.5	25.9	25.9	48.0	29.1	29.1
LOS by Move:	E	E	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	11	11	2	3	3	3	7	8	8	3	21	21

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.4
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	132	41	212	191	87	200	1441	64	45	772	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	132	41	212	191	87	200	1441	64	45	772	115
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:	34	139	44	223	201	92	211	1517	68	47	812	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	139	44	223	201	92	211	1517	68	47	812	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	139	44	223	201	92	211	1517	68	47	812	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.93	0.99	0.85	0.92	0.97	0.85	0.90	0.99	0.99	0.90	0.98	0.98
Lanes:	0.41	1.59	1.00	1.08	0.92	1.00	1.00	1.91	0.09	1.00	1.74	0.26
Final Sat.:	690	2834	1530	1788	1613	1530	1615	3425	153	1615	3074	458
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.12	0.12	0.06	0.13	0.44	0.44	0.03	0.26	0.26
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.52	0.52	0.08	0.40	0.40
Volume/Cap:	0.29	0.29	0.17	0.74	0.74	0.36	0.66	0.85	0.85	0.38	0.66	0.66
Delay/Veh:	47.5	47.5	46.5	56.2	56.2	48.6	53.0	30.3	30.3	59.0	32.8	32.8
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:	47.5	47.5	46.5	56.2	56.2	48.6	53.0	30.3	30.3	59.0	32.8	32.8
LOS by Move:	D	D	D	E	E	D	D	C	C	E	C	C
HCM2kAvgQ:	3	3	2	10	10	3	9	29	29	2	16	16

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	476	20	24	131	6	12	35	14	13	61	114
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:	17	501	21	25	138	6	12	36	15	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	501	21	25	138	6	12	36	15	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	501	21	25	138	6	12	36	15	13	64	120
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:	0.03	0.93	0.04	0.15	0.81	0.04	0.19	0.58	0.23	0.07	0.32	0.61
Final Sat.:	23	682	28	96	522	23	104	312	125	41	200	373
Capacity Analysis Module:												
Vol/Sat:	0.73	0.73	0.73	0.26	0.26	0.26	0.12	0.12	0.12	0.32	0.32	0.32
Crit Moves:	****				****				****		****	
Delay/Veh:	19.3	19.3	19.3	10.0	10.0	10.0	9.5	9.5	9.5	10.5	10.5	10.5
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:	19.3	19.3	19.3	10.0	10.0	10.0	9.5	9.5	9.5	10.5	10.5	10.5
LOS by Move:	C	C	C	B	B	B	A	A	A	B	B	B
ApproachDel:	19.3			10.0			9.5			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.3			10.0			9.5			10.5		
LOS by Appr:	C			B			A			B		
AllWayAvgQ:	2.3	2.3	2.3	0.3	0.3	0.3	0.1	0.1	0.1	0.4	0.4	0.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	182	22	68	214	15	13	97	14	43	48	35
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:	10	191	23	71	225	16	13	102	15	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	191	23	71	225	16	13	102	15	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	191	23	71	225	16	13	102	15	45	51	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.86	0.10	0.23	0.72	0.05	0.10	0.79	0.11	0.34	0.39	0.27
Final Sat.:	30	592	71	162	511	36	63	484	69	211	240	171
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.44	0.44	0.44	0.21	0.21	0.21	0.21	0.21	0.21
Crit Moves:		****			****			****		****		
Delay/Veh:	10.1	10.1	10.1	11.4	11.4	11.4	9.6	9.6	9.6	9.5	9.5	9.5
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:	10.1	10.1	10.1	11.4	11.4	11.4	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.1			11.4			9.6			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			11.4			9.6			9.5	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	0.2	0.2	0.2	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	63	193	168	29	229	365	154	551	53	174	973	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	193	168	29	229	365	154	551	53	174	973	18
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	203	177	30	241	384	162	580	56	183	1024	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	203	177	30	241	384	162	580	56	183	1024	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	203	177	30	241	384	162	580	56	183	1024	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.07	0.93	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1791	1557	1615	3600	1530	3040	4863	467	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.02	0.07	0.25	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.40	0.40	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.45	0.28	0.28	0.18	0.16	0.60	0.59	0.38	0.38	0.61	0.60	0.60
Delay/Veh:	49.6	22.1	22.1	45.2	19.8	26.2	51.3	29.3	29.3	51.1	31.7	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:	49.6	22.1	22.1	45.2	19.8	26.2	51.3	29.3	29.3	51.1	31.7	31.7
LOS by Move:	D	C	C	D	B	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	4	1	2	10	4	6	6	4	10	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	120	375	245	110	271	255	444	988	89	302	765	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	375	245	110	271	255	444	988	89	302	765	28
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	395	258	116	286	269	467	1040	93	318	805	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	395	258	116	286	269	467	1040	93	318	805	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	395	258	116	286	269	467	1040	93	318	805	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.90	0.10
Final Sat.:	1615	2049	1339	1615	3600	1530	3040	4896	439	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.07	0.08	0.18	0.15	0.21	0.21	0.10	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.36	0.36	0.13	0.29	0.29
Volume/Cap:	0.85	0.56	0.56	0.78	0.23	0.51	0.78	0.59	0.59	0.81	0.53	0.53
Delay/Veh:	84.7	29.8	29.8	70.8	25.6	29.3	48.1	29.1	29.1	58.4	33.1	33.1
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:	84.7	29.8	29.8	70.8	25.6	29.3	48.1	29.1	29.1	58.4	33.1	33.1
LOS by Move:	F	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	9	9	6	3	8	10	11	11	8	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 60 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	25	25			25		25	25			25		24	24			24		24	24			24	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	22	304			82		36	395			4		13	115			28		216	224			49	
Growth Adj:	1.15	1.15			1.15		1.15	1.15			1.15		1.15	1.15			1.15		1.15	1.15			1.15	
Initial Bse:	25	350			94		41	454			5		15	132			32		248	258			56	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	25	350			94		41	454			5		15	132			32		248	258			56	
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:	27	368			99		44	478			5		16	139			34		261	271			59	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	27	368			99		44	478			5		16	139			34		261	271			59	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	27	368			99		44	478			5		16	139			34		261	271			59	
Saturation Flow Module:																								
Sat/Lane:	1800	1800			1800		1800	1800			1800		1800	1800			1800		1800	1800			1800	
Adjustment:	0.39	0.97			0.97		0.40	1.00			1.00		0.50	1.00			0.85		0.62	1.00			0.85	
Lanes:	1.00	1.58			0.42		1.00	1.98			0.02		1.00	1.00			1.00		1.00	1.00			1.00	
Final Sat.:	711	2745			740		728	3560			36		896	1800			1530		1112	1800			1530	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.13			0.13		0.06	0.13			0.13		0.02	0.08			0.02		0.24	0.15			0.04	
Crit Moves:								****											****					
Green/Cycle:	0.42	0.42			0.42		0.42	0.42			0.42		0.52	0.52			0.52		0.52	0.52			0.52	
Volume/Cap:	0.09	0.32			0.32		0.14	0.32			0.32		0.03	0.15			0.04		0.46	0.29			0.08	
Delay/Veh:	10.7	11.9			11.9		11.1	11.9			11.9		7.2	7.7			7.2		9.7	8.4			7.3	
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:	10.7	11.9			11.9		11.1	11.9			11.9		7.2	7.7			7.2		9.7	8.4			7.3	
LOS by Move:	B	B			B		B	B			B		A	A			A		A	A			A	
HCM2kAvgQ:	0	3			3		1	3			3		0	1			0		4	3			1	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	608	247	87	494	28	39	176	10	135	90	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	608	247	87	494	28	39	176	10	135	90	63
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:	12	640	260	92	521	29	41	185	11	142	94	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	640	260	92	521	29	41	185	11	142	94	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	640	260	92	521	29	41	185	11	142	94	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.39	0.96	0.96	0.24	0.99	0.99	0.66	1.00	0.85	0.55	1.00	0.85
Lanes:	1.00	1.42	0.58	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	699	2450	996	428	3382	189	1180	1800	1530	983	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.21	0.15	0.15	0.03	0.10	0.01	0.14	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.03	0.49	0.49	0.40	0.29	0.29	0.09	0.26	0.02	0.36	0.13	0.11
Delay/Veh:	6.7	9.1	9.1	9.5	7.8	7.8	11.3	12.2	10.9	13.2	11.5	11.4
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:	6.7	9.1	9.1	9.5	7.8	7.8	11.3	12.2	10.9	13.2	11.5	11.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	2	3	3	1	2	0	2	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[21.7]

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	0 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	66	12	723	0	0	0	0	92	0	26
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	466	69	12	761	0	0	0	0	97	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	466	69	12	761	0	0	0	0	97	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	535	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	1252	233
Potent Cap.:	xxxx	xxxx	xxxxx	1043	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	174	775
Move Cap.:	xxxx	xxxx	xxxxx	1043	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	172	775
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	339	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.7		
ApproachLOS:	*			*			*			C		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.232
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 80 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	66	12	723	0	0	0	0	92	0	26
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	466	69	12	761	0	0	0	0	97	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	69	12	761	0	0	0	0	97	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	466	69	12	761	0	0	0	0	97	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.79	0.00	0.21
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1249	0	359
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.01	0.21	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.49	0.13	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.27	0.09	0.06	0.35	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Delay/Veh:	0.0	12.2	11.1	31.0	7.7	0.0	0.0	0.0	0.0	20.8	0.0	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:	0.0	12.2	11.1	31.0	7.7	0.0	0.0	0.0	0.0	20.8	0.0	20.8
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	3	1	0	5	0	0	0	0	2	0	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: D[28.5]

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	0 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	836	87	9	630	0	0	0	0	48	0	31
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	880	92	10	663	0	0	0	0	51	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	880	92	10	663	0	0	0	0	51	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	972	xxxx	xxxxx	xxxx	xxxx	xxxxx	1231	1563	440
Potent Cap.:	xxxx	xxxx	xxxxx	717	xxxx	xxxxx	xxxx	xxxx	xxxxx	172	113	570
Move Cap.:	xxxx	xxxx	xxxxx	717	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	111	570
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.00	0.06

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.1	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	xxxx	235	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.5		
ApproachLOS:	*			*			*			D		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 80 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	836	87	9	630	0	0	0	0	48	0	31
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	880	92	10	663	0	0	0	0	51	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	92	10	663	0	0	0	0	51	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	880	92	10	663	0	0	0	0	51	0	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.87	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.62	0.00	0.38
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	972	0	625
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.06	0.01	0.18	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.49	0.13	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.50	0.12	0.05	0.30	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Delay/Veh:	0.0	14.1	11.3	30.9	7.4	0.0	0.0	0.0	0.0	20.1	0.0	20.1
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:	0.0	14.1	11.3	30.9	7.4	0.0	0.0	0.0	0.0	20.1	0.0	20.1
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	1	0	4	0	0	0	0	2	0	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 112.1
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	389	124	92	514	209	57	91	114	312	207	62
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:	160	409	131	97	541	220	61	96	120	328	218	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	409	131	97	541	220	61	96	120	328	218	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	409	131	97	541	220	61	96	120	328	218	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	0.24	0.58	0.18	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	391	1002	320	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.06	0.30	0.14	0.04	0.05	0.08	0.20	0.16	0.16
Crit Moves:		****			****			****			****	
Green/Cycle:	0.35	0.35	0.35	0.26	0.26	0.26	0.15	0.15	0.15	0.17	0.17	0.17
Volume/Cap:	1.16	1.16	1.16	0.23	1.16	0.56	0.24	0.35	0.51	1.16	0.93	0.93
Delay/Veh:	132.7	133	132.7	38.3	143	43.5	48.9	49.9	52.3	158.6	87.4	87.4
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:	132.7	133	132.7	38.3	143	43.5	48.9	49.9	52.3	158.6	87.4	87.4
LOS by Move:	F	F	F	D	F	D	D	D	D	F	F	F
HCM2kAvgQ:	43	43	43	3	34	8	2	4	5	23	15	15

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: 110 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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	389	124	92	514	209	57	91	114	312	207	62
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:	160	409	131	97	541	220	61	96	120	328	218	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	409	131	97	541	220	61	96	120	328	218	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	409	131	97	541	220	61	96	120	328	218	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	1615	1315	420	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.06	0.30	0.14	0.04	0.05	0.08	0.20	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.38	0.38	0.11	0.37	0.37	0.14	0.18	0.18	0.25	0.29	0.29
Volume/Cap:	0.81	0.81	0.81	0.54	0.81	0.39	0.26	0.29	0.43	0.81	0.56	0.56
Delay/Veh:	68.4	38.1	38.1	49.3	38.3	25.8	42.4	39.4	41.0	50.2	34.7	34.7
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:	68.4	38.1	38.1	49.3	38.3	25.8	42.4	39.4	41.0	50.2	34.7	34.7
LOS by Move:	E	D	D	D	D	C	D	D	D	D	C	C
HCM2kAvgQ:	8	18	18	4	18	6	2	3	4	13	9	9

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.182
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 137.8
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	618	173	90	493	95	183	247	107	153	103	123
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:	91	650	182	94	519	100	192	260	113	161	109	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	650	182	94	519	100	192	260	113	161	109	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	650	182	94	519	100	192	260	113	161	109	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	0.10	0.70	0.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	171	1221	341	1615	1800	1530	1615	1800	1530	1615	756	898
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.06	0.29	0.07	0.12	0.14	0.07	0.10	0.14	0.14
Crit Moves:	****				****			****			****	
Green/Cycle:	0.41	0.41	0.41	0.22	0.22	0.22	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.30	1.30	1.30	0.26	1.30	0.30	0.77	0.94	0.48	0.65	0.94	0.94
Delay/Veh:	184.2	184	184.2	42.2	204	42.6	66.9	92.5	51.8	57.6	93.9	93.9
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:	184.2	184	184.2	42.2	204	42.6	66.9	92.5	51.8	57.6	93.9	93.9
LOS by Move:	F	F	F	D	F	D	E	F	D	E	F	F
HCM2kAvgQ:	64	64	64	3	37	3	10	14	5	7	13	13

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.2
Optimal Cycle: 110 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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	618	173	90	493	95	183	247	107	153	103	123
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:	91	650	182	94	519	100	192	260	113	161	109	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	650	182	94	519	100	192	260	113	161	109	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	650	182	94	519	100	192	260	113	161	109	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1615	1361	380	1615	1800	1530	1615	1800	1530	1615	756	898
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.48	0.06	0.29	0.07	0.12	0.14	0.07	0.10	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.52	0.52	0.09	0.47	0.47	0.13	0.20	0.20	0.11	0.18	0.18
Volume/Cap:	0.38	0.91	0.91	0.64	0.62	0.14	0.91	0.72	0.36	0.90	0.79	0.79
Delay/Veh:	43.4	37.1	37.1	57.6	23.3	16.8	85.7	47.7	38.6	88.7	56.4	56.4
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:	43.4	37.1	37.1	57.6	23.3	16.8	85.7	47.7	38.6	88.7	56.4	56.4
LOS by Move:	D	D	D	E	C	B	F	D	D	F	E	E
HCM2kAvgQ:	3	30	30	4	13	2	10	10	4	9	10	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.715
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	194.4
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	419	0	0	490	450	0	0	0	245	0	246
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	441	0	0	516	473	0	0	0	258	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	441	0	0	516	473	0	0	0	258	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	441	0	0	516	473	0	0	0	258	0	259
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:	0.05	0.95	0.00	0.00	0.52	0.48	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	27	508	0	0	301	276	0	0	0	279	0	280
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	xxxx	xxxx	1.71	1.71	xxxx	xxxx	xxxx	0.92	xxxx	0.92
Crit Moves:	****				****					****		
Delay/Veh:	38.2	38.2	0.0	0.0	345	345.1	0.0	0.0	0.0	46.1	0.0	46.1
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:	38.2	38.2	0.0	0.0	345	345.1	0.0	0.0	0.0	46.1	0.0	46.1
LOS by Move:	E	E	*	*	F	F	*	*	*	E	*	E
ApproachDel:		38.2			345.1			xxxxxx			46.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		38.2			345.1			xxxxxx			46.1	
LOS by Appr:		E			F			*			E	
AllWayAvgQ:	4.2	4.2	4.2	53.8	53.8	53.8	0.0	0.0	0.0	5.7	5.7	5.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	419	0	0	490	450	0	0	0	245	0	246
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	441	0	0	516	473	0	0	0	258	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	441	0	0	516	473	0	0	0	258	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	441	0	0	516	473	0	0	0	258	0	259
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.00	0.29	0.31	0.00	0.00	0.00	0.16	0.00	0.17
Crit Moves:	****					****						****
Green/Cycle:	0.17	0.64	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.09	0.38	0.00	0.00	0.60	0.65	0.00	0.00	0.00	0.62	0.00	0.65
Delay/Veh:	21.3	5.3	0.0	0.0	12.9	14.2	0.0	0.0	0.0	22.3	0.0	23.7
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:	21.3	5.3	0.0	0.0	12.9	14.2	0.0	0.0	0.0	22.3	0.0	23.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	0	4	0	0	8	8	0	0	0	6	0	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.215
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 96.3
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	635	0	0	386	367	0	0	0	40	0	241
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:	18	668	0	0	407	386	0	0	0	42	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	668	0	0	407	386	0	0	0	42	0	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
FinalVolume:	18	668	0	0	407	386	0	0	0	42	0	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:	0.03	0.97	0.00	0.00	0.51	0.49	0.00	0.00	0.00	0.14	0.01	0.85
Final Sat.:	16	603	0	0	335	318	0	0	0	82	0	491
Capacity Analysis Module:												
Vol/Sat:	1.11	1.11	xxxx	xxxx	1.21	1.21	xxxx	xxxx	xxxx	0.52	0.00	0.52
Crit Moves:		****			****							****
Delay/Veh:	92.3	92.3	0.0	0.0	130	130.0	0.0	0.0	0.0	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	92.3	0.0	0.0	130	130.0	0.0	0.0	0.0	15.8	15.8	15.8
LOS by Move:	F	F	*	*	F	F	*	*	*	C	C	C
ApproachDel:		92.3			130.0			xxxxxx			15.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		92.3			130.0			xxxxxx			15.8	
LOS by Appr:		F			F			*			C	
AllWayAvgQ:	14.4	14.4	14.4	22.0	22.0	22.0	0.0	0.0	0.0	1.0	1.0	1.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	635	0	0	386	367	0	0	0	40	0	241
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:	18	668	0	0	407	386	0	0	0	42	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	668	0	0	407	386	0	0	0	42	0	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
FinalVolume:	18	668	0	0	407	386	0	0	0	42	0	254
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.00	0.00	0.23	0.25	0.00	0.00	0.00	0.03	0.00	0.17
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.59	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.07	0.63	0.00	0.00	0.53	0.60	0.00	0.00	0.00	0.08	0.00	0.53
Delay/Veh:	21.2	9.3	0.0	0.0	13.7	14.9	0.0	0.0	0.0	14.7	0.0	18.3
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:	21.2	9.3	0.0	0.0	13.7	14.9	0.0	0.0	0.0	14.7	0.0	18.3
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	0	9	0	0	6	6	0	0	0	1	0	5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 64.3
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	63	308	427	0	224	0	41	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	228	67	324	449	0	236	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	67	324	449	0	236	0	44	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
FinalVolume:	0	228	67	324	449	0	236	0	44	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	0.77	0.23	0.42	0.58	0.00	0.84	0.00	0.16	0.00	0.00	0.00
Final Sat.:	0	489	143	284	393	0	479	0	88	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.47	0.47	1.14	1.14	xxxx	0.49	xxxx	0.49	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	13.3	13.3	101.5	101	0.0	15.0	0.0	15.0	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	13.3	13.3	101.5	101	0.0	15.0	0.0	15.0	0.0	0.0	0.0
LOS by Move:	*	B	B	F	F	*	C	*	C	*	*	*
ApproachDel:		13.3			101.5			15.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		13.3			101.5			15.0			xxxxxx	
LOS by Appr:		B			F			C			*	
AllWayAvgQ:	0.8	0.8	0.8	17.5	17.5	17.5	0.9	0.9	0.9	0.0	0.0	0.0

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 60 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	15	15	10	15	0	7	0	7	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	63	308	427	0	224	0	41	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	228	67	324	449	0	236	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	67	324	449	0	236	0	44	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
FinalVolume:	0	228	67	324	449	0	236	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.97	0.97	0.90	1.00	1.00	0.89	1.00	0.94	0.94	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.85	0.00	0.15	0.00	0.00	0.00
Final Sat.:	0	1349	395	1615	1800	0	1361	0	251	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.20	0.25	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.28	0.28	0.33	0.61	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	0.60	0.41	0.00	0.60	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	20.9	20.9	18.6	6.3	0.0	20.7	0.0	20.7	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	20.9	20.9	18.6	6.3	0.0	20.7	0.0	20.7	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	6	6	5	0	6	0	6	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.814
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	0	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:	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 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	286	181	270	156	0	366	0	38	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	301	190	284	165	0	385	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	190	284	165	0	385	0	40	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
FinalVolume:	0	301	190	284	165	0	385	0	40	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	0.61	0.39	0.63	0.37	0.00	0.91	0.00	0.09	0.00	0.00	0.00
Final Sat.:	0	370	233	358	207	0	495	0	51	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.81	0.81	0.79	0.79	xxxx	0.78	xxxx	0.78	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	28.2	28.2	27.8	27.8	0.0	26.5	0.0	26.5	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	28.2	28.2	27.8	27.8	0.0	26.5	0.0	26.5	0.0	0.0	0.0
LOS by Move:	*	D	D	D	D	*	D	*	D	*	*	*
ApproachDel:		28.2			27.8			26.5			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		28.2			27.8			26.5			xxxxxx	
LOS by Appr:		D			D			D			*	
AllWayAvgQ:	3.2	3.2	3.2	2.9	2.9	2.9	2.6	2.6	2.6	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 60 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	15	15	10	15	0	7	0	7	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	286	181	270	156	0	366	0	38	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	301	190	284	165	0	385	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	190	284	165	0	385	0	40	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
FinalVolume:	0	301	190	284	165	0	385	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	1.00	1.00	0.89	1.00	0.94	0.94	1.00	1.00
Lanes:	0.00	0.61	0.39	1.00	1.00	0.00	0.91	0.00	0.09	0.00	0.00	0.00
Final Sat.:	0	1047	660	1615	1800	0	1462	0	152	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.18	0.09	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.36	0.36	0.22	0.57	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.81	0.81	0.16	0.00	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	25.4	25.4	35.3	6.1	0.0	27.6	0.0	27.6	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	25.4	25.4	35.3	6.1	0.0	27.6	0.0	27.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	11	8	1	0	10	0	10	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	176	0	0	379	89	103	0	59	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:	19	185	0	0	399	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	185	0	0	399	93	109	0	62	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
FinalVolume:	19	185	0	0	399	93	109	0	62	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:	0.09	0.91	0.00	0.00	0.81	0.19	0.64	0.00	0.36	0.00	0.00	0.00
Final Sat.:	67	638	0	0	639	149	400	0	226	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	xxxx	xxxx	0.63	0.63	0.27	xxxx	0.27	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	9.8	9.8	0.0	0.0	14.4	14.4	10.1	0.0	10.1	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:	9.8	9.8	0.0	0.0	14.4	14.4	10.1	0.0	10.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	B	B	B	*	B	*	*	*
ApproachDel:	9.8			14.4			10.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.8			14.4			10.1			xxxxxx		
LOS by Appr:	A			B			B			*		
AllWayAvgQ:	0.4	0.4	0.4	1.5	1.5	1.5	0.3	0.3	0.3	0.0	0.0	0.0

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	176	0	0	379	89	103	0	59	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:	19	185	0	0	399	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	185	0	0	399	93	109	0	62	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
FinalVolume:	19	185	0	0	399	93	109	0	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.97	0.97	0.87	1.00	0.92	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1422	332	1020	0	578	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.28	0.28	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.07	0.16	0.00	0.00	0.58	0.58	0.43	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	21.2	4.2	0.0	0.0	12.2	12.2	19.6	0.0	19.6	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:	21.2	4.2	0.0	0.0	12.2	12.2	19.6	0.0	19.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	7	7	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	309	0	0	159	36	158	0	44	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:	79	326	0	0	167	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	326	0	0	167	38	166	0	46	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
FinalVolume:	79	326	0	0	167	38	166	0	46	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:	0.19	0.81	0.00	0.00	0.82	0.18	0.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	144	595	0	0	582	131	499	0	138	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	xxxx	xxxx	0.29	0.29	0.33	xxxx	0.33	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	13.1	13.1	0.0	0.0	9.7	9.7	10.6	0.0	10.6	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:	13.1	13.1	0.0	0.0	9.7	9.7	10.6	0.0	10.6	0.0	0.0	0.0
LOS by Move:	B	B	*	*	A	A	B	*	B	*	*	*
ApproachDel:	13.1			9.7			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	13.1			9.7			10.6			xxxxxx		
LOS by Appr:	B			A			B			*		
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.4	0.4	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	309	0	0	159	36	158	0	44	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:	79	326	0	0	167	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	326	0	0	167	38	166	0	46	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
FinalVolume:	79	326	0	0	167	38	166	0	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.98	0.98	0.88	1.00	0.93	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	0.79	0.00	0.21	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1433	322	1258	0	349	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.12	0.12	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.51	0.00	0.00	0.34	0.34	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.29	0.35	0.00	0.00	0.34	0.34	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	22.5	9.0	0.0	0.0	14.9	14.9	13.2	0.0	13.2	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:	22.5	9.0	0.0	0.0	14.9	14.9	13.2	0.0	13.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	4	0	0	3	3	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
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	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	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	486	81	162	0	0	314	16
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	512	85	171	0	0	330	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	512	85	171	0	0	330	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	512	85	171	0	0	330	17
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	525	0	645	484	521	0	0	544	597
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	xxxx	0.79	0.18	0.33	xxxx	xxxx	0.61	0.03
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	24.8	11.1	12.2	0.0	0.0	17.8	8.6
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	9.6	0.0	24.8	11.1	12.2	0.0	0.0	17.8	8.6
LOS by Move:	*	*	*	A	*	C	B	B	*	*	C	A
ApproachDel:	xxxxxx			24.2			11.8			17.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			24.2			11.8			17.4		
LOS by Appr:	*			C			B			C		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	3.0	0.2	0.4	0.0	0.0	1.3	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
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	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	486	81	162	0	0	314	16
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	512	85	171	0	0	330	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	512	85	171	0	0	330	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	512	85	171	0	0	330	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.33	0.05	0.09	0.00	0.00	0.18	0.01
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.13	0.44	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.69	0.42	0.22	0.00	0.00	0.59	0.04
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	18.5	33.7	14.1	0.0	0.0	24.8	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:	0.0	0.0	0.0	10.6	0.0	18.5	33.7	14.1	0.0	0.0	24.8	19.1
LOS by Move:	A	A	A	B	A	B	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	0	0	11	3	3	0	0	8	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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	1 0	1
Volume Module:												
Base Vol:	0	0	0	24	0	172	274	202	0	0	161	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	28	0	198	315	232	0	0	185	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	198	315	232	0	0	185	28
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	29	0	208	332	245	0	0	195	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	208	332	245	0	0	195	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	208	332	245	0	0	195	29
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	500	0	602	598	649	0	0	597	668
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.35	0.55	0.38	xxxx	xxxx	0.33	0.04
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	11.1	15.6	11.3	0.0	0.0	11.3	8.1
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	9.9	0.0	11.1	15.6	11.3	0.0	0.0	11.3	8.1
LOS by Move:	*	*	*	A	*	B	C	B	*	*	B	A
ApproachDel:	xxxxxx			10.9			13.8			10.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.9			13.8			10.8		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.5	1.2	0.6	0.0	0.0	0.4	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
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	24	0	172	274	202	0	0	161	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	28	0	198	315	232	0	0	185	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	198	315	232	0	0	185	28
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	29	0	208	332	245	0	0	195	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	208	332	245	0	0	195	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	208	332	245	0	0	195	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.14	0.21	0.14	0.00	0.00	0.11	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.35	0.66	0.00	0.00	0.31	0.31
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.52	0.59	0.21	0.00	0.00	0.35	0.06
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	26.4	22.9	5.4	0.0	0.0	21.6	19.3
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:	0.0	0.0	0.0	22.2	0.0	26.4	22.9	5.4	0.0	0.0	21.6	19.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	B
HCM2kAvgQ:	0	0	0	1	0	5	8	2	0	0	4	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.142
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	5	5	43	5	8	14	25	26	8	30	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	5	43	5	8	14	25	26	8	30	90
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:	12	5	5	45	5	8	15	27	28	8	31	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	5	45	5	8	15	27	28	8	31	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	5	45	5	8	15	27	28	8	31	94
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:	0.56	0.22	0.22	0.77	0.08	0.15	0.21	0.39	0.40	0.06	0.23	0.71
Final Sat.:	441	176	176	608	66	115	185	340	355	60	221	664
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.08	0.08	0.08	0.14	0.14	0.14
Crit Moves:		****			****				****		****	
Delay/Veh:	7.4	7.4	7.4	7.7	7.7	7.7	7.3	7.3	7.3	7.3	7.3	7.3
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:	7.4	7.4	7.4	7.7	7.7	7.7	7.3	7.3	7.3	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			7.7			7.3			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			7.7			7.3			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.083
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	8	8	10	15	2	5	6	46	6	5	44	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	10	15	2	5	6	46	6	5	44	24
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:	8	8	11	16	2	5	6	48	6	5	46	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	11	16	2	5	6	48	6	5	46	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	11	16	2	5	6	48	6	5	46	25
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:	0.30	0.30	0.40	0.68	0.11	0.21	0.10	0.80	0.10	0.06	0.61	0.33
Final Sat.:	264	264	339	567	87	175	88	704	88	58	552	305
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.07	0.07	0.07	0.08	0.08	0.08
Crit Moves:			****	****			****			****		
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
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:	7.2	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			7.3			7.3			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			7.3			7.3			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 35.5 Worst Case Level Of Service: F[72.1]

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	282	35	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	0	0	321	0	19	0	81	2	297	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	19	0	81	2	297	36	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	712	713	36	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	402	360	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	342	290	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.94	0.00	0.02	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	72.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			72.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0	0 1	0	1	0 0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	282	35	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	0	0	321	0	19	0	81	2	297	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	19	0	81	2	297	36	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
FinalVolume:	0	0	0	321	0	19	0	81	2	297	36	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.94	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	0.00	0.97	0.03	1.00	1.00	0.00
Final Sat.:	0	0	0	3053	0	174	0	1741	52	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.05	0.05	0.18	0.02	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.13	0.13	0.51	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.36	0.00	0.36	0.36	0.36	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	32.2	0.0	32.5	0.0	48.6	48.6	17.8	7.9	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	0.0	0.0	32.2	0.0	32.5	0.0	48.6	48.6	17.8	7.9	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	B	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	3	3	7	0	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 570.2 Worst Case Level Of Service: F[894.5]

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		0 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	308	63	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	0	0	834	0	30	0	103	2	324	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	834	0	30	0	103	2	324	67	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	820	821	67	xxxx	xxxx	xxxxx	105	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	348	312	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	290	244	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.88	0.00	0.03	xxxx	xxxx	xxxx	0.22	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	297	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	75.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	895	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			894.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0 0	0 1	0	1 0	1 0 0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	308	63	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	0	0	834	0	30	0	103	2	324	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	30	0	103	2	324	67	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
FinalVolume:	0	0	0	834	0	30	0	103	2	324	67	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.94	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.94	0.00	0.06	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	0	0	0	3124	0	110	0	1753	41	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.28	0.00	0.06	0.06	0.20	0.04	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.13	0.13	0.35	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.58	0.00	0.47	0.47	0.58	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	23.2	0.0	50.4	50.4	33.5	17.4	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	0.0	0.0	22.8	0.0	23.2	0.0	50.4	50.4	33.5	17.4	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	C	B	A
HCM2kAvgQ:	0	0	0	12	0	13	0	4	4	11	1	0

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.8]

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	5	0	145	0	0	0	30	302	0				0	270		586		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15		1.15		
Initial Bse:	6	0	167	0	0	0	35	347	0				0	311		674		
Added Vol:	0	0	0	0	0	0	0	0	0				0	0		0		
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0		0		
Initial Fut:	6	0	167	0	0	0	35	347	0				0	311		674		
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:	6	0	176	0	0	0	36	366	0				0	327		709		
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0		0		
FinalVolume:	6	0	176	0	0	0	36	366	0				0	327		709		
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1120	1474	366	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	231	128	684	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	221	121	684	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.03	0.00	0.26	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	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	639	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*						
ApproachDel:		12.8		xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:		B		*			*			*								

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	20	0	0	20	20
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	5	0	145	0	0	0	30	302	0	0	270	586
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	6	0	167	0	0	0	35	347	0	0	311	674
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	167	0	0	0	35	347	0	0	311	674
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:	6	0	176	0	0	0	36	366	0	0	327	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	176	0	0	0	36	366	0	0	327	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	176	0	0	0	36	366	0	0	327	709
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	52	0	1506	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.02	0.10	0.00	0.00	0.18	0.46
Crit Moves:	****						****					****
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.13	0.76	0.00	0.00	0.64	0.64
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.18	0.13	0.00	0.00	0.28	0.73
Delay/Veh:	42.0	0.0	42.0	0.0	0.0	0.0	31.8	2.5	0.0	0.0	6.5	12.4
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:	42.0	0.0	42.0	0.0	0.0	0.0	31.8	2.5	0.0	0.0	6.5	12.4
LOS by Move:	D	A	D	A	A	A	C	A	A	A	A	B
HCM2kAvgQ:	6	0	6	0	0	0	1	1	0	0	4	13

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: F[109.3]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																		
Base Vol:	8	0	280	0	0	0	32	742	0				0	315	380			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	9	0	322	0	0	0	37	853	0				0	362	437			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	9	0	322	0	0	0	37	853	0				0	362	437			
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:	10	0	339	0	0	0	39	898	0				0	381	460			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	10	0	339	0	0	0	39	898	0				0	381	460			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1587	1817	898	xxxx	xxxx	xxxxx	841	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	120	79	341	xxxx	xxxx	xxxxx	803	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	116	75	341	xxxx	xxxx	xxxxx	803	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	0.08	0.00	0.99	xxxx	xxxx	xxxx	0.05	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*				*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	109	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	109.3			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			*			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	20	0	0	20	20
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	8	0	280	0	0	0	32	742	0	0	315	380
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	0	322	0	0	0	37	853	0	0	362	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	322	0	0	0	37	853	0	0	362	437
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:	10	0	339	0	0	0	39	898	0	0	381	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	339	0	0	0	39	898	0	0	381	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	339	0	0	0	39	898	0	0	381	460
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	0.03	0.00	0.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	43	0	1517	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.02	0.25	0.00	0.00	0.21	0.30
Crit Moves:			****				****					****
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.13	0.58	0.00	0.00	0.46	0.46
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.19	0.43	0.00	0.00	0.46	0.66
Delay/Veh:	25.3	0.0	25.3	0.0	0.0	0.0	31.8	9.4	0.0	0.0	15.3	19.0
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:	25.3	0.0	25.3	0.0	0.0	0.0	31.8	9.4	0.0	0.0	15.3	19.0
LOS by Move:	C	A	C	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	8	0	8	0	0	0	1	6	0	0	7	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[16.1]

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			1 0 0 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	143	0	0	486	51
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	69	0	38	21	164	0	0	559	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	38	21	164	0	0	559	59
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	73	0	40	22	173	0	0	588	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	40	22	173	0	0	588	62
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	805	xxxx	588	650	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	355	xxxx	512	946	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	348	xxxx	512	946	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.0	xxxx	12.6	8.9	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[15.4]

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	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	64	0	15	25	325	0	0	227	59								
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15								
Initial Bse:	0	0	0	74	0	17	29	374	0	0	261	68								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	74	0	17	29	374	0	0	261	68								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	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	77	0	18	30	393	0	0	275	71								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	77	0	18	30	393	0	0	275	71								
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	729	xxxx	275	346	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	393	xxxx	769	1224	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	386	xxxx	769	1224	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	16.7	xxxx	9.8	8.0	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			15.4			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	142		109		42		29		93		160		83		258		106		41		554		48	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	163		125		48		33		107		184		95		297		122		47		637		55	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	163		125		48		33		107		184		95		297		122		47		637		55	
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:	172		132		51		35		113		194		100		312		128		50		671		58	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	172		132		51		35		113		194		100		312		128		50		671		58	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	172		132		51		35		113		194		100		312		128		50		671		58	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.62		0.96		0.96		0.59		1.00		0.85		0.30		1.00		0.85		0.47		0.99		0.99	
Lanes:	1.00		1.44		0.56		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.84		0.16	
Final Sat.:	1124		2490		959		1071		1800		1530		542		1800		1530		841		3273		284	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.05		0.05		0.03		0.06		0.13		0.19		0.17		0.08		0.06		0.20		0.20	
Crit Moves:	****																				****			
Green/Cycle:	0.40		0.40		0.40		0.40		0.40		0.40		0.54		0.54		0.54		0.54		0.54		0.54	
Volume/Cap:	0.38		0.13		0.13		0.08		0.16		0.31		0.34		0.32		0.16		0.11		0.38		0.38	
Delay/Veh:	15.3		13.2		13.2		13.0		13.4		14.6		9.8		9.2		8.2		8.0		9.4		9.4	
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:	15.3		13.2		13.2		13.0		13.4		14.6		9.8		9.2		8.2		8.0		9.4		9.4	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	3		1		1		1		2		3		2		4		1		1		5		5	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	129	130	83	62	121	118	171	689	162	50	448	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	150	95	71	139	136	197	792	186	57	515	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	150	95	71	139	136	197	792	186	57	515	57
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:	156	157	100	75	146	143	207	834	196	61	542	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	157	100	75	146	143	207	834	196	61	542	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	157	100	75	146	143	207	834	196	61	542	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.56	0.94	0.94	0.52	1.00	0.85	0.38	1.00	0.85	0.17	0.99	0.99
Lanes:	1.00	1.22	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1015	2070	1321	937	1800	1530	678	1800	1530	297	3190	356
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.08	0.08	0.08	0.09	0.31	0.46	0.13	0.20	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.47	0.23	0.23	0.24	0.25	0.28	0.50	0.75	0.21	0.33	0.28	0.28
Delay/Veh:	19.7	17.2	17.2	17.6	17.4	17.7	8.4	12.7	6.1	7.6	6.3	6.3
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:	19.7	17.2	17.2	17.6	17.4	17.7	8.4	12.7	6.1	7.6	6.3	6.3
LOS by Move:	B	B	B	B	B	B	A	B	A	A	A	A
HCM2kAvgQ:	3	2	2	1	2	2	3	14	2	1	3	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	150	53	35	96	22	21	14	26	67	23	84
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	173	61	40	110	25	24	16	30	77	26	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	173	61	40	110	25	24	16	30	77	26	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	182	64	42	116	27	25	17	31	81	28	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	182	64	42	116	27	25	17	31	81	28	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	182	64	42	116	27	25	17	31	81	28	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.60	0.90	0.90	0.69	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.21	0.79
Final Sat.:	1615	1800	1530	1615	3600	1530	1079	569	1057	1239	341	1246
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.04	0.03	0.03	0.02	0.02	0.03	0.03	0.07	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.10	0.26	0.11	0.18	0.09	0.05	0.06	0.08	0.08	0.17	0.21	0.21
Delay/Veh:	24.6	14.9	13.9	26.8	14.9	14.7	13.6	13.7	13.7	14.3	14.6	14.6
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:	24.6	14.9	13.9	26.8	14.9	14.7	13.6	13.7	13.7	14.3	14.6	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	1	1	0	0	1	1	1	2	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 70 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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		21		21		10		21		21		27		27		27		27		27		27	
Lanes:	1	0	1	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	40		235		80		43		198		40		33		35		47		68		15		67	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	46		270		92		49		228		46		38		40		54		78		17		77	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	46		270		92		49		228		46		38		40		54		78		17		77	
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:	48		284		97		52		240		48		40		42		57		82		18		81	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	48		284		97		52		240		48		40		42		57		82		18		81	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	48		284		97		52		240		48		40		42		57		82		18		81	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		0.85		0.90		1.00		0.85		0.64		0.91		0.91		0.64		0.88		0.88	
Lanes:	1.00		1.00		1.00		1.00		2.00		1.00		1.00		0.43		0.57		1.00		0.18		0.82	
Final Sat.:	1615		1800		1530		1615		3600		1530		1153		702		943		1153		289		1290	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.16		0.06		0.03		0.07		0.03		0.03		0.06		0.06		0.07		0.06		0.06	
Crit Moves:			****				****												****					
Green/Cycle:	0.17		0.39		0.39		0.14		0.36		0.36		0.39		0.39		0.39		0.39		0.39		0.39	
Volume/Cap:	0.18		0.41		0.16		0.23		0.19		0.09		0.09		0.16		0.16		0.19		0.16		0.16	
Delay/Veh:	25.1		16.1		14.2		27.1		15.5		15.0		13.8		14.2		14.2		14.4		14.2		14.2	
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:	25.1		16.1		14.2		27.1		15.5		15.0		13.8		14.2		14.2		14.4		14.2		14.2	
LOS by Move:	C		B		B		C		B		B		B		B		B		B		B		B	
HCM2kAvgQ:	1		5		1		1		2		1		1		1		1		1		1		1	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	94	138	37	39	145	141	55	122	171	43	392	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	108	159	43	45	167	162	63	140	197	49	451	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	159	43	45	167	162	63	140	197	49	451	60
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:	114	167	45	47	176	171	67	148	207	52	475	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	167	45	47	176	171	67	148	207	52	475	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	167	45	47	176	171	67	148	207	52	475	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2748	737	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.10	0.11	0.04	0.08	0.14	0.03	0.26	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.56	0.21	0.21	0.23	0.34	0.39	0.33	0.24	0.40	0.22	0.73	0.11
Delay/Veh:	36.6	21.7	21.7	32.1	22.9	23.4	32.9	19.2	20.7	30.5	26.2	17.0
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:	36.6	21.7	21.7	32.1	22.9	23.4	32.9	19.2	20.7	30.5	26.2	17.0
LOS by Move:	D	C	C	C	C	C	C	B	C	C	C	B
HCM2kAvgQ:	4	2	2	1	4	4	2	3	4	1	12	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	166	178	63	91	199	95	120	296	183	71	199	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	178	63	91	199	95	120	296	183	71	199	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:	174	188	67	96	209	100	126	311	192	75	209	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	188	67	96	209	100	126	311	192	75	209	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	188	67	96	209	100	126	311	192	75	209	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.06	0.12	0.07	0.08	0.17	0.13	0.05	0.12	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.33	0.33	0.14	0.29	0.29	0.13	0.30	0.30	0.13	0.30	0.30
Volume/Cap:	0.58	0.22	0.22	0.41	0.40	0.23	0.61	0.58	0.42	0.37	0.39	0.11
Delay/Veh:	32.3	19.4	19.4	32.3	23.5	22.0	37.9	25.2	23.0	33.3	22.9	20.6
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:	32.3	19.4	19.4	32.3	23.5	22.0	37.9	25.2	23.0	33.3	22.9	20.6
LOS by Move:	C	B	B	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	5	2	2	3	4	2	4	7	4	2	4	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 100 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						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	25	25			25		25	25			25		25	25			25		25	25			25	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	17	91			17		15	92			224		111	185			19		16	429			48	
Growth Adj:	1.15	1.15			1.15		1.15	1.15			1.15		1.15	1.15			1.15		1.15	1.15			1.15	
Initial Bse:	20	105			20		17	106			258		128	213			22		18	493			55	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	20	105			20		17	106			258		128	213			22		18	493			55	
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:	21	110			21		18	111			271		134	224			23		19	519			58	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	21	110			21		18	111			271		134	224			23		19	519			58	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	21	110			21		18	111			271		134	224			23		19	519			58	
Saturation Flow Module:																								
Sat/Lane:	1800	1800			1800		1800	1800			1800		1800	1800			1800		1800	1800			1800	
Adjustment:	0.57	1.00			0.85		0.58	1.00			0.85		0.90	1.00			0.85		0.90	1.00			0.85	
Lanes:	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 Sat.:	1034	1800			1530		1037	1800			1530		1615	1800			1530		1615	1800			1530	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.06			0.01		0.02	0.06			0.18		0.08	0.12			0.02		0.01	0.29			0.04	
Crit Moves:											****		****							****				
Green/Cycle:	0.26	0.26			0.26		0.26	0.26			0.26		0.59	0.34			0.34		0.70	0.43			0.43	
Volume/Cap:	0.08	0.23			0.05		0.07	0.24			0.67		0.23	0.37			0.04		0.02	0.67			0.09	
Delay/Veh:	27.9	29.2			27.6		27.8	29.2			37.6		10.4	25.3			22.2		5.1	25.4			17.1	
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:	27.9	29.2			27.6		27.8	29.2			37.6		10.4	25.3			22.2		5.1	25.4			17.1	
LOS by Move:	C	C			C		C	C			D		B	C			C		A	C			B	
HCM2kAvgQ:	1	3			0		0	3			9		2	5			0		0	14			1	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	37
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	160	48	48	159	175	282	618	21	37	400	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	160	48	48	159	175	282	618	21	37	400	43
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:	18	168	51	51	167	184	297	650	22	39	421	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	168	51	51	167	184	297	650	22	39	421	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	168	51	51	167	184	297	650	22	39	421	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	1.00	0.85	0.47	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	848	1800	1530	845	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.03	0.06	0.09	0.12	0.18	0.36	0.01	0.02	0.23	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.60	0.34	0.34
Volume/Cap:	0.09	0.37	0.13	0.24	0.37	0.48	0.42	0.82	0.03	0.08	0.68	0.08
Delay/Veh:	28.9	31.5	29.3	30.5	31.5	32.9	8.6	31.4	15.9	10.6	31.0	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:	28.9	31.5	29.3	30.5	31.5	32.9	8.6	31.4	15.9	10.6	31.0	22.2
LOS by Move:	C	C	C	C	C	C	A	C	B	B	C	C
HCM2kAvgQ:	1	4	1	2	4	5	4	20	0	1	12	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	7	93	60	14	89	26	25	91	13	82	161	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	93	60	14	89	26	25	91	13	82	161	26
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:	7	98	63	15	93	28	27	96	13	86	169	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	98	63	15	93	28	27	96	13	86	169	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	98	63	15	93	28	27	96	13	86	169	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.59	0.37	0.11	0.69	0.20	0.20	0.70	0.10	0.30	0.60	0.10
Final Sat.:	30	400	257	71	456	136	133	477	66	217	428	70
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.20	0.20	0.20	0.20	0.20	0.20	0.40	0.40	0.40
Crit Moves:			****		****			****			****	
Delay/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	9.1	9.1	9.1	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	9.1	9.1	9.1	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.3			9.2			9.1			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.2			9.1			10.7	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.6	0.6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	155	131	22	129	43	37	118	26	62	110	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	155	131	22	129	43	37	118	26	62	110	30
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:	11	163	138	23	136	45	39	125	28	65	116	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	163	138	23	136	45	39	125	28	65	116	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	163	138	23	136	45	39	125	28	65	116	31
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:	0.03	0.53	0.44	0.11	0.67	0.22	0.20	0.65	0.15	0.31	0.54	0.15
Final Sat.:	24	354	299	71	418	138	122	392	88	187	332	90
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.32	0.32	0.32	0.32	0.32	0.32	0.35	0.35	0.35
Crit Moves:		****			****			****			****	
Delay/Veh:	11.9	11.9	11.9	10.6	10.6	10.6	10.7	10.7	10.7	11.1	11.1	11.1
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:	11.9	11.9	11.9	10.6	10.6	10.6	10.7	10.7	10.7	11.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.9			10.6			10.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			10.6			10.7			11.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	76	49	220	15	12	434	25
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:	19	74	18	23	48	80	52	231	16	12	456	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	80	52	231	16	12	456	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	80	52	231	16	12	456	27
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:	0.17	0.67	0.16	1.00	0.38	0.62	0.17	0.78	0.05	0.02	0.93	0.05
Final Sat.:	89	340	84	461	198	326	112	496	34	17	637	37
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.24	0.24	0.47	0.47	0.47	0.72	0.72	0.72
Crit Moves:		****			****			****			****	
Delay/Veh:	10.6	10.6	10.6	10.2	10.6	10.6	12.6	12.6	12.6	19.1	19.1	19.1
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:	10.6	10.6	10.6	10.2	10.6	10.6	12.6	12.6	12.6	19.1	19.1	19.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.6			10.5			12.6			19.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			10.5			12.6			19.1	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.3	0.3	0.8	0.8	0.8	2.1	2.1	2.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 70 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	76	49	220	15	12	434	25
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:	19	74	18	23	48	80	52	231	16	12	456	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	80	52	231	16	12	456	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	80	52	231	16	12	456	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.78	0.91	0.91	0.83	0.88	0.88	0.93	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.38	0.62	0.18	0.77	0.05	0.03	0.92	0.05
Final Sat.:	289	1100	270	1409	616	1017	272	1207	82	43	1632	95
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.08	0.08	0.19	0.19	0.19	0.28	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.21	0.21	0.21	0.05	0.25	0.25	0.30	0.30	0.30	0.44	0.44	0.44
Delay/Veh:	17.8	17.8	17.8	16.8	18.1	18.1	6.1	6.1	6.1	7.0	7.0	7.0
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:	17.8	17.8	17.8	16.8	18.1	18.1	6.1	6.1	6.1	7.0	7.0	7.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	2	2	3	3	3	6	6	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 42.8
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	99	108	478	47	14	259	17
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:	34	107	21	22	70	104	114	504	50	15	272	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	104	114	504	50	15	272	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	104	114	504	50	15	272	18
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:	0.21	0.66	0.13	1.00	0.40	0.60	0.17	0.76	0.07	0.05	0.89	0.06
Final Sat.:	103	324	63	442	201	298	109	482	48	27	510	34
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.05	0.35	0.35	1.04	1.04	1.04	0.53	0.53	0.53
Crit Moves:	****				****			****				****
Delay/Veh:	13.2	13.2	13.2	11.0	13.2	13.2	71.2	71.2	71.2	15.7	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	11.0	13.2	13.2	71.2	71.2	71.2	15.7	15.7	15.7
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		13.2			12.9			71.2			15.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			12.9			71.2			15.7	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.5	0.5	11.1	11.1	11.1	1.0	1.0	1.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	99	108	478	47	14	259	17
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:	34	107	21	22	70	104	114	504	50	15	272	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	104	114	504	50	15	272	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	104	114	504	50	15	272	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.77	0.91	0.91	0.83	0.88	0.88	0.91	0.96	0.96
Lanes:	0.22	0.65	0.13	1.00	0.40	0.60	0.18	0.75	0.07	0.05	0.89	0.06
Final Sat.:	340	1069	206	1385	660	978	268	1186	117	82	1542	103
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.11	0.11	0.42	0.42	0.42	0.18	0.18	0.18
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.32	0.32	0.32	0.05	0.34	0.34	0.68	0.68	0.68	0.28	0.28	0.28
Delay/Veh:	18.6	18.6	18.6	16.8	18.8	18.8	10.3	10.3	10.3	6.0	6.0	6.0
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:	18.6	18.6	18.6	16.8	18.8	18.8	10.3	10.3	10.3	6.0	6.0	6.0
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	0	3	3	10	10	10	3	3	3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[166.1]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	xxxx	xxxxx
Potent Cap.:	589	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Move Cap.:	569	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Volume/Cap:	1.31	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	31.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	174.3	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	166.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0 0	1 0		1 0	1 0 0	
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	39	0	0	0	0	45	99	65	201	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
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.09	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.34	0.00
Volume/Cap:	0.76	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.49	0.33	0.00
Delay/Veh:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	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:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	0.0
LOS by Move:	C	A	A	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	22	0	1	0	0	0	0	4	4	3	5	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.8]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	676	xxxx	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	651	xxxx	xxxxx
Potent Cap.:	422	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Move Cap.:	398	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	21.6	xxxx	11.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		18.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	67	0	0	0	0	188	464	69	119	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
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.08	0.76	0.00
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.51	0.09	0.00
Delay/Veh:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	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:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	13	13	3	1	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	288	347	53	30	260	229	137	56	145	61	138	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	347	53	30	260	229	137	56	145	61	138	28
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:	303	366	56	31	274	241	144	59	153	64	145	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	366	56	31	274	241	144	59	153	64	145	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	366	56	31	274	241	144	59	153	64	145	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.04	0.02	0.08	0.16	0.09	0.03	0.10	0.04	0.08	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.80	0.30	0.11	0.13	0.30	0.62	0.80	0.11	0.32	0.36	0.26	0.06
Delay/Veh:	44.3	21.9	20.4	33.6	27.2	32.5	61.4	22.2	24.1	38.2	23.5	21.8
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:	44.3	21.9	20.4	33.6	27.2	32.5	61.4	22.2	24.1	38.2	23.5	21.8
LOS by Move:	D	C	C	C	C	C	E	C	C	D	C	C
HCM2kAvgQ:	11	4	1	1	3	7	6	1	3	2	3	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	131	285	31	55	346	145	253	170	175	41	94	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	285	31	55	346	145	253	170	175	41	94	57
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:	138	300	33	58	364	153	266	179	184	44	99	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	300	33	58	364	153	266	179	184	44	99	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	300	33	58	364	153	266	179	184	44	99	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.04	0.10	0.10	0.16	0.10	0.12	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.73	0.32	0.08	0.32	0.40	0.39	0.73	0.25	0.30	0.19	0.18	0.13
Delay/Veh:	51.5	27.1	25.3	37.7	28.0	28.3	39.3	18.4	18.9	34.5	22.8	22.4
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:	51.5	27.1	25.3	37.7	28.0	28.3	39.3	18.4	18.9	34.5	22.8	22.4
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	6	3	1	2	4	4	9	3	4	1	2	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	117	206	52	43	150	162	92	248	81	71	467	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	206	52	43	150	162	92	248	81	71	467	51
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:	123	217	54	45	157	171	97	261	85	75	491	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	217	54	45	157	171	97	261	85	75	491	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	217	54	45	157	171	97	261	85	75	491	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.51	0.97	0.97	0.33	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.28	0.72	1.00	0.25	1.58	0.17
Final Sat.:	913	1395	351	600	1800	1530	473	1276	1530	425	2781	301
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.07	0.09	0.11	0.20	0.20	0.06	0.18	0.18	0.18
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.36	0.36	0.36	0.31	0.31	0.31
Volume/Cap:	0.50	0.58	0.58	0.28	0.32	0.41	0.58	0.58	0.16	0.58	0.58	0.58
Delay/Veh:	29.3	30.1	30.1	26.8	26.7	27.7	24.8	24.8	19.9	27.0	27.0	27.0
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:	29.3	30.1	30.1	26.8	26.7	27.7	24.8	24.8	19.9	27.0	27.0	27.0
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	4	7	7	1	4	4	9	9	2	8	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	87	133	44	39	195	59	131	416	106	67	268	20
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	100	153	51	45	224	68	151	478	122	77	308	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	153	51	45	224	68	151	478	122	77	308	23
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:	105	161	53	47	236	71	159	504	128	81	324	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	161	53	47	236	71	159	504	128	81	324	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	161	53	47	236	71	159	504	128	81	324	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.34	0.96	0.96	0.38	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	0.25	0.75	1.00	0.40	1.49	0.11
Final Sat.:	615	1302	431	683	1800	1530	420	1334	1530	661	2642	197
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.07	0.13	0.05	0.38	0.38	0.08	0.12	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.47	0.47	0.47	0.23	0.23	0.23
Volume/Cap:	0.73	0.53	0.53	0.30	0.56	0.20	0.81	0.81	0.18	0.53	0.53	0.53
Delay/Veh:	49.6	31.5	31.5	29.5	32.2	28.0	26.6	26.6	14.1	30.8	30.8	30.8
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:	49.6	31.5	31.5	29.5	32.2	28.0	26.6	26.6	14.1	30.8	30.8	30.8
LOS by Move:	D	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	5	6	6	1	6	2	18	18	2	6	6	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	41	35	169	18	30	439	132
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:	46	92	13	29	117	44	36	178	19	31	462	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	44	36	178	19	31	462	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	44	36	178	19	31	462	139
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:	0.30	0.61	0.09	0.15	0.62	0.23	0.16	0.76	0.08	0.05	0.73	0.22
Final Sat.:	156	312	45	82	330	122	90	439	48	34	498	150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.36	0.36	0.36	0.41	0.41	0.41	0.93	0.93	0.93
Crit Moves:		****		****				****				****
Delay/Veh:	12.0	12.0	12.0	12.5	12.5	12.5	12.6	12.6	12.6	40.6	40.6	40.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	12.5	12.5	12.5	12.6	12.6	12.6	40.6	40.6	40.6
LOS by Move:	B	B	B	B	B	B	B	B	B	E	E	E
ApproachDel:		12.0			12.5			12.6			40.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			12.5			12.6			40.6	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	6.1	6.1	6.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	41	35	169	18	30	439	132
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:	46	92	13	29	117	44	36	178	19	31	462	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	44	36	178	19	31	462	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	44	36	178	19	31	462	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.87	0.92	0.92	0.83	0.88	0.88	0.90	0.95	0.95
Lanes:	0.31	0.60	0.09	0.16	0.61	0.23	0.16	0.76	0.08	0.05	0.73	0.22
Final Sat.:	474	948	137	250	1011	375	245	1199	130	85	1247	376
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.15	0.15	0.15	0.37	0.37	0.37
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.34	0.34	0.34	0.41	0.41	0.41	0.23	0.23	0.23	0.57	0.57	0.57
Delay/Veh:	17.5	17.5	17.5	18.0	18.0	18.0	4.4	4.4	4.4	6.6	6.6	6.6
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:	17.5	17.5	17.5	18.0	18.0	18.0	4.4	4.4	4.4	6.6	6.6	6.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	2	2	2	7	7	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	89	32	394	63	25	256	76
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:	71	53	68	71	94	93	34	415	67	27	270	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	93	34	415	67	27	270	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	93	34	415	67	27	270	80
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:	0.37	0.28	0.35	0.28	0.36	0.36	0.07	0.80	0.13	0.07	0.72	0.21
Final Sat.:	170	127	162	134	177	174	38	467	75	38	388	115
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.53	0.53	0.53	0.89	0.89	0.89	0.69	0.69	0.69
Crit Moves:	****			****				****		****		
Delay/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	37.3	37.3	37.3	20.7	20.7	20.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	16.2	16.2	16.2	37.3	37.3	37.3	20.7	20.7	20.7
LOS by Move:	B	B	B	C	C	C	E	E	E	C	C	C
ApproachDel:		14.2			16.2			37.3			20.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			16.2			37.3			20.7	
LOS by Appr:		B			C			E			C	
AllWayAvgQ:	0.5	0.5	0.5	0.9	0.9	0.9	4.5	4.5	4.5	1.7	1.7	1.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Improvements

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	89	32	394	63	25	256	76
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:	71	53	68	71	94	93	34	415	67	27	270	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	93	34	415	67	27	270	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	93	34	415	67	27	270	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.76	0.80	0.80	0.79	0.84	0.84	0.90	0.95	0.95	0.88	0.93	0.93
Lanes:	0.39	0.27	0.34	0.29	0.36	0.35	0.07	0.80	0.13	0.07	0.72	0.21
Final Sat.:	525	392	498	411	543	536	112	1369	220	118	1194	353
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.17	0.17	0.17	0.30	0.30	0.30	0.23	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.40	0.40	0.40	0.51	0.51	0.51	0.51	0.51	0.51	0.38	0.38	0.38
Delay/Veh:	15.7	15.7	15.7	16.7	16.7	16.7	7.6	7.6	7.6	6.7	6.7	6.7
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:	15.7	15.7	15.7	16.7	16.7	16.7	7.6	7.6	7.6	6.7	6.7	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	4	4	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.5
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	41	22	39	43	72	47	184	21	17	355	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	41	22	39	43	72	47	184	21	17	355	39
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	44	23	41	45	76	50	194	22	18	374	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	23	41	45	76	50	194	22	18	374	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	23	41	45	76	50	194	22	18	374	41
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:	0.26	0.48	0.26	0.25	0.28	0.47	0.19	0.73	0.08	0.04	0.87	0.09
Final Sat.:	142	268	142	151	164	279	125	488	55	30	617	68
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.40	0.40	0.40	0.61	0.61	0.61
Crit Moves:		****		****				****		****		
Delay/Veh:	9.7	9.7	9.7	10.3	10.3	10.3	11.2	11.2	11.2	14.7	14.7	14.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.3	10.3	10.3	11.2	11.2	11.2	14.7	14.7	14.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.7			10.3			11.2			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.3			11.2			14.7	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.6	0.6	0.6	1.4	1.4	1.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Ambient Growth (2015) Traffic Conditions
With Existing Geometry

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

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	26	66	18	21	43	59	92	353	47	9	187	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	66	18	21	43	59	92	353	47	9	187	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:	28	69	19	22	45	62	97	372	50	10	197	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	69	19	22	45	62	97	372	50	10	197	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	69	19	22	45	62	97	372	50	10	197	10
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:	0.24	0.59	0.17	0.17	0.35	0.48	0.19	0.72	0.09	0.04	0.92	0.04
Final Sat.:	132	327	92	97	199	275	136	521	70	29	593	29
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.22	0.22	0.22	0.71	0.71	0.71	0.33	0.33	0.33
Crit Moves:			****	****			****			****		
Delay/Veh:	10.2	10.2	10.2	10.0	10.0	10.0	18.4	18.4	18.4	10.6	10.6	10.6
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:	10.2	10.2	10.2	10.0	10.0	10.0	18.4	18.4	18.4	10.6	10.6	10.6
LOS by Move:	B	B	B	A	A	A	C	C	C	B	B	B
ApproachDel:	10.2			10.0			18.4			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			10.0			18.4			10.6		
LOS by Appr:	B			A			C			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	2.1	2.1	2.1	0.4	0.4	0.4

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

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APPENDIX 5.2

2020 Without Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,200** vpd

Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **4,200**	*1* **3,450**	9,600	6,720	2,400 *	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **4,200**	*1* **3,450**	14,400	10,080	1,200 *	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 44% **B** 29%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

___ DIST ___ CO ___ RTE ___ PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,900** vpd Minor Street Future ADT = **600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,900** / *1* **600**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,900** / *1* **600**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 25% B 50%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		2015 E+A	
				CALC	Amber Hsu	DATE	05/01/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**Sand Cyn. Rd.**				Critical Approach Speed (Major)		50 mph
Minor Street:	**16th Street**				Critical Approach Speed (Minor)		40 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **17,850** vpd Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **17,850**	*1* **1,750**	9,600	6,720 *	2,400	1,680 *
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **17,850**	*1* **1,750**	14,400	10,080 *	1,200	850 *
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%		2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Avenue E**

Minor Street: **16th Street**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,300** vpd

Minor Street Future ADT = **1,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied:					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,300**	*1* **1,150**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,300**	*1* **1,150**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied / Not Satisfied: XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A: 29% B: 19%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **16th Street**				Critical Approach Speed (Major)	35 mph
Minor Street: **Dunlap Blvd.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **3,450** vpd Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **3,450**	*1* **2,900**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **3,450**	*1* **2,900**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A 43% B 29%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Outer Hwy. 10 South**				Critical Approach Speed (Major)	35 mph
Minor Street: **16th St.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **5,200** vpd Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **5,200** / *1* **2,300**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **5,200** / *1* **2,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 65% B 43%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **14th St.**

Minor Street: **Avenue E**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,900** vpd

Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,900** / *1* **1,750**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,900** / *1* **1,750**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 73% B: 58%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Oak Glen Rd.**

Minor Street: **Colorado St.**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **17,400** vpd

Minor Street Future ADT = **1,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	8,000	5,600	2,400	1,680
2 + **17,400**	1 **1,150**	9,600	6,720 *	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	12,000	8,400	1,200	850
2 + **17,400**	1 **1,150**	14,400	10,080 *	1,200	850 *
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 68% **B** 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Oak Glen Rd./Live Oak Cyn. Rd.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Outer Hwy. 10 South**				Critical Approach Speed (Minor)	30 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **7,650** vpd Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL
XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied
XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,650**	1 **1,750**	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied
XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,650**	1 **1,750**	12,000	8,400	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied
XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 91%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: Calimesa Blvd.				Critical Approach Speed (Major)	50 mph
Minor Street: Wildwood Cyn. Rd.				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = 1 lane — Minor Street Approach Lanes = 2 lane

Major Street Future ADT = 8,650 vpd — Minor Street Future ADT = 3,450 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or — **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX				
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 8,650 / 2 + 3,450	8,000	5,600 *	3,200	2,240 *
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 8,650 / 2 + 3,450	12,000	8,400 *	1,600	1,120 *
Combination of CONDITIONS A + B				
Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Colorado St.**				Critical Approach Speed (Major)	35 mph
Minor Street: **8th St.**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,150** vpd Minor Street Future ADT = **850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,150** / *1* **850**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,150** / *1* **850**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 27% B: 18%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Cyn. Rd.**

Minor Street: **Colorado St.**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,500** vpd

Minor Street Future ADT = **1,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,500** / 1 **1,300**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,500** / 1 **1,300**	12,000	8,400	1,200 *	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 54% B: 63%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Calimesa
Major Street: **5th St.**
Minor Street: **Avenue L**
Critical Approach Speed (Major) 25 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,200** vpd
Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,900**	8,000	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2 +*	9,600	6,720	3,200	2,240
1 / *2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,900**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2 +*	14,000	10,080	1,600	1,120
1 / *2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 65% B: 43%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A**

CALC Amber Hsu DATE 05/01/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **County Line Rd.**

Minor Street: **California St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,350** vpd

Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,350** / *1* **2,300**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,350** / *1* **2,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied (XX) / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 96% B 86%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: **Wildwood Cyn. Rd.**
Minor Street: **Bryant St.**
Critical Approach Speed (Major) 45 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,400** vpd
Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or
In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **10,400**	*1* **2,900**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **10,400**	*1* **2,900**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied	Not Satisfied				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more	A 100% B 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A
				CALC Amber Hsu	DATE 05/01/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: **County Line Rd.**
Minor Street: **Bryant St.**

Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,650** vpd
Minor Street Future ADT = **2,050** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,650**	*1* **2,050**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,650**	*1* **2,050**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 85% **B** 72%	80%		80%	

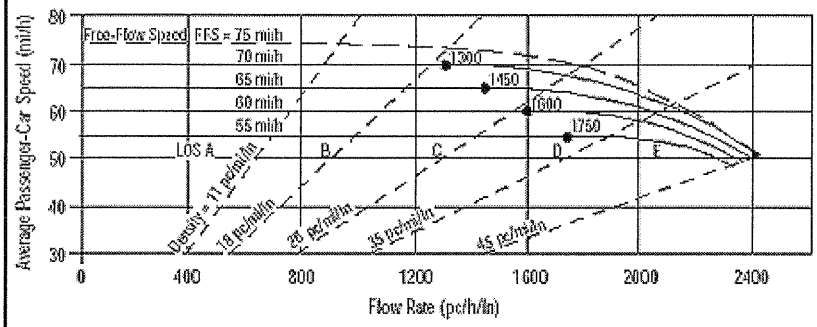
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.3

2020 Without Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd.*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5735*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*4*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1804*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*67.8*	mi/h	S		mi/h
D = v_p / S	*26.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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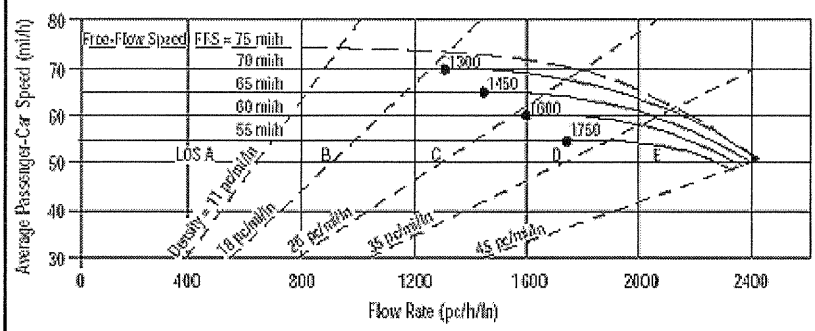
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd.*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5735*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1804*	pc/h/ln
S	*67.8*	mi/h
D = v_p / S	*26.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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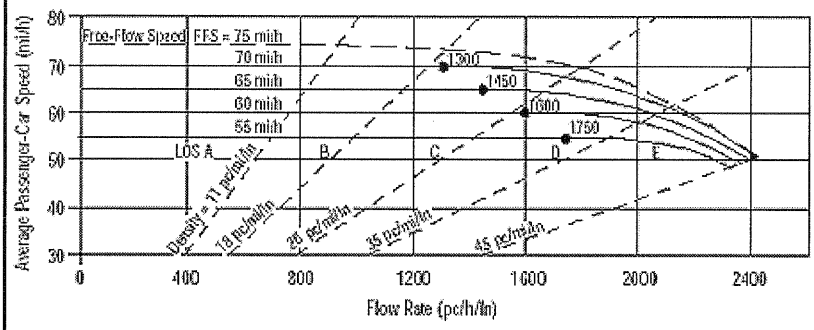

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4605*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1745*	pc/h/ln
S	*68.4*	mi/h
D = v_p / S	*25.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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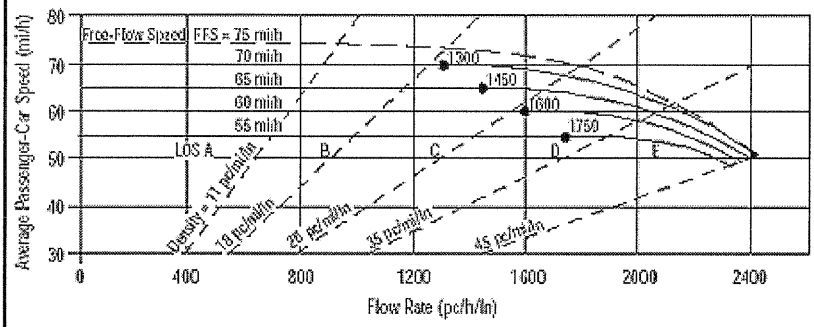
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4605*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1745*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.4*	mi/h	S		mi/h
D = v_p / S	*25.5*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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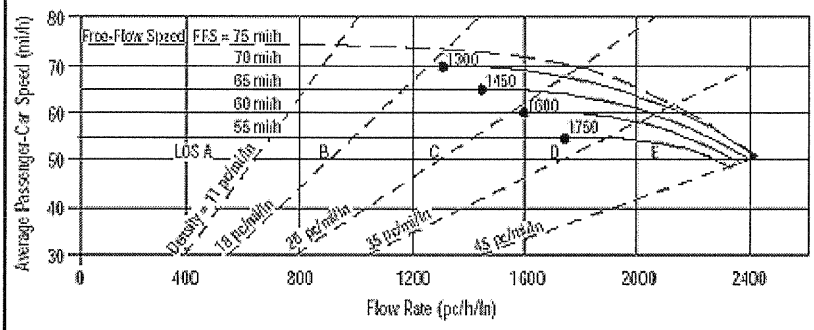
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4311*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1634*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.2*	mi/h	S		mi/h
D = v_p / S	*23.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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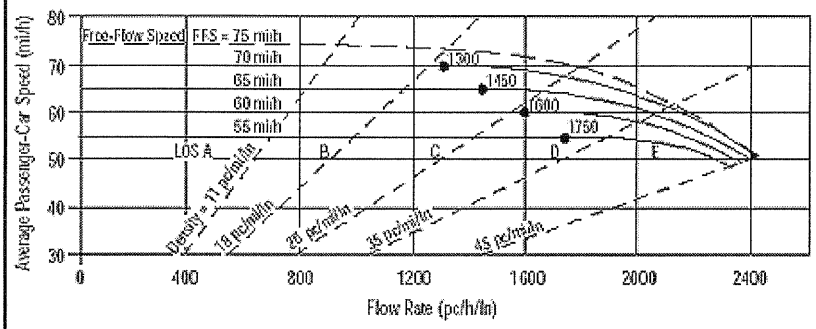

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4311*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1634*	pc/h/ln
S	*69.2*	mi/h
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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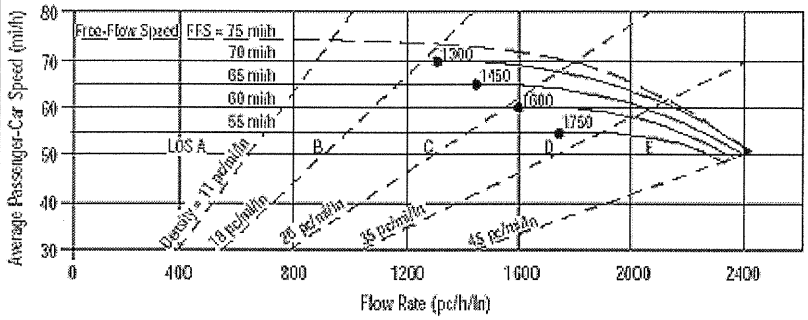

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3977*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1507*	pc/h/ln
S	*69.8*	mi/h
D = v_p / S	*21.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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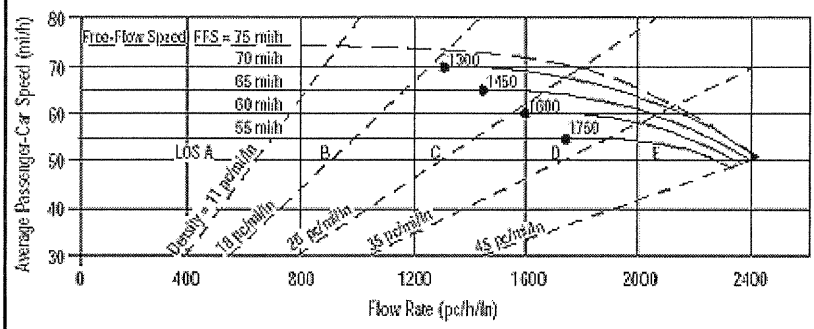

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*3977*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1507*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.8*	mi/h	S		mi/h
D = v_p / S	*21.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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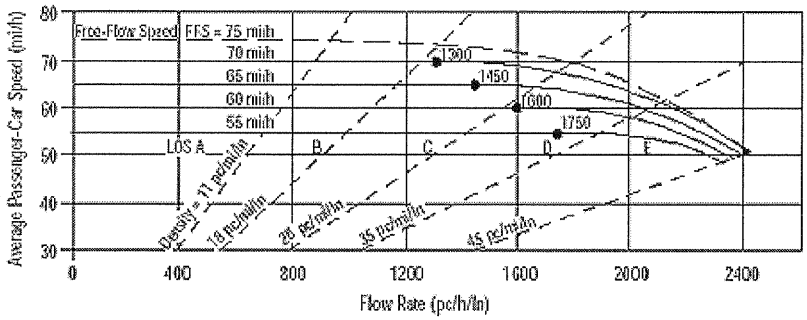
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3867*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1465*	pc/h/ln
S	*69.9*	mi/h
D = v_p / S	*21.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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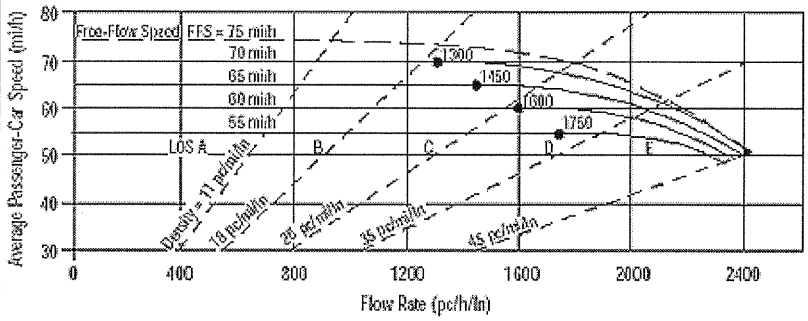

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4049*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1534*	pc/h/ln
S	*69.7*	mi/h
D = v_p / S	*22.0*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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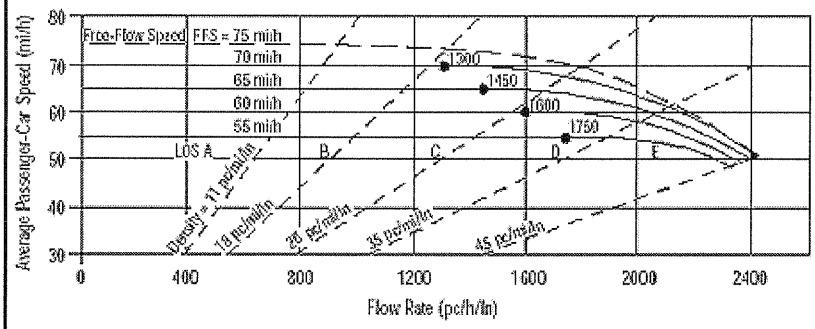

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*County Line/Live Oak (6)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4193*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1589*	pc/h/ln
S	*69.5*	mi/h
D = v_p / S	*22.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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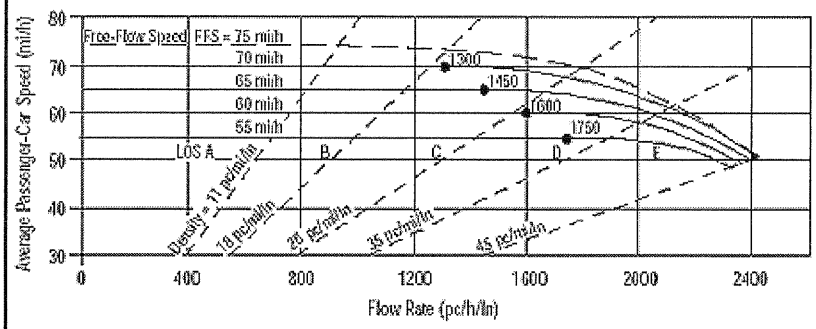

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4394*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1665*	pc/h/ln
S	*69.1*	mi/h
D = v_p / S	*24.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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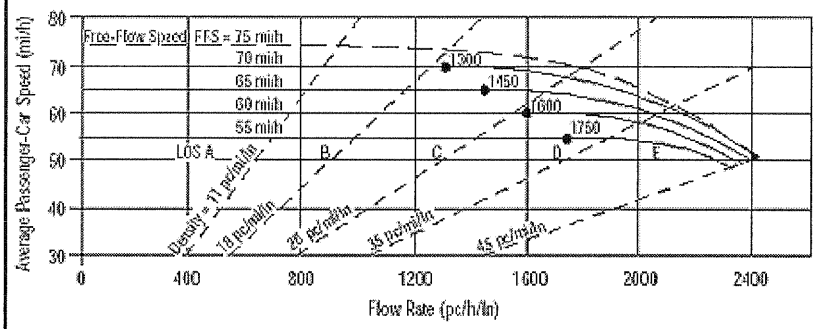

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4478*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1697*	pc/h/ln	Design LOS	
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	*68.8*	mi/h	S	mi/h
D = v_p / S	*24.7*	pc/mi/ln	D = v_p / S	pc/mi/ln
LOS	*C*		Required Number of Lanes, N	

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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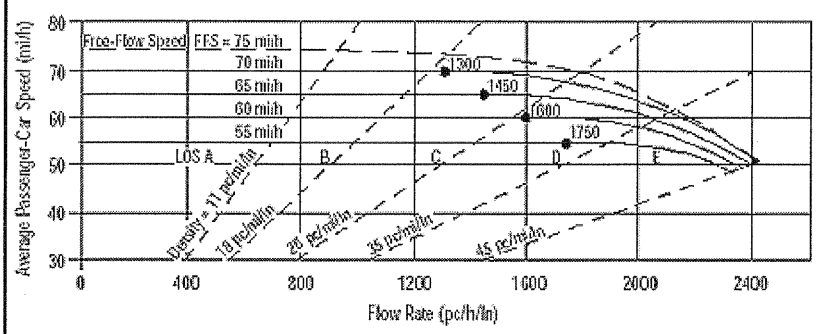

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4693*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1778*	pc/h/ln	Design LOS		
S	*68.1*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*26.1*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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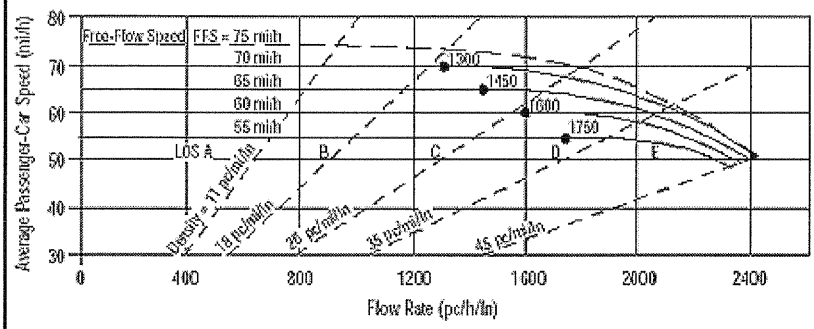

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5578*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2084*	pc/h/ln
S	*63.1*	mi/h
D = v_p / S	*33.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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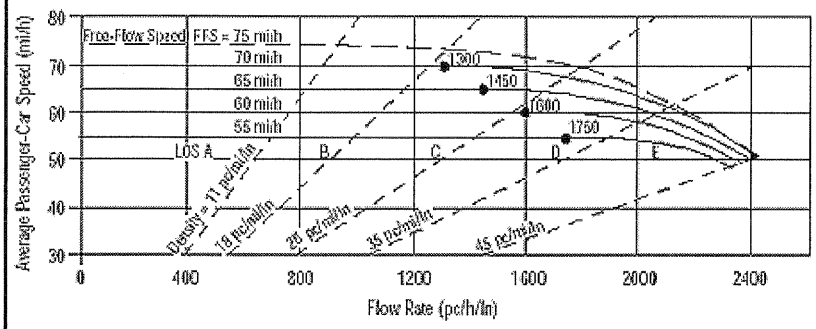

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5845*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2184*	pc/h/ln	Design LOS		
S	*60.6*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*36.1*	pc/mi/ln	S		mi/h
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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APPENDIX 5.4

2020 With Robinson Ranch North Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.649
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	177.1
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	6	6	0	0	0	0	0	22	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	156	46	405	5	2	5	3	354	2	125
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:	1	734	164	49	426	5	2	5	4	373	2	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	164	49	426	5	2	5	4	373	2	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	164	49	426	5	2	5	4	373	2	132
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:	0.01	0.81	0.18	0.10	0.89	0.01	0.22	0.45	0.33	0.73	0.01	0.26
Final Sat.:	1	445	99	53	465	5	89	179	134	388	3	137
Capacity Analysis Module:												
Vol/Sat:	1.65	1.65	1.65	0.92	0.92	0.92	0.03	0.03	0.03	0.96	0.96	0.96
Crit Moves:		****			****			****				****
Delay/Veh:	317.7	318	317.7	46.3	46.3	46.3	11.9	11.9	11.9	55.4	55.4	55.4
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:	317.7	318	317.7	46.3	46.3	46.3	11.9	11.9	11.9	55.4	55.4	55.4
LOS by Move:	F	F	F	E	E	E	B	B	B	F	F	F
ApproachDel:	317.7			46.3			11.9			55.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	317.7			46.3			11.9			55.4		
LOS by Appr:	F			E			B			F		
AllWayAvgQ:	46.6	46.6	46.6	5.3	5.3	5.3	0.0	0.0	0.0	6.7	6.7	6.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	6	6	0	0	0	0	0	22	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	156	46	405	5	2	5	3	354	2	125
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:	1	734	164	49	426	5	2	5	4	373	2	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	164	49	426	5	2	5	4	373	2	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	164	49	426	5	2	5	4	373	2	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.73	0.77	0.77	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.63	0.36	0.21	1.77	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	5	2731	609	280	2452	28	373	746	559	1615	28	1508
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.17	0.17	0.17	0.01	0.01	0.01	0.23	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.20	0.20	0.34	0.34	0.34
Volume/Cap:	0.69	0.69	0.69	0.45	0.45	0.45	0.03	0.03	0.03	0.69	0.26	0.26
Delay/Veh:	21.9	21.9	21.9	18.3	18.3	18.3	25.8	25.8	25.8	26.7	19.6	19.6
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:	21.9	21.9	21.9	18.3	18.3	18.3	25.8	25.8	25.8	26.7	19.6	19.6
LOS by Move:	C	C	C	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	10	10	10	5	5	5	0	0	0	10	3	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.373	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	168.4	
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	25	25	0	0	0	0	0	15	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	362	66	723	7	12	6	1	176	1	55
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:	2	507	381	70	761	7	12	6	1	185	1	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	381	70	761	7	12	6	1	185	1	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	381	70	761	7	12	6	1	185	1	58
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:	0.01	0.57	0.42	0.08	0.91	0.01	0.63	0.31	0.06	0.75	0.01	0.24
Final Sat.:	2	369	277	52	562	5	269	135	27	391	3	123
Capacity Analysis Module:												
Vol/Sat:	1.37	1.37	1.37	1.36	1.36	1.36	0.04	0.04	0.04	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	194.9	195	194.9	188.4	188	188.4	11.4	11.4	11.4	16.0	16.0	16.0
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:	194.9	195	194.9	188.4	188	188.4	11.4	11.4	11.4	16.0	16.0	16.0
LOS by Move:	F	F	F	F	F	F	B	B	B	C	C	C
ApproachDel:	194.9			188.4			11.4			16.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	194.9			188.4			11.4			16.0		
LOS by Appr:	F			F			B			C		
AllWayAvgQ:	33.6	33.6	33.6	30.9	30.9	30.9	0.0	0.0	0.0	0.9	0.9	0.9

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	25	25	0	0	0	0	0	15	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	362	66	723	7	12	6	1	176	1	55
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:	2	507	381	70	761	7	12	6	1	185	1	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	381	70	761	7	12	6	1	185	1	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	381	70	761	7	12	6	1	185	1	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.77	0.81	0.81	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.14	0.85	0.17	1.81	0.02	0.64	0.30	0.06	1.00	0.02	0.98
Final Sat.:	9	1828	1374	243	2642	25	1043	522	104	1615	31	1504
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.29	0.29	0.29	0.01	0.01	0.01	0.11	0.04	0.04
Crit Moves:					****		****			****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.20	0.20	0.20	0.21	0.21	0.21
Volume/Cap:	0.53	0.53	0.53	0.56	0.56	0.56	0.06	0.06	0.06	0.56	0.19	0.19
Delay/Veh:	13.2	13.2	13.2	13.5	13.5	13.5	26.0	26.0	26.0	30.5	26.5	26.5
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:	13.2	13.2	13.2	13.5	13.5	13.5	26.0	26.0	26.0	30.5	26.5	26.5
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	8	8	8	0	0	0	5	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 90 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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	146	185	55	18	209	139	52	350	36	87	591	52
Added Vol:	0	0	0	0	0	0	0	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	185	55	18	209	139	52	353	36	87	602	52
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:	154	195	58	19	220	146	54	371	38	92	634	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	195	58	19	220	146	54	371	38	92	634	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	195	58	19	220	146	54	371	38	92	634	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.03	0.01	0.12	0.08	0.03	0.21	0.02	0.05	0.35	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.35	0.42	0.13	0.04	0.48	0.32	0.13	0.82	0.08	0.13	0.82	0.07
Delay/Veh:	27.9	28.6	25.9	25.3	29.2	27.5	26.3	43.5	25.9	15.7	30.0	15.3
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:	27.9	28.6	25.9	25.3	29.2	27.5	26.3	43.5	25.9	15.7	30.0	15.3
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	5	1	0	6	3	1	12	1	2	18	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.3
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	72	221	87	26	199	86	151	703	99	38	370	20
Added Vol:	0	0	0	0	0	0	0	12	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	221	87	26	199	86	151	715	99	38	377	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	232	92	28	209	91	159	752	104	40	397	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	232	92	28	209	91	159	752	104	40	397	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	232	92	28	209	91	159	752	104	40	397	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.02	0.12	0.05	0.09	0.42	0.06	0.02	0.22	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.18	0.51	0.20	0.06	0.46	0.20	0.22	0.96	0.13	0.10	0.90	0.05
Delay/Veh:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	48.6	15.4	26.4	54.4	26.0
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:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	48.6	15.4	26.4	54.4	26.0
LOS by Move:	C	C	C	C	C	C	B	D	B	C	D	C
HCM2kAvgQ:	2	6	2	1	5	2	3	26	2	1	14	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 100 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	217	138	72	87	103	5	20	298	163	82	899	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	138	72	87	103	5	20	298	163	82	899	31
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:	229	145	76	92	109	5	21	314	172	86	947	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	145	76	92	109	5	21	314	172	86	947	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	145	76	92	109	5	21	314	172	86	947	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.51	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1030	1800	1530	916	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.08	0.05	0.10	0.06	0.00	0.01	0.17	0.11	0.05	0.53	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.48	0.48	0.21	0.59	0.59
Volume/Cap:	0.89	0.32	0.20	0.40	0.24	0.01	0.13	0.36	0.23	0.25	0.89	0.04
Delay/Veh:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
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:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
LOS by Move:	E	C	C	C	C	C	D	B	B	C	C	A
HCM2kAvgQ:	10	4	2	3	3	0	1	6	3	2	29	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 100 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	74		63		154		44		63		10		25		509		111		99		403		10	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	85		72		177		51		72		12		29		585		128		114		463		12	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	85		72		177		51		72		12		29		585		128		114		463		12	
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:	90		76		186		53		76		12		30		616		134		120		488		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	90		76		186		53		76		12		30		616		134		120		488		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	90		76		186		53		76		12		30		616		134		120		488		12	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.63		1.00		0.85		0.63		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	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 Sat.:	1139		1800		1530		1139		1800		1530		1615		1800		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.04		0.12		0.05		0.04		0.01		0.02		0.34		0.09		0.07		0.27		0.01	
Crit Moves:					****										****				****					
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.19		0.57		0.57		0.12		0.50		0.50	
Volume/Cap:	0.31		0.17		0.49		0.19		0.17		0.03		0.10		0.60		0.15		0.60		0.54		0.02	
Delay/Veh:	31.2		29.5		33.0		29.8		29.5		28.4		33.9		15.3		10.4		46.7		17.5		12.4	
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:	31.2		29.5		33.0		29.8		29.5		28.4		33.9		15.3		10.4		46.7		17.5		12.4	
LOS by Move:	C		C		C		C		C		C		C		B		B		D		B		B	
HCM2kAvgQ:	3		2		5		1		2		0		1		13		2		5		10		0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	11	4	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	191	39	28	121	124	114	258	29	60	343	32
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:	64	202	41	29	127	131	120	271	31	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	202	41	29	127	131	120	271	31	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	202	41	29	127	131	120	271	31	63	361	34
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:	0.21	0.66	0.13	1.00	0.49	0.51	1.00	0.90	0.10	1.00	0.91	0.09
Final Sat.:	90	285	58	399	218	225	425	411	47	437	432	41
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.07	0.58	0.58	0.28	0.66	0.66	0.14	0.84	0.84
Crit Moves:	****				****				****		****	
Delay/Veh:	26.2	26.2	26.2	11.9	19.3	19.3	13.9	22.7	22.7	12.1	36.0	36.0
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:	26.2	26.2	26.2	11.9	19.3	19.3	13.9	22.7	22.7	12.1	36.0	36.0
LOS by Move:	D	D	D	B	C	C	B	C	C	B	E	E
ApproachDel:		26.2			18.6			20.2			32.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.2			18.6			20.2			32.7	
LOS by Appr:		D			C			C			D	
AllWayAvgQ:	1.8	1.8	1.8	0.1	1.1	1.1	0.4	1.6	1.6	0.2	3.4	3.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	11	4	0	0	1	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	191	39	28	121	124	114	258	29	60	343	32
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:	64	202	41	29	127	131	120	271	31	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	202	41	29	127	131	120	271	31	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	202	41	29	127	131	120	271	31	63	361	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.72	0.92	0.92	0.90	0.99	0.99	0.90	0.99	0.99
Lanes:	0.22	0.65	0.13	1.00	0.49	0.51	1.00	0.90	0.10	1.00	0.91	0.09
Final Sat.:	325	1029	210	1299	819	844	1615	1591	182	1615	1624	153
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.02	0.15	0.15	0.07	0.17	0.17	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.18	0.35	0.35
Volume/Cap:	0.51	0.51	0.51	0.06	0.40	0.40	0.45	0.51	0.51	0.21	0.63	0.63
Delay/Veh:	14.9	14.9	14.9	11.7	13.9	13.9	23.7	16.9	16.9	21.1	18.5	18.5
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:	14.9	14.9	14.9	11.7	13.9	13.9	23.7	16.9	16.9	21.1	18.5	18.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	0	4	4	3	5	5	1	7	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
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	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	7	3	0	0	5	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	146	22	10	203	74	148	252	60	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	153	23	11	213	77	156	265	63	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	153	23	11	213	77	156	265	63	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	153	23	11	213	77	156	265	63	23	121	8
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:	0.15	0.74	0.11	1.00	0.73	0.27	1.00	0.81	0.19	1.00	0.93	0.07
Final Sat.:	76	370	56	480	391	142	509	452	108	454	457	32
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.02	0.55	0.55	0.31	0.59	0.59	0.05	0.26	0.26
Crit Moves:		****				****		****			****	
Delay/Veh:	14.1	14.1	14.1	10.0	16.1	16.1	12.5	16.8	16.8	10.4	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	10.0	16.1	16.1	12.5	16.8	16.8	10.4	11.8	11.8
LOS by Move:	B	B	B	B	C	C	B	C	C	B	B	B
ApproachDel:		14.1			15.9			15.4			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			15.9			15.4			11.6	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.6	0.6	0.6	0.0	1.0	1.0	0.4	1.2	1.2	0.0	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	7	3	0	0	5	0	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	146	22	10	203	74	148	252	60	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	32	153	23	11	213	77	156	265	63	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	153	23	11	213	77	156	265	63	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	153	23	11	213	77	156	265	63	23	121	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.81	0.96	0.96	0.90	0.97	0.97	0.90	0.99	0.99
Lanes:	0.16	0.73	0.11	1.00	0.73	0.27	1.00	0.81	0.19	1.00	0.93	0.07
Final Sat.:	249	1209	181	1453	1268	460	1615	1410	338	1615	1665	117
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.17	0.17	0.10	0.19	0.19	0.01	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.35	0.35	0.17	0.33	0.33
Volume/Cap:	0.33	0.33	0.33	0.02	0.44	0.44	0.52	0.54	0.54	0.09	0.22	0.22
Delay/Veh:	13.4	13.4	13.4	11.5	14.2	14.2	23.8	16.6	16.6	21.3	14.6	14.6
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:	13.4	13.4	13.4	11.5	14.2	14.2	23.8	16.6	16.6	21.3	14.6	14.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	3	0	4	4	4	6	6	0	2	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.519
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 139.6
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	2	4	0	0	0	2	0	6	9	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	7	85	16	93	109	249	17	8	835	160
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:	68	18	7	89	17	98	115	262	18	9	879	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	7	89	17	98	115	262	18	9	879	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	7	89	17	98	115	262	18	9	879	168
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.20	0.07	0.84	0.16	1.00	0.30	0.70	1.00	0.01	0.99	1.00
Final Sat.:	314	84	32	368	70	507	162	369	603	6	578	650
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.24	0.24	0.19	0.71	0.71	0.03	1.52	1.52	0.26
Crit Moves:		****		****			****			****		
Delay/Veh:	13.0	13.0	13.0	13.1	13.1	11.1	23.8	23.8	8.7	258.6	259	10.0
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:	13.0	13.0	13.0	13.1	13.1	11.1	23.8	23.8	8.7	258.6	259	10.0
LOS by Move:	B	B	B	B	B	B	C	C	A	F	F	B
ApproachDel:		13.0			12.1			23.1			219.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			12.1			23.1			219.0	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.2	2.1	2.1	0.0	40.5	40.5	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 120 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	2	4	0	0	0	2	0	6	9	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	7	85	16	93	109	249	17	8	835	160
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:	68	18	7	89	17	98	115	262	18	9	879	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	7	89	17	98	115	262	18	9	879	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	7	89	17	98	115	262	18	9	879	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.63	0.66	0.66	0.79	0.87	0.87	0.25	0.99	0.99	0.94	1.00	0.85
Lanes:	0.74	0.19	0.07	1.00	0.15	0.85	1.00	0.94	0.06	0.01	0.99	1.00
Final Sat.:	837	224	86	1416	231	1338	447	1667	115	18	1776	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.06	0.07	0.07	0.26	0.16	0.16	0.49	0.49	0.11
Crit Moves:		****									****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.46	0.46	0.46	0.36	0.42	0.42	0.31	0.19	0.19	0.60	0.60	0.13
Delay/Veh:	46.1	46.1	46.1	44.5	45.1	45.1	3.0	2.2	2.2	4.3	4.3	2.1
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:	46.1	46.1	46.1	44.5	45.1	45.1	3.0	2.2	2.2	4.3	4.3	2.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	4	4	1	2	2	12	12	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 (Y+R=4.0 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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	7	17	0	0	0	10	0	4	6	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	8	162	16	66	77	388	38	6	216	95
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:	17	28	9	170	17	69	81	409	40	7	228	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	9	170	17	69	81	409	40	7	228	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	9	170	17	69	81	409	40	7	228	100
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:	0.32	0.52	0.16	0.91	0.09	1.00	0.17	0.83	1.00	0.03	0.97	1.00
Final Sat.:	142	233	72	425	42	549	97	491	662	16	541	622
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.40	0.40	0.13	0.83	0.83	0.06	0.42	0.42	0.16
Crit Moves:		****		****				****			****	
Delay/Veh:	11.2	11.2	11.2	14.4	14.4	9.6	31.1	31.1	8.3	13.2	13.2	9.3
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:	11.2	11.2	11.2	14.4	14.4	9.6	31.1	31.1	8.3	13.2	13.2	9.3
LOS by Move:	B	B	B	B	B	A	D	D	A	B	B	A
ApproachDel:		11.2			13.1			29.3			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			13.1			29.3			12.0	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.1	0.1	0.1	0.6	0.6	0.1	3.6	3.6	0.1	0.7	0.7	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 120 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	7	17	0	0	0	10	0	4	6	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	8	162	16	66	77	388	38	6	216	95
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:	17	28	9	170	17	69	81	409	40	7	228	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	9	170	17	69	81	409	40	7	228	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	9	170	17	69	81	409	40	7	228	100
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.71	0.88	0.88	0.53	0.99	0.99	0.93	0.99	0.85
Lanes:	0.33	0.51	0.16	1.00	0.20	0.80	1.00	0.91	0.09	0.03	0.97	1.00
Final Sat.:	509	836	258	1287	312	1272	949	1618	158	50	1729	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.13	0.05	0.05	0.09	0.25	0.25	0.13	0.13	0.07
Crit Moves:				****				****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.10	0.10	0.10	0.39	0.16	0.16	0.13	0.39	0.39	0.20	0.20	0.10
Delay/Veh:	26.8	26.8	26.8	30.3	27.4	27.4	7.9	9.7	9.7	8.3	8.3	7.6
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:	26.8	26.8	26.8	30.3	27.4	27.4	7.9	9.7	9.7	8.3	8.3	7.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	5	2	2	1	8	8	3	3	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 90 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	1	3	253	1	35	31	231	3	10	908	343
Added Vol:	0	0	0	2	0	0	0	8	0	0	30	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	3	255	1	35	31	239	3	10	938	352
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:	17	1	4	268	1	36	33	252	4	11	988	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	4	268	1	36	33	252	4	11	988	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	4	268	1	36	33	252	4	11	988	370
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.88	0.01	0.11	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1339	96	287	1502	7	203	1700	3549	51	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.18	0.02	0.07	0.07	0.01	0.55	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.70	0.70	0.70	0.17	0.16	0.16	0.03	0.97	0.36
Delay/Veh:	25.5	25.5	25.5	39.3	39.3	39.3	38.2	12.8	12.8	26.7	33.7	7.9
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:	25.5	25.5	25.5	39.3	39.3	39.3	38.2	12.8	12.8	26.7	33.7	7.9
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	9	9	9	1	2	2	0	32	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 90 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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	23	23	23	23	23	23	10	19	19		10	19	19	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0	1 0	1	0	1
Volume Module:														
Base Vol:	3	1	3	262	1	20	35	436	9		1	213	173	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	3	1	3	301	1	23	40	501	10		1	245	199	
Added Vol:	0	0	0	10	0	0	0	34	0		0	21	6	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	3	1	3	311	1	23	40	535	10		1	266	205	
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:	4	1	4	328	1	24	42	564	11		1	280	216	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	4	1	4	328	1	24	42	564	11		1	280	216	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1	4	328	1	24	42	564	11		1	280	216	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.44	0.14	0.42	0.93	0.01	0.06	1.00	1.96	0.04		1.00	1.00	1.00	
Final Sat.:	752	251	752	1584	6	117	1700	3532	68		1700	1800	1800	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.21	0.02	0.16	0.16		0.00	0.16	0.12	
Crit Moves:					****		****					****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.11	0.30	0.30		0.16	0.35	0.35	
Volume/Cap:	0.01	0.01	0.01	0.44	0.44	0.44	0.22	0.52	0.52		0.00	0.44	0.34	
Delay/Veh:	10.3	10.3	10.3	14.7	14.7	14.7	39.2	27.3	27.3		31.8	23.2	21.6	
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:	10.3	10.3	10.3	14.7	14.7	14.7	39.2	27.3	27.3		31.8	23.2	21.6	
LOS by Move:	B	B	B	B	B	B	D	C	C		C	C	C	
HCM2kAvgQ:	0	0	0	6	6	6	1	6	6		0	5	4	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	106	657	0	0	118	1036	0	0	0	25	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	657	0	0	118	1036	0	0	0	25	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	691	0	0	125	0	0	0	0	27	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	691	0	0	125	0	0	0	0	27	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	691	0	0	125	0	0	0	0	27	0	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	352	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.57	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.23	0.34	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.00	0.20
Delay/Veh:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
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:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	4	0	0	1	0	0	0	0	2	0	1

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 60 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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	90	1412	0	0	185	643	0	0	0	23	0	146
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	103	1624	0	0	213	739	0	0	0	26	0	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1624	0	0	213	739	0	0	0	26	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	1709	0	0	224	0	0	0	0	28	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1709	0	0	224	0	0	0	0	28	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1709	0	0	224	0	0	0	0	28	0	177
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.25	0.00	1.75
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	367	0	2721
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.08	0.00	0.06
Crit Moves:		****								****		
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.13	0.61	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.65	0.00	0.56
Delay/Veh:	7.6	3.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	30.0	0.0	26.9
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:	7.6	3.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	30.0	0.0	26.9
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	1	7	0	0	2	0	0	0	0	3	0	3

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1	1	0	1	0	2	0 0	1	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	115	47		80	45	0		548	0	83		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	132	54		92	52	0		630	0	95		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	132	54		92	52	0		630	0	95		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	139	57		97	54	0		663	0	100		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	139	57		97	54	0		663	0	100		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	
FinalVolume:	0	139	57		97	54	0		663	0	100		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.42	0.58		1.00	2.00	0.00		1.78	0.00	0.22		0.00	0.00	0.00	
Final Sat.:	0	2556	1044		1700	3600	0		3022	0	400		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.06	0.02	0.00		0.22	0.00	0.25		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.15	0.15		0.15	0.30	0.00		0.65	0.00	0.65		0.00	0.00	0.00	
Volume/Cap:	0.00	0.35	0.35		0.38	0.05	0.00		0.34	0.00	0.38		0.00	0.00	0.00	
Delay/Veh:	0.0	49.6	49.6		51.0	32.2	0.0		10.2	0.0	10.6		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	49.6	49.6		51.0	32.2	0.0		10.2	0.0	10.6		0.0	0.0	0.0	
LOS by Move:	A	D	D		D	C	A		B	A	B		A	A	A	
HCM2kAvgQ:	0	4	4		4	1	0		7	0	8		0	0	0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	141	13	134	74	0	1361	0	302	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	162	15	154	85	0	1565	0	347	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	162	15	154	85	0	1565	0	347	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	171	16	162	90	0	1648	0	366	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	171	16	162	90	0	1648	0	366	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
FinalVolume:	0	171	16	162	90	0	1648	0	366	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	1.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	0	3296	304	1700	3600	0	2898	0	532	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.10	0.02	0.00	0.57	0.00	0.69	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.10	0.25	0.00	0.70	0.00	0.70	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.34	0.98	0.10	0.00	0.81	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	0.0	49.4	49.4	121.9	37.4	0.0	15.4	0.0	33.5	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	49.4	49.4	121.9	37.4	0.0	15.4	0.0	33.5	0.0	0.0	0.0
LOS by Move:	A	D	D	F	D	A	B	A	C	A	A	A
HCM2kAvgQ:	0	4	4	11	1	0	29	0	53	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	5	1	133	2	12	8	3	2	1	5	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	133	2	12	8	3	2	1	5	174
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:	1	5	1	140	2	12	8	4	2	1	5	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	140	2	12	8	4	2	1	5	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	140	2	12	8	4	2	1	5	183
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:	0.17	0.66	0.17	0.98	0.02	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	126	506	126	638	11	827	446	191	127	6	24	896
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.22	0.22	0.01	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			9.4			7.6			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			9.4			7.6			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
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 0	0	1 0	0 1	0 0	1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	3	2	394	8	30	32	17	1	1	5	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	394	8	30	32	17	1	1	5	141
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:	1	4	2	415	8	31	34	18	1	1	5	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	415	8	31	34	18	1	1	5	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	4	2	415	8	31	34	18	1	1	5	149
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:	0.17	0.50	0.33	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.03	0.96
Final Sat.:	115	345	230	633	13	822	390	209	14	6	23	695
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.66	0.66	0.04	0.09	0.09	0.09	0.21	0.21	0.21
Crit Moves:		****		****				****			****	
Delay/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	A	A	A	C	C	A	A	A	A	A	A	A
ApproachDel:		8.0			17.0			8.9			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			17.0			8.9			8.8	
LOS by Appr:		A			C			A			A	
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.1]

****

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	0	14	0	0	0	0	122	16	22	163	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	14	0	0	0	0	122	16	22	163	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:	17	0	15	0	0	0	0	128	17	23	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	15	0	0	0	0	128	17	23	172	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	355	355	137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	xxxx	xxxxx
Potent Cap.:	647	574	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Move Cap.:	639	565	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	743	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.4]

****

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	0	14	0	0	0	0	398	16	17	128	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	14	0	0	0	0	398	16	17	128	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:	21	0	15	0	0	0	0	419	17	18	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	15	0	0	0	0	419	17	18	134	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	598	598	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	436	xxxx	xxxxx
Potent Cap.:	468	418	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Move Cap.:	463	412	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	520	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		12.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[66.6]

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	0	0	0	0	0	0	0	11	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	24	0	0	0	0	423	55	12	1190	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:	156	0	25	0	0	0	0	445	58	12	1253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	156	0	25	0	0	0	0	445	58	12	1253	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1125	1751	252	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	503	xxxx	xxxxx
Potent Cap.:	202	87	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Move Cap.:	200	86	754	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1072	xxxx	xxxxx
Volume/Cap:	0.78	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	223	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	6.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	66.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		66.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 80 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:	Split Phase						Split Phase						Permitted						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		0		26		0		0		0		0		19		19		10		19		0	
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	129		0		21		0		0		0		0		358		48		10		1001		0	
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		1.15
Initial Bse:	148		0		24		0		0		0		0		412		55		12		1151		0	
Added Vol:	0		0		0		0		0		0		0		11		0		0		39		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	148		0		24		0		0		0		0		423		55		12		1190		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		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		0.95
PHF Volume:	156		0		25		0		0		0		0		445		58		12		1253		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	156		0		25		0		0		0		0		445		58		12		1253		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		1.00
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		1.00
FinalVolume:	156		0		25		0		0		0		0		445		58		12		1253		0	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		1800
Adjustment:	0.89	1.00		0.94			0.94	1.00		1.00			0.94	0.98		0.98			0.90	1.00		1.00		1.00
Lanes:	0.87	0.00		0.13			0.00	0.00		0.00			0.00	1.77		0.23			1.00	2.00		0.00		
Final Sat.:	1386		0		226		0		0		0		0	3130		409			1615	3600		0		
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.00		0.11			0.00	0.00		0.00			0.00	0.14		0.14			0.01	0.35		0.00		
Crit Moves:	****													****					****					
Green/Cycle:	0.35	0.00		0.35			0.00	0.00		0.00			0.00	0.45		0.45			0.13	0.57		0.00		
Volume/Cap:	0.32	0.00		0.32			0.00	0.00		0.00			0.00	0.32		0.32			0.06	0.61		0.00		
Delay/Veh:	19.2		0.0		19.2		0.0		0.0		0.0		0.0	14.4		14.4			31.0	11.8		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		1.00
AdjDel/Veh:	19.2		0.0		19.2		0.0		0.0		0.0		0.0	14.4		14.4			31.0	11.8		0.0		
LOS by Move:	B		A		B		A		A		A		A	B		B			C	B		A		
HCM2kAvgQ:	4		0		4		0		0		0		0	4		4			0	11		0		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[27.1]

****

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0 557	76		15 280	0	
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	87	0	18	0	0	0	0 641	87		17 322	0	
Added Vol:	0	0	0	0	0	0	0 44	0		0 27	0	
PasserByVol:	0	0	0	0	0	0	0 0	0		0 0	0	
Initial Fut:	87	0	18	0	0	0	0 685	87		17 349	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:	92	0	19	0	0	0	0 721	92		18 367	0	
Reduct Vol:	0	0	0	0	0	0	0 0	0		0 0	0	
FinalVolume:	92	0	19	0	0	0	0 721	92		18 367	0	
Critical Gap Module:												
Critical Gp:	6.8 6.5		6.9	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	987 1170		406	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	813 xxxx		xxxxx
Potent Cap.:	248 194		600	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	823 xxxx		xxxxx
Move Cap.:	244 190		600	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	823 xxxx		xxxxx
Volume/Cap:	0.38 0.00		0.03	xxxx xxxx		xxxx	xxxx xxxx		xxxx	0.02 xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	0.1 xxxx		xxxxx
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	9.5 xxxx		xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 272		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx 1.9		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx 27.1		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	87	0	18	0	0	0	0	641	87	17	322	0
Added Vol:	0	0	0	0	0	0	0	44	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	18	0	0	0	0	685	87	17	349	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:	92	0	19	0	0	0	0	721	92	18	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	19	0	0	0	0	721	92	18	367	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
FinalVolume:	92	0	19	0	0	0	0	721	92	18	367	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.98	0.98	0.90	1.00	1.00
Lanes:	0.83	0.00	0.17	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	1330	0	280	0	0	0	0	3138	401	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.23	0.01	0.10	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.48	0.13	0.60	0.00
Volume/Cap:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.48	0.48	0.09	0.17	0.00
Delay/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	14.5	14.5	31.2	7.2	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:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	14.5	14.5	31.2	7.2	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	7	7	0	2	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: F[194.1]

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 1! 0	0	0	0 1! 0	0	1	0 1	1	0			1	0 1	1	0		
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	14	17	43	1	20	28	117	638	8				31	1095	1			
Added Vol:	0	0	0	0	0	0	0	2	0				0	9	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	14	17	43	1	20	28	117	640	8				31	1104	1			
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:	15	18	45	1	21	29	123	674	8				33	1162	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	15	18	45	1	21	29	123	674	8				33	1162	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1582	2154	341	1821	2157	582	1163	xxxx	xxxxx				682	xxxx	xxxxx			
Potent Cap.:	75	49	661	49	48	462	608	xxxx	xxxxx				920	xxxx	xxxxx			
Move Cap.:	33	37	661	24	37	462	608	xxxx	xxxxx				920	xxxx	xxxxx			
Volume/Cap:	0.44	0.49	0.07	0.05	0.55	0.06	0.20	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.4	xxxx	xxxxx				9.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	78	xxxxx	xxxx	76	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	5.4	xxxxx	xxxxx	3.1	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	194	xxxxx	xxxxx	118	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*				*	*	*			
ApproachDel:	194.1			118.4			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 130 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		10		23		23		10		23		23	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	12		15		37		1		17		24		102		555		7		27		952		1	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	14		17		43		1		20		28		117		638		8		31		1095		1	
Added Vol:	0		0		0		0		0		0		0		2		0		0		9		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	14		17		43		1		20		28		117		640		8		31		1104		1	
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:	15		18		45		1		21		29		123		674		8		33		1162		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	15		18		45		1		21		29		123		674		8		33		1162		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	15		18		45		1		21		29		123		674		8		33		1162		1	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.83		0.88		0.88		0.87		0.92		0.92		0.90		1.00		1.00		0.90		1.00		1.00	
Lanes:	0.20		0.23		0.57		0.03		0.40		0.57		1.00		1.98		0.02		1.00		1.99		0.01	
Final Sat.:	294		367		905		39		670		945		1615		3548		45		1615		3596		4	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.05		0.05		0.03		0.03		0.03		0.08		0.19		0.19		0.02		0.32		0.32	
Crit Moves:			****										****								****			
Green/Cycle:	0.20		0.20		0.20		0.20		0.20		0.20		0.14		0.54		0.54		0.22		0.61		0.61	
Volume/Cap:	0.25		0.25		0.25		0.15		0.15		0.15		0.53		0.35		0.35		0.09		0.53		0.53	
Delay/Veh:	44.2		44.2		44.2		43.1		43.1		43.1		53.8		17.3		17.3		40.8		14.9		14.9	
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:	44.2		44.2		44.2		43.1		43.1		43.1		53.8		17.3		17.3		40.8		14.9		14.9	
LOS by Move:	D		D		D		D		D		D		D		B		B		D		B		B	
HCM2kAvgQ:	3		3		3		2		2		2		5		8		8		1		13		13	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 15.5 Worst Case Level Of Service: F[613.1]

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	1!	0 0	0 0	1!	0 0	1 0	1	1 0			1 0	1	1 0		
Volume Module:																
Base Vol:	5	11	30	1	6	68	53	1437	13			25	720	4		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	6	13	35	1	7	78	61	1653	15			29	828	5		
Added Vol:	0	0	0	0	0	0	0	10	0			0	6	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	6	13	35	1	7	78	61	1663	15			29	834	5		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	6	13	36	1	7	82	64	1750	16			30	878	5		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	6	13	36	1	7	82	64	1750	16			30	878	5		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	2389	2830	883	1951	2835	441	883	xxxx	xxxxx			1766	xxxx	xxxxx		
Potent Cap.:	18	18	293	39	18	569	775	xxxx	xxxxx			358	xxxx	xxxxx		
Move Cap.:	9	15	293	7	15	569	775	xxxx	xxxxx			358	xxxx	xxxxx		
Volume/Cap:	0.71	0.89	0.12	0.16	0.49	0.14	0.08	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx			16.0	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			C	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			LT	LTR	RT		
Shared Cap.:	xxxx	32	xxxxx	xxxx	114	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	6.3	xxxxx	xxxxx	4.6	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	613	xxxxx	xxxxx	106	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	F	*	*	*	*			*	*	*		
ApproachDel:	613.1			106.3			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 130 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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	26	26	26	26	26	26	10	23	23		10	23	23	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	5	11	30	1	6	68	53	1437	13		25	720		4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15		1.15
Initial Bse:	6	13	35	1	7	78	61	1653	15		29	828		5
Added Vol:	0	0	0	0	0	0	0	10	0		0	6		0
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0		0
Initial Fut:	6	13	35	1	7	78	61	1663	15		29	834		5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	6	13	36	1	7	82	64	1750	16		30	878		5
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0		0
Reduced Vol:	6	13	36	1	7	82	64	1750	16		30	878		5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	6	13	36	1	7	82	64	1750	16		30	878		5
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800		1800
Adjustment:	0.84	0.89	0.89	0.83	0.88	0.88	0.90	1.00	1.00		0.90	1.00		1.00
Lanes:	0.11	0.24	0.65	0.01	0.08	0.91	1.00	1.98	0.02		1.00	1.99		0.01
Final Sat.:	173	381	1039	21	126	1429	1615	3564	32		1615	3577		20
Capacity Analysis Module:														
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.49	0.49		0.02	0.25		0.25
Crit Moves:					****			****			****			
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.18	0.68	0.68		0.08	0.57		0.57
Volume/Cap:	0.17	0.17	0.17	0.29	0.29	0.29	0.22	0.73	0.73		0.24	0.43		0.43
Delay/Veh:	43.4	43.4	43.4	44.7	44.7	44.7	45.9	14.4	14.4		57.5	15.8		15.8
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:	43.4	43.4	43.4	44.7	44.7	44.7	45.9	14.4	14.4		57.5	15.8		15.8
LOS by Move:	D	D	D	D	D	D	D	B	B		E	B		B
HCM2kAvgQ:	2	2	2	3	3	3	2	23	23		1	10		10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #13 16th St. (NS) / Avenue E (EW)

****

Average Delay (sec/veh): 6.9 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	30	10	6	35	6	1	31	15	37	68	6
Added Vol:	0	0	1	1	0	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	30	11	7	35	6	1	31	15	41	68	10
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	31	12	7	36	6	1	33	16	43	71	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	31	12	7	36	6	1	33	16	43	71	10
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:	42	xxxx	xxxxx	43	xxxx	xxxxx	158	124	39	142	121	37
Potent Cap.:	1580	xxxx	xxxxx	1578	xxxx	xxxxx	812	771	1038	832	773	1040
Move Cap.:	1580	xxxx	xxxxx	1578	xxxx	xxxxx	739	761	1038	785	763	1040
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.04	0.02	0.05	0.09	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	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	xxxx	830	xxxxx	xxxx	788	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.6			10.4		
ApproachLOS:	*			*			A			B		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #13 16th St. (NS) / Avenue E (EW)

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[10.5]

****

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	40	38	12	20	9	1	70	10	8	40	8
Added Vol:	0	0	5	5	0	0	0	0	0	3	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	40	43	17	20	9	1	70	10	11	40	11
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:	11	42	45	17	21	10	1	74	11	12	42	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	42	45	17	21	10	1	74	11	12	42	12
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:	30	xxxx	xxxxx	88	xxxx	xxxxx	174	170	25	189	152	65
Potent Cap.:	1596	xxxx	xxxxx	1521	xxxx	xxxxx	793	727	1056	775	744	1005
Move Cap.:	1596	xxxx	xxxxx	1521	xxxx	xxxxx	739	714	1056	697	730	1005
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.10	0.01	0.02	0.06	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	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	xxxx	745	xxxxx	xxxx	760	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			10.2		
ApproachLOS:	*			*			B			B		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

****

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C[18.6]

****

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 1	0	0 1	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	9
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	12	43	40	13	74	25	5	21	6	186	198	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	43	40	13	74	25	5	21	6	186	198	10
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:	12	45	42	13	77	27	5	22	6	196	208	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	45	42	13	77	27	5	22	6	196	208	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	692	646	25	684	643	214	219	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	361	393	1057	365	394	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	258	338	1057	282	339	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.05	0.13	0.04	0.05	0.23	0.03	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	317	xxxx	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	18.8	xxxx	xxxxx	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	14.4			18.6			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	67	146	18	30	5	20	72	20	20	45	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	67	146	18	30	5	20	72	20	20	45	15
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:	24	70	154	19	31	5	21	76	21	21	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	70	154	19	31	5	21	76	21	21	47	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	242	232	87	336	234	55	63	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	716	672	978	622	670	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	672	654	978	471	652	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.04	0.11	0.16	0.04	0.05	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	658	xxxx	xxxxx	xxxx	591	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	11.4	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.1			11.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.3]

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 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	193	83	94	0	0	72	12
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	76	0	203	87	99	0	0	76	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	203	87	99	0	0	76	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	356	356	82	88	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	646	573	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	617	539	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.21	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.0]

****

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		0 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	46	218	216	0	0	70	17
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	24	0	48	230	228	0	0	74	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	24	0	48	230	228	0	0	74	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	770	770	83	92	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	371	333	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	322	275	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.05	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	583	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	408	44	76	87	67	124	539	26	66	949	231
Added Vol:	9	39	0	0	11	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	447	44	76	98	67	124	539	28	66	949	231
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:	55	471	46	80	104	70	131	568	30	69	999	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	471	46	80	104	70	131	568	30	69	999	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	471	46	80	104	70	131	568	30	69	999	243
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.92	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.22	1.78	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.61	0.39
Final Sat.:	375	3185	1530	1664	1762	1530	1615	3396	179	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.06	0.05	0.08	0.17	0.17	0.04	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.19	0.19	0.17	0.17	0.17	0.11	0.41	0.41	0.16	0.47	0.47
Volume/Cap:	0.76	0.76	0.15	0.28	0.35	0.27	0.76	0.40	0.40	0.27	0.76	0.76
Delay/Veh:	54.4	54.4	43.7	47.4	48.1	47.6	74.1	26.9	26.9	48.5	30.7	30.7
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:	54.4	54.4	43.7	47.4	48.1	47.6	74.1	26.9	26.9	48.5	30.7	30.7
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	12	12	2	3	4	3	7	8	8	3	21	21

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	132	41	212	191	87	200	1441	64	45	772	115
Added Vol:	6	27	0	0	44	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	159	41	212	235	87	200	1441	74	45	772	115
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:	40	168	44	223	247	92	211	1517	78	47	812	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	168	44	223	247	92	211	1517	78	47	812	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	168	44	223	247	92	211	1517	78	47	812	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.93	0.99	0.85	0.92	0.98	0.85	0.90	0.99	0.99	0.90	0.98	0.98
Lanes:	0.41	1.59	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.74	0.26
Final Sat.:	682	2842	1530	1661	1759	1530	1615	3399	176	1615	3074	458
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.13	0.14	0.06	0.13	0.45	0.45	0.03	0.26	0.26
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.52	0.52	0.08	0.40	0.40
Volume/Cap:	0.35	0.35	0.17	0.79	0.83	0.36	0.66	0.85	0.85	0.38	0.66	0.66
Delay/Veh:	48.0	48.0	46.5	59.0	62.3	48.6	53.0	30.7	30.7	59.0	32.8	32.8
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:	48.0	48.0	46.5	59.0	62.3	48.6	53.0	30.7	30.7	59.0	32.8	32.8
LOS by Move:	D	D	D	E	E	D	D	C	C	E	C	C
HCM2kAvgQ:	4	4	2	11	12	3	9	29	29	2	16	16

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #19 14th St. (NS) / Avenue E (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	9	48	0	0	13	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	524	20	24	144	6	12	35	16	13	61	114
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	552	21	25	152	6	12	36	17	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	552	21	25	152	6	12	36	17	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	552	21	25	152	6	12	36	17	13	64	120
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.93	0.03	0.14	0.83	0.03	0.19	0.56	0.25	0.07	0.32	0.61
Final Sat.:	32	671	25	87	518	21	100	300	137	40	195	364
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.29	0.29	0.29	0.12	0.12	0.12	0.33	0.33	0.33
Crit Moves:	****				****				****		****	
Delay/Veh:	25.4	25.4	25.4	10.5	10.5	10.5	9.8	9.8	9.8	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	25.4	25.4	10.5	10.5	10.5	9.8	9.8	9.8	10.9	10.9	10.9
LOS by Move:	D	D	D	B	B	B	A	A	A	B	B	B
ApproachDel:	25.4			10.5			9.8			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.4			10.5			9.8			10.9		
LOS by Appr:	D			B			A			B		
AllWayAvgQ:	3.5	3.5	3.5	0.4	0.4	0.4	0.1	0.1	0.1	0.4	0.4	0.4

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	6	33	0	0	54	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	215	22	68	268	15	13	97	24	43	48	35
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:	16	226	23	71	282	16	13	102	25	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	226	23	71	282	16	13	102	25	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	226	23	71	282	16	13	102	25	45	51	36
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:	0.06	0.85	0.09	0.19	0.77	0.04	0.09	0.73	0.18	0.34	0.39	0.27
Final Sat.:	41	573	58	134	530	30	56	424	104	197	224	160
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.53	0.53	0.53	0.24	0.24	0.24	0.23	0.23	0.23
Crit Moves:		****			****			****			****	
Delay/Veh:	11.1	11.1	11.1	13.2	13.2	13.2	10.1	10.1	10.1	10.0	10.0	10.0
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:	11.1	11.1	11.1	13.2	13.2	13.2	10.1	10.1	10.1	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		11.1			13.2			10.1			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			13.2			10.1			10.0	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	0.2	0.2	0.2	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	63	193	168	29	229	365	154	551	53	174	973	18
Added Vol:	0	3	3	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	196	171	29	230	365	154	551	53	175	973	18
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	207	180	30	242	384	162	580	56	184	1024	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	207	180	30	242	384	162	580	56	184	1024	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	207	180	30	242	384	162	580	56	184	1024	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.07	0.93	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1789	1559	1615	3600	1530	3040	4863	467	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.02	0.07	0.25	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.40	0.40	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.45	0.29	0.29	0.18	0.16	0.60	0.59	0.38	0.38	0.61	0.60	0.60
Delay/Veh:	49.6	22.1	22.1	45.2	19.9	26.2	51.3	29.3	29.3	51.2	31.7	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:	49.6	22.1	22.1	45.2	19.9	26.2	51.3	29.3	29.3	51.2	31.7	31.7
LOS by Move:	D	C	C	D	B	C	D	C	C	D	C	C
HCM2kAvgQ:	3	4	4	1	2	10	4	6	6	4	10	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	120	375	245	110	271	255	444	988	89	302	765	28
Added Vol:	0	3	3	0	4	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	378	248	110	275	255	444	988	89	306	765	28
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	398	261	116	290	269	467	1040	93	323	805	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	398	261	116	290	269	467	1040	93	323	805	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	398	261	116	290	269	467	1040	93	323	805	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.21	0.79	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.90	0.10
Final Sat.:	1615	2045	1342	1615	3600	1530	3040	4896	439	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.07	0.08	0.18	0.15	0.21	0.21	0.11	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.36	0.36	0.13	0.29	0.29
Volume/Cap:	0.85	0.56	0.56	0.78	0.23	0.51	0.78	0.59	0.59	0.81	0.53	0.53
Delay/Veh:	84.7	29.9	29.9	70.8	25.6	29.3	48.1	29.3	29.3	58.5	33.1	33.1
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:	84.7	29.9	29.9	70.8	25.6	29.3	48.1	29.3	29.3	58.5	33.1	33.1
LOS by Move:	F	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	9	9	6	3	8	10	11	11	8	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	304	82	36	395	4	13	115	28	216	224	49
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	350	94	41	454	5	15	132	32	248	258	56
Added Vol:	0	6	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	356	94	41	456	5	15	132	32	248	258	56
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:	27	374	99	44	480	5	16	139	34	261	271	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	374	99	44	480	5	16	139	34	261	271	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	374	99	44	480	5	16	139	34	261	271	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.39	0.97	0.97	0.40	1.00	1.00	0.50	1.00	0.85	0.62	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	707	2757	731	721	3561	36	896	1800	1530	1112	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.06	0.13	0.13	0.02	0.08	0.02	0.24	0.15	0.04
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.09	0.33	0.33	0.15	0.32	0.32	0.03	0.15	0.04	0.46	0.29	0.08
Delay/Veh:	10.7	11.9	11.9	11.1	11.9	11.9	7.2	7.7	7.2	9.7	8.4	7.3
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:	10.7	11.9	11.9	11.1	11.9	11.9	7.2	7.7	7.2	9.7	8.4	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	3	3	1	3	3	0	1	0	4	3	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	608	247	87	494	28	39	176	10	135	90	63
Added Vol:	0	6	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	614	247	87	502	28	39	176	10	135	90	63
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:	12	647	260	92	529	29	41	185	11	142	94	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	647	260	92	529	29	41	185	11	142	94	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	647	260	92	529	29	41	185	11	142	94	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.38	0.96	0.96	0.24	0.99	0.99	0.66	1.00	0.85	0.55	1.00	0.85
Lanes:	1.00	1.43	0.57	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	692	2457	989	425	3385	186	1180	1800	1530	983	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.22	0.16	0.16	0.03	0.10	0.01	0.14	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.03	0.49	0.49	0.41	0.29	0.29	0.09	0.26	0.02	0.36	0.13	0.11
Delay/Veh:	6.7	9.1	9.1	9.5	7.8	7.8	11.3	12.2	10.9	13.2	11.5	11.4
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:	6.7	9.1	9.1	9.5	7.8	7.8	11.3	12.2	10.9	13.2	11.5	11.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	2	3	3	1	2	0	2	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[22.3]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	6	8	0	2	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	449	74	12	725	0	0	0	0	95	0	26
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	472	77	12	764	0	0	0	0	100	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	472	77	12	764	0	0	0	0	100	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	550	xxxx	xxxxx	xxxx	xxxx	xxxxx	878	1260	236
Potent Cap.:	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	172	772
Move Cap.:	xxxx	xxxx	xxxxx	1030	xxxx	xxxxx	xxxx	xxxx	xxxxx	288	170	772
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	334	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.3		
ApproachLOS:	*			*			*			C		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	90	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	6	8	0	2	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	449	74	12	725	0	0	0	0	95	0	26
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	472	77	12	764	0	0	0	0	100	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	472	77	12	764	0	0	0	0	100	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	472	77	12	764	0	0	0	0	100	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.79	0.00	0.21
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1257	0	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.01	0.21	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.51	0.11	0.62	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.26	0.10	0.07	0.34	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Delay/Veh:	0.0	12.4	11.3	36.0	8.2	0.0	0.0	0.0	0.0	23.5	0.0	23.5
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:	0.0	12.4	11.3	36.0	8.2	0.0	0.0	0.0	0.0	23.5	0.0	23.5
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	5	0	0	0	0	3	0	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[32.9]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	6	8	0	8	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	842	95	9	638	0	0	0	0	59	0	31
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	886	100	10	672	0	0	0	0	62	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	886	100	10	672	0	0	0	0	62	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	987	xxxx	xxxxx	xxxx	xxxx	xxxxx	1242	1578	443
Potent Cap.:	xxxx	xxxx	xxxxx	708	xxxx	xxxxx	xxxx	xxxx	xxxxx	170	111	568
Move Cap.:	xxxx	xxxx	xxxxx	708	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	109	568
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	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	xxxx	222	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	32.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			32.9		
ApproachLOS:	*			*			*			D		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 90 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	6	8	0	8	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	842	95	9	638	0	0	0	0	59	0	31
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	886	100	10	672	0	0	0	0	62	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	886	100	10	672	0	0	0	0	62	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	886	100	10	672	0	0	0	0	62	0	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.87	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1050	0	550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.01	0.19	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.11	0.66	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.45	0.12	0.05	0.28	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Delay/Veh:	0.0	12.6	10.1	35.9	6.6	0.0	0.0	0.0	0.0	25.2	0.0	25.2
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	12.6	10.1	35.9	6.6	0.0	0.0	0.0	0.0	25.2	0.0	25.2
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	1	0	4	0	0	0	0	2	0	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.250
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	182.4
Optimal Cycle:	130	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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	20	20	20		20	20	20		20	20	20		20	20	20	
Lanes:	0	0	1!	0 0	1	0	1	0 1	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	132	338	108		80	447	182		50	79	99		271	180	54	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	152	389	124		92	514	209		57	91	114		312	207	62	
Added Vol:	0	9	58		0	25	8		3	13	0		216	49	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	152	398	182		92	539	217		60	104	114		528	256	62	
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:	160	419	192		97	567	229		64	109	120		555	269	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	160	419	192		97	567	229		64	109	120		555	269	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	160	419	192		97	567	229		64	109	120		555	269	65	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.96	0.96		0.90	1.00	0.85		0.90	1.00	0.85		0.90	0.97	0.97	
Lanes:	0.22	0.54	0.24		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.80	0.20	
Final Sat.:	353	924	423		1615	1800	1530		1615	1800	1530		1615	1407	341	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.45	0.45		0.06	0.32	0.15		0.04	0.06	0.08		0.34	0.19	0.19	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.32	0.32	0.32		0.22	0.22	0.22		0.15	0.15	0.15		0.24	0.24	0.24	
Volume/Cap:	1.42	1.42	1.42		0.27	1.42	0.67		0.26	0.39	0.51		1.42	0.79	0.79	
Delay/Veh:	242.7	243	242.7		42.2	253	51.4		49.0	50.5	52.3		251.5	55.7	55.7	
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:	242.7	243	242.7		42.2	253	51.4		49.0	50.5	52.3		251.5	55.7	55.7	
LOS by Move:	F	F	F		D	F	D		D	D	D		F	E	E	
HCM2kAvgQ:	60	60	60		3	44	9		2	4	5		46	14	14	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: 130 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:	Ovl						Include						Include						Include					
Min. Green:	10		20		20		10		20		20		10		20		20		10		20		20	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		2	0	0	1	0	
Volume Module:																								
Base Vol:	132	338		108			80	447		182			50	79		99			271	180		54		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	152	389		124			92	514		209			57	91		114			312	207		62		
Added Vol:	0	9		58			0	25		8			3	13		0			216	49		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	152	398		182			92	539		217			60	104		114			528	256		62		
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:	160	419		192			97	567		229			64	109		120			555	269		65		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	160	419		192			97	567		229			64	109		120			555	269		65		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	160	419		192			97	567		229			64	109		120			555	269		65		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.90	1.00		0.85			0.90	1.00		0.85			0.90	1.00		0.85			0.84	0.97		0.97		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			2.00	0.80		0.20		
Final Sat.:	1615	1800		1530			1615	1800		1530			1615	1800		1530			3040	1407		341		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.23		0.13			0.06	0.32		0.15			0.04	0.06		0.08			0.18	0.19		0.19		
Crit Moves:	****							****								****			****					
Green/Cycle:	0.13	0.41		0.65			0.14	0.41		0.41			0.11	0.15		0.15			0.24	0.28		0.28		
Volume/Cap:	0.76	0.57		0.19			0.44	0.76		0.36			0.35	0.39		0.51			0.76	0.68		0.68		
Delay/Veh:	69.5	30.6		9.2			53.1	37.2		26.6			54.4	50.5		52.3			50.6	45.4		45.4		
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:	69.5	30.6		9.2			53.1	37.2		26.6			54.4	50.5		52.3			50.6	45.4		45.4		
LOS by Move:	E		C		A		D		D		C		D		D		D		D		D		D	
HCM2kAvgQ:	8		13		3		4		20		6		3		4		5		13		13		13	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 236.3
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	0	34	244	0	24	8	11	54	0	148	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	652	417	90	517	103	194	301	107	301	135	123
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:	91	686	438	94	545	109	204	317	113	317	142	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	686	438	94	545	109	204	317	113	317	142	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	686	438	94	545	109	204	317	113	317	142	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	0.95	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.93	0.93
Lanes:	0.08	0.56	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	127	958	612	1615	1800	1530	1615	1800	1530	1615	872	798
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.06	0.30	0.07	0.13	0.18	0.07	0.20	0.16	0.16
Crit Moves:			****		****			****			****	
Green/Cycle:	0.44	0.44	0.44	0.19	0.19	0.19	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.61	1.61	1.61	0.31	1.61	0.38	0.82	1.15	0.48	1.28	1.05	1.05
Delay/Veh:	318.8	319	318.8	46.2	343	47.1	72.5	154	51.8	206.2	126	126.3
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:	318.8	319	318.8	46.2	343	47.1	72.5	154	51.8	206.2	126	126.3
LOS by Move:	F	F	F	D	F	D	E	F	D	F	F	F
HCM2kAvgQ:	105	105	105	4	48	4	11	21	5	25	17	17

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 130 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:	Ovl						Include						Include						Include					
Min. Green:	10		20		20		10		20		20		10		20		20		10		20		20	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		2	0	0	1	0	
Volume Module:																								
Base Vol:	75		537		150		78		429		83		159		215		93		133		90		107	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	86		618		173		90		493		95		183		247		107		153		103		123	
Added Vol:	0		34		244		0		24		8		11		54		0		148		31		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	86		652		417		90		517		103		194		301		107		301		135		123	
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:	91		686		438		94		545		109		204		317		113		317		142		130	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	91		686		438		94		545		109		204		317		113		317		142		130	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	91		686		438		94		545		109		204		317		113		317		142		130	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85		0.84		0.93		0.93	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		0.52		0.48	
Final Sat.:	1615		1800		1530		1615		1800		1530		1615		1800		1530		3040		872		798	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.38		0.29		0.06		0.30		0.07		0.13		0.18		0.07		0.10		0.16		0.16	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.11		0.49		0.63		0.08		0.45		0.45		0.16		0.23		0.23		0.14		0.21		0.21	
Volume/Cap:	0.49		0.78		0.46		0.76		0.67		0.16		0.78		0.76		0.32		0.76		0.78		0.78	
Delay/Veh:	56.0		31.7		12.9		82.3		30.1		21.1		65.8		54.0		41.8		61.5		59.1		59.1	
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:	56.0		31.7		12.9		82.3		30.1		21.1		65.8		54.0		41.8		61.5		59.1		59.1	
LOS by Move:	E		C		B		F		C		C		E		D		D		E		E		E	
HCM2kAvgQ:	4		23		9		6		17		3		10		13		4		9		12		12	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.220
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 335.0
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	53	0	0	83	157	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	472	0	0	573	607	0	0	0	245	0	260
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	496	0	0	603	639	0	0	0	258	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	496	0	0	603	639	0	0	0	258	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	496	0	0	603	639	0	0	0	258	0	274
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.49	0.51	0.00	0.00	0.00	0.49	0.00	0.51
Final Sat.:	23	507	0	0	272	288	0	0	0	267	0	284
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	xxxx	xxxx	2.22	2.22	xxxx	xxxx	xxxx	0.97	xxxx	0.97
Crit Moves:		****			****					****		
Delay/Veh:	59.7	59.7	0.0	0.0	570	570.0	0.0	0.0	0.0	55.1	0.0	55.1
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:	59.7	59.7	0.0	0.0	570	570.0	0.0	0.0	0.0	55.1	0.0	55.1
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:		59.7			570.0			xxxxxx			55.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		59.7			570.0			xxxxxx			55.1	
LOS by Appr:		F			F			*			F	
AllWayAvgQ:	7.4	7.4	7.4	87.1	87.1	87.1	0.0	0.0	0.0	7.0	7.0	7.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	53	0	0	83	157	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	472	0	0	573	607	0	0	0	245	0	260
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	496	0	0	603	639	0	0	0	258	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	496	0	0	603	639	0	0	0	258	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	496	0	0	603	639	0	0	0	258	0	274
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.34	0.42	0.00	0.00	0.00	0.16	0.00	0.18
Crit Moves:	****					****						****
Green/Cycle:	0.17	0.68	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.09	0.41	0.00	0.00	0.65	0.81	0.00	0.00	0.00	0.73	0.00	0.81
Delay/Veh:	21.3	4.5	0.0	0.0	12.4	18.7	0.0	0.0	0.0	29.0	0.0	36.2
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:	21.3	4.5	0.0	0.0	12.4	18.7	0.0	0.0	0.0	29.0	0.0	36.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	D
HCM2kAvgQ:	0	4	0	0	9	13	0	0	0	6	0	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 230.0
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	225	0	0	68	104	0	0	0	0	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	860	0	0	454	471	0	0	0	40	0	295
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:	18	905	0	0	478	496	0	0	0	42	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	905	0	0	478	496	0	0	0	42	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	905	0	0	478	496	0	0	0	42	0	310
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:	0.02	0.98	0.00	0.00	0.49	0.51	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	12	586	0	0	310	321	0	0	0	69	0	506
Capacity Analysis Module:												
Vol/Sat:	1.54	1.54	xxxx	xxxx	1.54	1.54	xxxx	xxxx	xxxx	0.61	xxxx	0.61
Crit Moves:		****			****					****		
Delay/Veh:	269.5	270	0.0	0.0	269	268.9	0.0	0.0	0.0	18.7	0.0	18.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	269.5	270	0.0	0.0	269	268.9	0.0	0.0	0.0	18.7	0.0	18.7
LOS by Move:	F	F	*	*	F	F	*	*	*	C	*	C
ApproachDel:	269.5			268.9			xxxxxx			18.7		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	269.5			268.9			xxxxxx			18.7		
LOS by Appr:	F			F			*			C		
AllWayAvgQ:	43.3	43.3	43.3	45.6	45.6	45.6	0.0	0.0	0.0	1.5	1.5	1.5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.5
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	1 0	0	0	0 1	0 1	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	225	0	0	68	104	0	0	0	0	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	860	0	0	454	471	0	0	0	40	0	295
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:	18	905	0	0	478	496	0	0	0	42	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	905	0	0	478	496	0	0	0	42	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	905	0	0	478	496	0	0	0	42	0	310
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.00	0.00	0.27	0.32	0.00	0.00	0.00	0.03	0.00	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.58	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.07	0.86	0.00	0.00	0.64	0.78	0.00	0.00	0.00	0.08	0.00	0.64
Delay/Veh:	21.2	18.0	0.0	0.0	15.8	21.2	0.0	0.0	0.0	14.4	0.0	20.4
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:	21.2	18.0	0.0	0.0	15.8	21.2	0.0	0.0	0.0	14.4	0.0	20.4
LOS by Move:	C	B	A	A	B	C	A	A	A	B	A	C
HCM2kAvgQ:	0	18	0	0	8	10	0	0	0	1	0	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.319
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	106.0
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	12	0	39	45	0	41	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	228	63	347	472	0	265	0	41	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	240	67	365	496	0	279	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	67	365	496	0	279	0	44	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
FinalVolume:	0	240	67	365	496	0	279	0	44	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	0.78	0.22	0.42	0.58	0.00	0.86	0.01	0.13	0.00	0.00	0.00
Final Sat.:	0	479	133	277	376	0	487	0	76	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.50	0.50	1.32	1.32	xxxx	0.57	0.00	0.57	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	14.3	14.3	171.9	172	0.0	17.2	17.2	17.2	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	14.3	14.3	171.9	172	0.0	17.2	17.2	17.2	0.0	0.0	0.0
LOS by Move:	*	B	B	F	F	*	C	C	C	*	*	*
ApproachDel:		14.3			171.9			17.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		14.3			171.9			17.2			xxxxxx	
LOS by Appr:		B			F			C			*	
AllWayAvgQ:	0.9	0.9	0.9	29.7	29.7	29.7	1.2	1.2	1.2	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 80 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	12	0	39	45	0	41	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	228	63	347	472	0	265	0	41	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	240	67	365	496	0	279	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	67	365	496	0	279	0	44	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
FinalVolume:	0	240	67	365	496	0	279	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.97	0.97	0.90	1.00	1.00	0.89	1.00	0.94	0.94	1.00	1.00
Lanes:	0.00	0.78	0.22	1.00	1.00	0.00	0.87	0.00	0.13	0.00	0.00	0.00
Final Sat.:	0	1368	379	1615	1800	0	1395	0	218	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.28	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.27	0.27	0.35	0.62	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.65	0.65	0.45	0.00	0.65	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	29.1	29.1	24.7	8.4	0.0	27.0	0.0	27.0	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	29.1	29.1	24.7	8.4	0.0	27.0	0.0	27.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	8	9	7	0	8	0	8	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.167
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 85.6
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	50	0	38	30	0	175	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	181	308	186	0	541	0	38	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	354	190	324	196	0	569	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	190	324	196	0	569	0	40	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
FinalVolume:	0	354	190	324	196	0	569	0	40	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	0.65	0.35	0.62	0.38	0.00	0.93	0.00	0.07	0.00	0.00	0.00
Final Sat.:	0	353	189	322	195	0	488	0	34	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.00	1.00	1.01	1.01	xxxx	1.17	xxxx	1.17	xxxx	xxxx	xxxx
Crit Moves:			****		****		****					
Delay/Veh:	0.0	65.2	65.2	68.2	68.2	0.0	118.6	0.0	118.6	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	65.2	65.2	68.2	68.2	0.0	118.6	0.0	118.6	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		65.2			68.2			118.6			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		65.2			68.2			118.6			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	8.4	8.4	8.4	8.4	8.4	8.4	15.8	15.8	15.8	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	50	0	38	30	0	175	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	181	308	186	0	541	0	38	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	354	190	324	196	0	569	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	190	324	196	0	569	0	40	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
FinalVolume:	0	354	190	324	196	0	569	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.90	1.00	1.00	0.89	1.00	0.95	0.94	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.94	0.00	0.06	0.00	0.00	0.00
Final Sat.:	0	1116	599	1615	1800	0	1509	0	106	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.20	0.11	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.33	0.33	0.21	0.54	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.97	0.97	0.20	0.00	0.97	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	56.3	56.3	71.8	9.8	0.0	51.8	0.0	51.8	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	56.3	56.3	71.8	9.8	0.0	51.8	0.0	51.8	0.0	0.0	0.0
LOS by Move:	A	E	E	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	19	19	13	3	0	22	0	22	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	12	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	188	0	0	424	89	103	0	59	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:	19	198	0	0	447	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	198	0	0	447	93	109	0	62	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
FinalVolume:	19	198	0	0	447	93	109	0	62	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:	0.09	0.91	0.00	0.00	0.83	0.17	0.64	0.00	0.36	0.00	0.00	0.00
Final Sat.:	62	633	0	0	647	135	388	0	220	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	xxxx	xxxx	0.69	0.69	0.28	xxxx	0.28	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	10.1	10.1	0.0	0.0	16.6	16.6	10.3	0.0	10.3	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:	10.1	10.1	0.0	0.0	16.6	16.6	10.3	0.0	10.3	0.0	0.0	0.0
LOS by Move:	B	B	*	*	C	C	B	*	B	*	*	*
ApproachDel:		10.1			16.6			10.3			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.1			16.6			10.3			xxxxxx	
LOS by Appr:		B			C			B			*	
AllWayAvgQ:	0.4	0.4	0.4	2.0	2.0	2.0	0.3	0.3	0.3	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	12	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	188	0	0	424	89	103	0	59	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:	19	198	0	0	447	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	198	0	0	447	93	109	0	62	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
FinalVolume:	19	198	0	0	447	93	109	0	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.98	0.98	0.87	1.00	0.92	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.83	0.17	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1455	304	1020	0	578	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.31	0.31	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.07	0.17	0.00	0.00	0.64	0.64	0.43	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	21.2	4.2	0.0	0.0	13.2	13.2	19.6	0.0	19.6	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:	21.2	4.2	0.0	0.0	13.2	13.2	19.6	0.0	19.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	8	8	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	50	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	359	0	0	189	36	158	0	44	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:	79	378	0	0	199	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	378	0	0	199	38	166	0	46	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
FinalVolume:	79	378	0	0	199	38	166	0	46	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:	0.17	0.83	0.00	0.00	0.84	0.16	0.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	126	606	0	0	588	111	480	0	133	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	xxxx	xxxx	0.34	0.34	0.35	xxxx	0.35	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	15.1	15.1	0.0	0.0	10.3	10.3	11.0	0.0	11.0	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:	15.1	15.1	0.0	0.0	10.3	10.3	11.0	0.0	11.0	0.0	0.0	0.0
LOS by Move:	C	C	*	*	B	B	B	*	B	*	*	*
ApproachDel:	15.1			10.3			11.0			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	15.1			10.3			11.0			xxxxxx		
LOS by Appr:	C			B			B			*		
AllWayAvgQ:	1.5	1.5	1.5	0.5	0.5	0.5	0.4	0.4	0.4	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0	0 0	1 0	0 0	1! 0	0	0	0 0	0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	50	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	359	0	0	189	36	158	0	44	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:	79	378	0	0	199	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	378	0	0	199	38	166	0	46	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
FinalVolume:	79	378	0	0	199	38	166	0	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.98	0.98	0.88	1.00	0.93	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	0.79	0.00	0.21	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1482	280	1258	0	349	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.13	0.13	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.54	0.00	0.00	0.37	0.37	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.29	0.39	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	22.5	8.4	0.0	0.0	14.1	14.1	14.4	0.0	14.4	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:	22.5	8.4	0.0	0.0	14.1	14.1	14.4	0.0	14.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	4	0	0	3	3	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

****

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

****

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[22.4]

****

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 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	696	0	0	211	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	800	0	0	243	0	0	0	0	0	0	0
Added Vol:	0	208	2	20	50	0	0	0	0	5	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1008	2	20	293	0	0	0	0	5	0	57
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	1061	2	21	308	0	0	0	0	5	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1061	2	21	308	0	0	0	0	5	0	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1064	xxxx	xxxxx	xxxx	xxxx	xxxxx	1413	xxxx	1063
Potent Cap.:	xxxx	xxxx	xxxxx	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	xxxx	274
Move Cap.:	xxxx	xxxx	xxxxx	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	274
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.22
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.9	xxxx	21.8
LOS by Move:	*	*	*	B	*	*	*	*	*	D	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.4		
ApproachLOS:	*			*			*			C		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[14.2]

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 0 1 0			1 0 1 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	333	0	0	476	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	383	0	0	547	0	0	0	0	0	0	0
Added Vol:	0	123	6	78	220	0	0	0	0	5	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	506	6	78	767	0	0	0	0	5	0	56
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	533	6	82	808	0	0	0	0	5	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	533	6	82	808	0	0	0	0	5	0	59
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	539	xxxx	xxxxx	xxxx	xxxx	xxxxx	1508	xxxx	536
Potent Cap.:	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	xxxx	549
Move Cap.:	xxxx	xxxx	xxxxx	1040	xxxx	xxxxx	xxxx	xxxx	xxxxx	126	xxxx	549
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.4
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.8	xxxx	12.3
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.2		
ApproachLOS:	*			*			*			B		

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.1 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 0	1	1 0 1	0 0		0 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	211	0	0	696	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	243	0	0	800	0
Added Vol:	0	0	0	0	0	8	3	52	0	0	202	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	8	3	295	0	0	1002	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	0	0	0	0	8	3	310	0	0	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	3	310	0	0	1055	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	1055	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	277	668	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	277	668	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	18.4	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.6]

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	0	0	0	1		1	0	1	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		476		0		0		333		0	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	0		0		0		0		0		0		0		547		0		0		383		0	
Added Vol:	0		0		0		0		0		8		11		214		0		0		121		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		8		11		761		0		0		504		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		0		0		0		0		8		12		801		0		0		530		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		0		8		12		801		0		0		530		0	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		6.2		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		3.3		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		xxxx		530		530		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		553		1047		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		553		1047		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		xxxx		0.02		0.01		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		0.0		0.0		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		11.6		8.5		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		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						11.6						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[20.4]

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		1 0 0	0 1		1 0 1	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	211	0	0	696	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	243	0	0	800	0
Added Vol:	0	0	0	6	0	32	12	41	0	0	170	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	32	12	284	0	0	970	2
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	6	0	34	13	299	0	0	1021	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	34	13	299	0	0	1021	2
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	1346	xxxx	1023	1024	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	168	xxxx	289	686	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	166	xxxx	289	686	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.12	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	27.5	xxxx	19.1	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			20.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.3]

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	0	1	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	476	0				0	333	0			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	0	0	0				0	0	0				0	547	0				0	383	0			
Added Vol:	0	0	0				6	0	32				44	170	0				0	90	8			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				6	0	32				44	717	0				0	473	8			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	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				6	0	34				46	755	0				0	498	8			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				6	0	34				46	755	0				0	498	8			
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				1350	xxxx	502				506	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx				168	xxxx	573				1069	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx				162	xxxx	573				1069	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx				0.04	xxxx	0.06				0.04	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				0.1	xxxx	0.2				0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				28.1	xxxx	11.7				8.5	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	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						14.3						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
Lanes:	0 0	0	0 0	0	0	1! 0	0	1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	0	0	0	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	53	11	35	0	0	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	539	92	197	0	0	433	16
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	568	96	208	0	0	456	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	568	96	208	0	0	456	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	568	96	208	0	0	456	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.82	1.00	0.87	0.90	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	0.03	0.00	0.97	1.00	1.00	0.00	0.00	0.96	0.04
Final Sat.:	0	0	0	51	0	1507	1615	1800	0	0	1727	64
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.38	0.06	0.12	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.17	0.47	0.00	0.00	0.30	0.30
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.87	0.36	0.25	0.00	0.00	0.87	0.87
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	27.8	23.0	9.7	0.0	0.0	34.5	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:	0.0	0.0	0.0	27.8	0.0	27.8	23.0	9.7	0.0	0.0	34.5	34.5
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	14	0	14	2	2	0	0	12	12

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
Lanes:	0 0	0	0 0	0	0	1! 0	0	1	0 0	0	0	0 1 0
Volume Module:												
Base Vol:	0	0	0	24	0	172	274	202	0	0	161	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	28	0	198	315	232	0	0	185	28
Added Vol:	0	0	0	0	0	26	52	124	0	0	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	224	367	356	0	0	257	28
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	29	0	236	386	375	0	0	271	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	236	386	375	0	0	271	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	236	386	375	0	0	271	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.83	1.00	0.88	0.90	1.00	1.00	0.94	0.99	0.99
Lanes:	0.00	0.00	0.00	0.12	0.00	0.88	1.00	1.00	0.00	0.00	0.90	0.10
Final Sat.:	0	0	0	172	0	1394	1615	1800	0	0	1604	172
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.24	0.21	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.37	0.64	0.00	0.00	0.26	0.26
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.64	0.64	0.33	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	23.0	17.8	5.2	0.0	0.0	22.6	22.6
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:	0.0	0.0	0.0	23.0	0.0	23.0	17.8	5.2	0.0	0.0	22.6	22.6
LOS by Move:	A	A	A	C	A	C	B	A	A	A	C	C
HCM2kAvgQ:	0	0	0	6	0	6	7	3	0	0	6	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
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	1 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	287	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	181	0	0	330	0
Added Vol:	0	0	0	106	0	115	25	11	0	0	4	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	0	115	25	192	0	0	334	23
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	112	0	121	26	202	0	0	352	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	121	26	202	0	0	352	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	121	26	202	0	0	352	24
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	529	0	640	577	632	0	0	654	741
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.21	xxxx	0.19	0.05	0.32	xxxx	xxxx	0.54	0.03
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	9.1	9.0	10.7	0.0	0.0	14.0	7.6
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	10.8	0.0	9.1	9.0	10.7	0.0	0.0	14.0	7.6
LOS by Move:	*	*	*	B	*	A	A	B	*	*	B	A
ApproachDel:	xxxxxx			9.9			10.5			13.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.9			10.5			13.6		
LOS by Appr:	*			A			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.4	0.0	0.0	1.1	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
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	1 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	226	0	0	185	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	260	0	0	213	0
Added Vol:	0	0	0	53	0	57	113	11	0	0	15	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	0	57	113	271	0	0	228	104
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	56	0	60	119	285	0	0	240	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	60	119	285	0	0	240	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	60	119	285	0	0	240	109
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	511	0	614	625	688	0	0	676	774
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.11	xxxx	0.10	0.19	0.41	xxxx	xxxx	0.35	0.14
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.1	0.0	8.7	9.7	11.4	0.0	0.0	10.7	8.0
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	0.0	0.0	10.1	0.0	8.7	9.7	11.4	0.0	0.0	10.7	8.0
LOS by Move:	*	*	*	B	*	A	A	B	*	*	B	A
ApproachDel:	xxxxxx			9.3			10.9			9.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.3			10.9			9.8		
LOS by Appr:	*			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	0.2	0.7	0.0	0.0	0.5	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	5	5	43	5	8	14	25	26	8	30	90
Added Vol:	0	0	0	0	0	0	0	8	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	5	43	5	8	14	33	26	8	33	90
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:	12	5	5	45	5	8	15	35	28	8	35	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	5	45	5	8	15	35	28	8	35	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	5	45	5	8	15	35	28	8	35	94
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:	0.56	0.22	0.22	0.77	0.08	0.15	0.19	0.45	0.36	0.06	0.25	0.69
Final Sat.:	437	175	175	604	65	114	164	396	315	58	237	646
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.09	0.09	0.09	0.15	0.15	0.15
Crit Moves:		****			****			****			****	
Delay/Veh:	7.5	7.5	7.5	7.7	7.7	7.7	7.4	7.4	7.4	7.4	7.4	7.4
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:	7.5	7.5	7.5	7.7	7.7	7.7	7.4	7.4	7.4	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.7			7.4			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.7			7.4			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.097
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	8	8	10	15	2	5	6	46	6	5	44	24
Added Vol:	0	0	0	0	0	0	0	8	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	10	15	2	5	6	54	6	5	55	24
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:	8	8	11	16	2	5	6	57	6	5	58	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	11	16	2	5	6	57	6	5	58	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	11	16	2	5	6	57	6	5	58	25
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:	0.30	0.30	0.40	0.68	0.11	0.21	0.09	0.82	0.09	0.05	0.66	0.29
Final Sat.:	260	260	334	560	86	172	77	722	77	50	595	263
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	7.2	7.2	7.2	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3
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:	7.2	7.2	7.2	7.4	7.4	7.4	7.4	7.4	7.4	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			7.4			7.4			7.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			7.4			7.4			7.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 83.1 Worst Case Level Of Service: F[198.4]

****

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 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	89	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	371	35	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	0	0	321	0	19	0	81	2	390	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	19	0	81	2	390	36	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	899	900	36	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	312	280	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	250	209	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.28	0.00	0.02	xxxx	xxxx	xxxx	0.26	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	262	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	198	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			198.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 130 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0 0	0	1	0 1!	0 0	0	0 0	0 1	0	1 0	1 0 0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	89	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	371	35	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	0	0	321	0	19	0	81	2	390	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	19	0	81	2	390	36	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
FinalVolume:	0	0	0	321	0	19	0	81	2	390	36	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.94	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	0.00	0.97	0.03	1.00	1.00	0.00
Final Sat.:	0	0	0	3053	0	174	0	1741	52	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.05	0.05	0.24	0.02	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.12	0.12	0.57	0.69	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.42	0.00	0.40	0.40	0.42	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	39.7	0.0	40.0	0.0	54.6	54.6	15.8	6.4	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	0.0	0.0	39.7	0.0	40.0	0.0	54.6	54.6	15.8	6.4	0.0
LOS by Move:	A	A	A	D	A	D	A	D	D	B	A	A
HCM2kAvgQ:	0	0	0	6	0	6	0	3	3	9	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 687.6 Worst Case Level Of Service: F[1115.8]

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			0 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	352	63	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	0	0	834	0	30	0	103	2	371	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	834	0	30	0	103	2	371	67	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	912	913	67	xxxx	xxxx	xxxxx	105	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	306	275	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	248	207	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.36	0.00	0.03	xxxx	xxxx	xxxx	0.25	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	255	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	80.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1116	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			1115.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle:	130	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	352	63	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	0	0	834	0	30	0	103	2	371	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	30	0	103	2	371	67	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
FinalVolume:	0	0	0	834	0	30	0	103	2	371	67	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.94	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.94	0.00	0.06	0.00	0.98	0.02	1.00	1.00	0.00
Final Sat.:	0	0	0	3124	0	110	0	1753	41	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.28	0.00	0.06	0.06	0.23	0.04	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.46	0.00	0.12	0.12	0.38	0.50	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.60	0.00	0.51	0.51	0.60	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	27.1	0.0	56.1	56.1	34.1	17.2	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	0.0	0.0	26.7	0.0	27.1	0.0	56.1	56.1	34.1	17.2	0.0
LOS by Move:	A	A	A	C	A	C	A	E	E	C	B	A
HCM2kAvgQ:	0	0	0	14	0	14	0	5	5	13	1	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 1.8 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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	1 0 1	0	0	0 0 1	0	1
Volume Module:												
Base Vol:	5	0	145	0	0	0	30	302	0	0	270	586
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	6	0	167	0	0	0	35	347	0	0	311	674
Added Vol:	0	0	19	0	0	0	0	0	0	0	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	186	0	0	0	35	347	0	0	400	674
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:	6	0	196	0	0	0	36	366	0	0	421	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	196	0	0	0	36	366	0	0	421	709
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1213	1568	366	xxxx	xxxx	xxxxx	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	203	112	684	xxxx	xxxx	xxxxx	626	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	194	106	684	xxxx	xxxx	xxxxx	626	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.29	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	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	636	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	0	7	0	0	0	10	15	0		0	15	15	
Lanes:	0 0	1! 0	0	0 0	0	0 0	1 0	2	0 0		0 0	1	0	1
Volume Module:														
Base Vol:	5	0	145	0	0	0	30	302	0		0	270		586
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15		1.15
Initial Bse:	6	0	167	0	0	0	35	347	0		0	311		674
Added Vol:	0	0	19	0	0	0	0	0	0		0	89		0
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0		0
Initial Fut:	6	0	186	0	0	0	35	347	0		0	400		674
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:	6	0	196	0	0	0	36	366	0		0	421		709
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0		0
Reduced Vol:	6	0	196	0	0	0	36	366	0		0	421		709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	6	0	196	0	0	0	36	366	0		0	421		709
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800		1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00		0.94	1.00		0.85
Lanes:	0.03	0.00	0.97	0.00	0.00	0.00	1.00	2.00	0.00		0.00	1.00		1.00
Final Sat.:	47	0	1513	0	0	0	1615	3600	0		0	1800		1530
Capacity Analysis Module:														
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.02	0.10	0.00		0.00	0.23		0.46
Crit Moves:	****						****							****
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.13	0.75	0.00		0.00	0.63		0.63
Volume/Cap:	0.74	0.00	0.74	0.00	0.00	0.00	0.18	0.14	0.00		0.00	0.37		0.74
Delay/Veh:	41.7	0.0	41.7	0.0	0.0	0.0	31.8	2.8	0.0		0.0	7.5		13.6
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:	41.7	0.0	41.7	0.0	0.0	0.0	31.8	2.8	0.0		0.0	7.5		13.6
LOS by Move:	D	A	D	A	A	A	C	A	A		A	A		B
HCM2kAvgQ:	7	0	7	0	0	0	1	1	0		0	5		14

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

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Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 40.9 Worst Case Level Of Service: F[209.5]

****

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	8	0 280		0	0	0	32	742	0				0	315	380			
Growth Adj:	1.15	1.15 1.15		1.15	1.15 1.15		1.15	1.15 1.15					1.15	1.15 1.15				
Initial Bse:	9	0 322		0	0	0	37	853	0				0	362	437			
Added Vol:	0	0 87		0	0	0	0	0	0				0	44	0			
PasserByVol:	0	0 0		0	0	0	0	0	0				0	0	0			
Initial Fut:	9	0 409		0	0	0	37	853	0				0	406	437			
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:	10	0 431		0	0	0	39	898	0				0	428	460			
Reduct Vol:	0	0 0		0	0	0	0	0	0				0	0	0			
FinalVolume:	10	0 431		0	0	0	39	898	0				0	428	460			
Critical Gap Module:																		
Critical Gp:	6.4	6.5 6.2		xxxxx	xxxx xxxxx		4.1	xxxx xxxxx		xxxxx	xxxx xxxxx							
FollowUpTim:	3.5	4.0 3.3		xxxxx	xxxx xxxxx		2.2	xxxx xxxxx		xxxxx	xxxx xxxxx							
Capacity Module:																		
Cnflict Vol:	1633	1863 898		xxxx	xxxx xxxxx		888	xxxx xxxxx		xxxx	xxxx xxxxx							
Potent Cap.:	113	74 341		xxxx	xxxx xxxxx		771	xxxx xxxxx		xxxx	xxxx xxxxx							
Move Cap.:	108	70 341		xxxx	xxxx xxxxx		771	xxxx xxxxx		xxxx	xxxx xxxxx							
Volume/Cap:	0.09	0.00 1.26		xxxx	xxxx xxxx		0.05	xxxx xxxx		xxxx	xxxx xxxx							
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx xxxxx		xxxx	xxxx xxxxx		0.2	xxxx xxxxx		xxxx	xxxx xxxxx							
Control Del:	xxxxx	xxxx xxxxx		xxxxx	xxxx xxxxx		9.9	xxxx xxxxx		xxxxx	xxxx xxxxx							
LOS by Move:	*	* *		*	* *		A	* *		*	* *							
Movement:	LT -	LTR - RT		LT -	LTR - RT		LT -	LTR - RT		LT -	LTR - RT							
Shared Cap.:	xxxx	325 xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx xxxxx		xxxx	xxxx xxxxx							
SharedQueue:	xxxxx	21.9 xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx xxxxx							
Shrd ConDel:	xxxxx	210 xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx xxxxx		xxxxx	xxxx xxxxx							
Shared LOS:	*	F *		*	* *		*	* *		*	* *							
ApproachDel:	209.5			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	F			*			*			*								

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	15	0	0	15	15
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	8	0	280	0	0	0	32	742	0	0	315	380
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	0	322	0	0	0	37	853	0	0	362	437
Added Vol:	0	0	87	0	0	0	0	0	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	409	0	0	0	37	853	0	0	406	437
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:	10	0	431	0	0	0	39	898	0	0	428	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	431	0	0	0	39	898	0	0	428	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	431	0	0	0	39	898	0	0	428	460
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	0.02	0.00	0.98	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	34	0	1525	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.02	0.25	0.00	0.00	0.24	0.30
Crit Moves:			****				****					****
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.13	0.54	0.00	0.00	0.41	0.41
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.19	0.46	0.00	0.00	0.58	0.73
Delay/Veh:	25.4	0.0	25.4	0.0	0.0	0.0	31.8	11.6	0.0	0.0	19.2	24.0
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:	25.4	0.0	25.4	0.0	0.0	0.0	31.8	11.6	0.0	0.0	19.2	24.0
LOS by Move:	C	A	C	A	A	A	C	B	A	A	B	C
HCM2kAvgQ:	11	0	11	0	0	0	1	7	0	0	9	11

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[17.0]

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			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	143	0	0	486	51
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	69	0	38	21	164	0	0	559	59
Added Vol:	0	0	0	8	0	0	0	21	0	0	4	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	0	38	21	185	0	0	563	62
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	81	0	40	22	195	0	0	593	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	81	0	40	22	195	0	0	593	65
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	831	xxxx	593	657	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	342	xxxx	510	940	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	336	xxxx	510	940	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.1	xxxx	12.7	8.9	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[16.3]

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	64	0	15	25	325	0	0	227	59
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	74	0	17	29	374	0	0	261	68
Added Vol:	0	0	0	8	0	0	0	10	0	0	20	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	0	17	29	384	0	0	281	79
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	86	0	18	30	404	0	0	296	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	86	0	18	30	404	0	0	296	83
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	760	xxxx	296	379	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	377	xxxx	748	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	369	xxxx	748	1191	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	17.7	xxxx	9.9	8.1	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			16.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 70 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	142	109	42	29	93	160	83	258	106	41	554	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	163	125	48	33	107	184	95	297	122	47	637	55
Added Vol:	0	4	0	13	15	89	19	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	129	48	46	122	273	114	297	122	47	637	59
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:	172	136	51	49	128	287	120	312	128	50	671	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	136	51	49	128	287	120	312	128	50	671	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	136	51	49	128	287	120	312	128	50	671	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.61	0.96	0.96	0.59	1.00	0.85	0.29	1.00	0.85	0.46	0.99	0.99
Lanes:	1.00	1.46	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1098	2514	939	1068	1800	1530	527	1800	1530	826	3251	302
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.05	0.07	0.19	0.23	0.17	0.08	0.06	0.21	0.21
Crit Moves:						****	****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.37	0.13	0.13	0.11	0.17	0.44	0.44	0.34	0.16	0.12	0.40	0.40
Delay/Veh:	14.2	12.3	12.3	12.2	12.6	14.7	11.7	10.1	9.0	8.8	10.4	10.4
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:	14.2	12.3	12.3	12.2	12.6	14.7	11.7	10.1	9.0	8.8	10.4	10.4
LOS by Move:	B	B	B	B	B	B	B	B	A	A	B	B
HCM2kAvgQ:	3	1	1	1	2	5	2	4	2	1	5	5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 70 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	129	130	83	62	121	118	171	689	162	50	448	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	150	95	71	139	136	197	792	186	57	515	57
Added Vol:	0	17	0	9	10	44	87	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	167	95	80	149	180	284	792	186	57	515	73
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:	156	175	100	85	157	189	299	834	196	61	542	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	175	100	85	157	189	299	834	196	61	542	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	175	100	85	157	189	299	834	196	61	542	76
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.55	0.95	0.95	0.51	1.00	0.85	0.37	1.00	0.85	0.17	0.98	0.98
Lanes:	1.00	1.27	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.75	0.25
Final Sat.:	988	2162	1240	909	1800	1530	663	1800	1530	297	3099	436
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.08	0.09	0.09	0.12	0.45	0.46	0.13	0.20	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.48	0.25	0.25	0.28	0.27	0.38	0.73	0.75	0.21	0.33	0.28	0.28
Delay/Veh:	19.9	17.3	17.3	17.9	17.5	18.5	16.2	12.7	6.1	7.6	6.4	6.4
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:	19.9	17.3	17.3	17.9	17.5	18.5	16.2	12.7	6.1	7.6	6.4	6.4
LOS by Move:	B	B	B	B	B	B	B	B	A	A	A	A
HCM2kAvgQ:	3	2	2	2	3	3	7	14	2	1	3	3

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.234
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 70 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	21	21		10	21	21		27	27	27		27	27	27	
Lanes:	1	0 1	0	1	1	0 2	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	22	150	53		35	96	22		21	14	26		67	23	84	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	25	173	61		40	110	25		24	16	30		77	26	97	
Added Vol:	0	3	0		4	11	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	176	61		44	121	25		24	16	30		77	26	98	
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:	27	185	64		47	128	27		25	17	31		81	28	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	185	64		47	128	27		25	17	31		81	28	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	27	185	64		47	128	27		25	17	31		81	28	103	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.90	1.00	0.85		0.60	0.90	0.90		0.69	0.88	0.88	
Lanes:	1.00	1.00	1.00		1.00	2.00	1.00		1.00	0.35	0.65		1.00	0.21	0.79	
Final Sat.:	1615	1800	1530		1615	3600	1530		1078	569	1057		1239	339	1249	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.04		0.03	0.04	0.02		0.02	0.03	0.03		0.07	0.08	0.08	
Crit Moves:		****			****									****		
Green/Cycle:	0.17	0.39	0.39		0.14	0.36	0.36		0.39	0.39	0.39		0.39	0.39	0.39	
Volume/Cap:	0.10	0.27	0.11		0.20	0.10	0.05		0.06	0.08	0.08		0.17	0.21	0.21	
Delay/Veh:	24.6	14.9	13.9		26.9	15.0	14.7		13.6	13.7	13.7		14.3	14.6	14.6	
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:	24.6	14.9	13.9		26.9	15.0	14.7		13.6	13.7	13.7		14.3	14.6	14.6	
LOS by Move:	C	B	B		C	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	1	3	1		1	1	0		0	1	1		1	2	2	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 70 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	21	21		10	21	21		27	27	27		27	27	27	
Lanes:	1 0	1 0	1		1 0	2 0	1		1 0	0 1	0		1 0	0 1	0	
Volume Module:																
Base Vol:	40	235	80		43	198	40		33	35	47		68	15	67	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	46	270	92		49	228	46		38	40	54		78	17	77	
Added Vol:	0	12	0		3	7	0		0	0	0		0	0	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	46	282	92		52	235	46		38	40	54		78	17	82	
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:	48	297	97		55	247	48		40	42	57		82	18	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	297	97		55	247	48		40	42	57		82	18	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	297	97		55	247	48		40	42	57		82	18	86	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.90	1.00	0.85		0.63	0.91	0.91		0.64	0.88	0.88	
Lanes:	1.00	1.00	1.00		1.00	2.00	1.00		1.00	0.43	0.57		1.00	0.17	0.83	
Final Sat.:	1615	1800	1530		1615	3600	1530		1137	702	943		1153	274	1303	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.17	0.06		0.03	0.07	0.03		0.04	0.06	0.06		0.07	0.07	0.07	
Crit Moves:		****			****									****		
Green/Cycle:	0.17	0.39	0.39		0.14	0.36	0.36		0.39	0.39	0.39		0.39	0.39	0.39	
Volume/Cap:	0.18	0.43	0.16		0.24	0.19	0.09		0.09	0.16	0.16		0.19	0.17	0.17	
Delay/Veh:	25.1	16.2	14.2		27.2	15.6	15.0		13.8	14.2	14.2		14.4	14.3	14.3	
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:	25.1	16.2	14.2		27.2	15.6	15.0		13.8	14.2	14.2		14.4	14.3	14.3	
LOS by Move:	C	B	B		C	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	1	5	1		1	2	1		1	1	1		1	2	2	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	94	138	37	39	145	141	55	122	171	43	392	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	108	159	43	45	167	162	63	140	197	49	451	60
Added Vol:	2	0	0	0	0	2	6	16	6	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	159	43	45	167	164	69	156	203	49	455	60
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:	116	167	45	47	176	173	73	165	213	52	479	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	167	45	47	176	173	73	165	213	52	479	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	167	45	47	176	173	73	165	213	52	479	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2748	737	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.10	0.11	0.05	0.09	0.14	0.03	0.27	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.57	0.21	0.21	0.23	0.34	0.39	0.36	0.27	0.41	0.22	0.73	0.11
Delay/Veh:	37.0	21.7	21.7	32.1	22.9	23.5	33.2	19.4	20.8	30.5	26.5	17.0
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:	37.0	21.7	21.7	32.1	22.9	23.5	33.2	19.4	20.8	30.5	26.5	17.0
LOS by Move:	D	C	C	C	C	C	C	B	C	C	C	B
HCM2kAvgQ:	4	2	2	1	4	4	2	3	4	1	12	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 80 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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	166	178	63	91	199	95	120	296	183	71	199	48
Added Vol:	7	0	0	0	0	7	5	9	5	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	178	63	91	199	102	125	305	188	71	216	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:	182	188	67	96	209	108	131	321	198	75	227	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	188	67	96	209	108	131	321	198	75	227	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	188	67	96	209	108	131	321	198	75	227	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.06	0.12	0.07	0.08	0.18	0.13	0.05	0.13	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.33	0.33	0.14	0.29	0.29	0.13	0.30	0.30	0.13	0.30	0.30
Volume/Cap:	0.60	0.22	0.22	0.41	0.40	0.25	0.63	0.60	0.43	0.37	0.43	0.11
Delay/Veh:	32.9	19.4	19.4	32.3	23.5	22.1	39.3	25.8	23.2	33.3	23.3	20.7
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:	32.9	19.4	19.4	32.3	23.5	22.1	39.3	25.8	23.2	33.3	23.3	20.7
LOS by Move:	C	B	B	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	5	2	2	3	4	2	4	7	4	2	5	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	17	91	17	15	92	224	111	185	19	16	429	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	105	20	17	106	258	128	213	22	18	493	55
Added Vol:	0	0	0	0	0	1	4	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	105	20	17	106	259	132	222	22	18	495	55
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:	21	110	21	18	111	272	139	233	23	19	521	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	110	21	18	111	272	139	233	23	19	521	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	110	21	18	111	272	139	233	23	19	521	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.58	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1034	1800	1530	1037	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.02	0.06	0.18	0.09	0.13	0.02	0.01	0.29	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.34	0.34	0.70	0.43	0.43
Volume/Cap:	0.08	0.23	0.05	0.07	0.24	0.68	0.24	0.38	0.04	0.02	0.68	0.09
Delay/Veh:	27.9	29.2	27.6	27.8	29.2	37.7	10.4	25.5	22.2	5.1	25.5	17.1
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:	27.9	29.2	27.6	27.8	29.2	37.7	10.4	25.5	22.2	5.1	25.5	17.1
LOS by Move:	C	C	C	C	C	D	B	C	C	A	C	B
HCM2kAvgQ:	1	3	0	0	3	9	2	6	0	0	14	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	37
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	160	48	48	159	175	282	618	21	37	400	43
Added Vol:	0	0	0	0	0	5	3	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	160	48	48	159	180	285	624	21	37	410	43
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:	18	168	51	51	167	189	300	656	22	39	432	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	168	51	51	167	189	300	656	22	39	432	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	168	51	51	167	189	300	656	22	39	432	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	1.00	0.85	0.47	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	848	1800	1530	845	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.03	0.06	0.09	0.12	0.19	0.36	0.01	0.02	0.24	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.60	0.34	0.34
Volume/Cap:	0.09	0.37	0.13	0.24	0.37	0.49	0.43	0.83	0.03	0.08	0.70	0.08
Delay/Veh:	28.9	31.5	29.3	30.5	31.5	33.1	8.9	32.0	15.9	10.7	31.7	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:	28.9	31.5	29.3	30.5	31.5	33.1	8.9	32.0	15.9	10.7	31.7	22.2
LOS by Move:	C	C	C	C	C	C	A	C	B	B	C	C
HCM2kAvgQ:	1	4	1	2	4	5	4	20	0	1	12	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	7	93	60	14	89	26	25	91	13	82	161	26
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	93	60	14	89	26	25	95	13	82	162	26
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:	7	98	63	15	93	28	27	100	13	86	171	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	98	63	15	93	28	27	100	13	86	171	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	98	63	15	93	28	27	100	13	86	171	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.59	0.37	0.11	0.69	0.20	0.19	0.71	0.10	0.30	0.60	0.10
Final Sat.:	30	399	256	71	454	135	129	483	64	216	428	70
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.21	0.21	0.21	0.21	0.21	0.21	0.40	0.40	0.40
Crit Moves:		****			****			****			****	
Delay/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	9.2	9.2	9.2	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.2	9.2	9.2	9.2	9.2	9.2	10.8	10.8	10.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.3			9.2			9.2			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			9.2			9.2			10.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.6	0.6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	155	131	22	129	43	37	118	26	62	110	30
Added Vol:	0	0	0	0	0	0	0	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	155	131	22	129	43	37	121	26	62	115	30
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:	11	163	138	23	136	45	39	128	28	65	121	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	163	138	23	136	45	39	128	28	65	121	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	163	138	23	136	45	39	128	28	65	121	31
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:	0.03	0.53	0.44	0.11	0.67	0.22	0.20	0.66	0.14	0.30	0.56	0.14
Final Sat.:	23	352	297	70	415	137	120	395	86	182	338	88
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.33	0.33	0.33	0.32	0.32	0.32	0.36	0.36	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	11.9	11.9	11.9	10.6	10.6	10.6	10.8	10.8	10.8	11.2	11.2	11.2
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:	11.9	11.9	11.9	10.6	10.6	10.6	10.8	10.8	10.8	11.2	11.2	11.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.9			10.6			10.8			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			10.6			10.8			11.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	1	4	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	77	53	224	15	12	435	25
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:	19	74	18	23	48	81	56	235	16	12	457	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	81	56	235	16	12	457	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	81	56	235	16	12	457	27
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:	0.17	0.67	0.16	1.00	0.37	0.63	0.18	0.77	0.05	0.02	0.93	0.05
Final Sat.:	89	338	83	459	195	326	117	490	33	17	635	37
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.05	0.25	0.25	0.48	0.48	0.48	0.72	0.72	0.72
Crit Moves:		****			****		****				****	
Delay/Veh:	10.7	10.7	10.7	10.2	10.7	10.7	12.9	12.9	12.9	19.4	19.4	19.4
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:	10.7	10.7	10.7	10.2	10.7	10.7	12.9	12.9	12.9	19.4	19.4	19.4
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.7			10.6			12.9			19.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			10.6			12.9			19.4	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.3	0.3	0.8	0.8	0.8	2.2	2.2	2.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	70	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	1	4	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	77	53	224	15	12	435	25
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:	19	74	18	23	48	81	56	235	16	12	457	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	81	56	235	16	12	457	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	81	56	235	16	12	457	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.78	0.91	0.91	0.82	0.87	0.87	0.93	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.37	0.63	0.19	0.76	0.05	0.03	0.92	0.05
Final Sat.:	289	1100	270	1409	610	1020	283	1184	79	43	1632	95
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.08	0.08	0.20	0.20	0.20	0.28	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.21	0.21	0.21	0.05	0.25	0.25	0.32	0.32	0.32	0.45	0.45	0.45
Delay/Veh:	17.8	17.8	17.8	16.8	18.1	18.1	6.2	6.2	6.2	7.0	7.0	7.0
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:	17.8	17.8	17.8	16.8	18.1	18.1	6.2	6.2	6.2	7.0	7.0	7.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	2	2	3	3	3	6	6	6

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
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	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	5	3	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	104	111	481	47	14	264	17
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:	34	107	21	22	70	109	117	507	50	15	278	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	109	117	507	50	15	278	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	109	117	507	50	15	278	18
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:	0.21	0.66	0.13	1.00	0.39	0.61	0.17	0.76	0.07	0.05	0.89	0.06
Final Sat.:	103	322	62	441	194	303	110	477	47	27	508	33
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.05	0.36	0.36	1.06	1.06	1.06	0.55	0.55	0.55
Crit Moves:		****				****	****				****	
Delay/Veh:	13.3	13.3	13.3	11.0	13.3	13.3	76.4	76.4	76.4	16.0	16.0	16.0
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:	13.3	13.3	13.3	11.0	13.3	13.3	76.4	76.4	76.4	16.0	16.0	16.0
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		13.3			13.1			76.4			16.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.3			13.1			76.4			16.0	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.5	0.5	11.9	11.9	11.9	1.1	1.1	1.1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

****

Intersection #47 California St. (NS) / County Line Rd. (EW)

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	22		22		22		22		22		22		19		19		19		19		19		19	
Lanes:	0	0	1!	0	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	28		88		17		18		58		86		94		416		41		12		225		15	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	32		101		20		21		67		99		108		478		47		14		259		17	
Added Vol:	0		0		0		0		0		5		3		3		0		0		5		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	32		101		20		21		67		104		111		481		47		14		264		17	
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:	34		107		21		22		70		109		117		507		50		15		278		18	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	34		107		21		22		70		109		117		507		50		15		278		18	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	34		107		21		22		70		109		117		507		50		15		278		18	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.86		0.91		0.91		0.77		0.91		0.91		0.83		0.88		0.88		0.91		0.96		0.96	
Lanes:	0.22		0.65		0.13		1.00		0.39		0.61		0.18		0.75		0.07		0.05		0.89		0.06	
Final Sat.:	340		1067		206		1385		640		996		272		1178		115		81		1545		101	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.10		0.10		0.02		0.11		0.11		0.43		0.43		0.43		0.18		0.18		0.18	
Crit Moves:									****						****									
Green/Cycle:	0.31		0.31		0.31		0.31		0.31		0.31		0.63		0.63		0.63		0.63		0.63		0.63	
Volume/Cap:	0.32		0.32		0.32		0.05		0.35		0.35		0.68		0.68		0.68		0.29		0.29		0.29	
Delay/Veh:	18.6		18.6		18.6		16.8		18.9		18.9		10.5		10.5		10.5		6.0		6.0		6.0	
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:	18.6		18.6		18.6		16.8		18.9		18.9		10.5		10.5		10.5		6.0		6.0		6.0	
LOS by Move:	B		B		B		B		B		B		B		B		B		A		A		A	
HCM2kAvgQ:	3		3		3		0		3		3		11		11		11		3		3		3	

****

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

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[166.1]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	xxxx	xxxxx
Potent Cap.:	589	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Move Cap.:	569	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Volume/Cap:	1.31	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	31.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	174.3	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	166.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	39	0	0	0	0	45	99	65	201	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	
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.90 1.00	0.85		0.94 1.00	1.00		0.94 0.91	0.91		0.90 1.00	1.00	
Lanes:	1.00 0.00	1.00		0.00 0.00	0.00		0.00 0.31	0.69		1.00 1.00	0.00	
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.46 0.00	0.03		0.00 0.00	0.00		0.00 0.09	0.09		0.04 0.11	0.00	
Crit Moves:	****							****		****		
Green/Cycle:	0.61 0.00	0.61		0.00 0.00	0.00		0.00 0.26	0.26		0.08 0.34	0.00	
Volume/Cap:	0.76 0.00	0.04		0.00 0.00	0.00		0.00 0.34	0.34		0.49 0.33	0.00	
Delay/Veh:	20.6 0.0	9.5		0.0 0.0	0.0		0.0 36.7	36.7		55.3 29.6	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:	20.6 0.0	9.5		0.0 0.0	0.0		0.0 36.7	36.7		55.3 29.6	0.0	
LOS by Move:	C	A	A	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	22	0	1	0	0	0	0	4	4	3	5	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.8]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	676	xxxx	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	651	xxxx	xxxxx
Potent Cap.:	422	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Move Cap.:	398	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	21.6	xxxx	11.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	67	0	0	0	0	188	464	69	119	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
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.08	0.76	0.00
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.51	0.09	0.00
Delay/Veh:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	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:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	13	13	3	1	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	288	347	53	30	260	229	137	56	145	61	138	28
Added Vol:	0	3	3	0	1	1	2	2	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	350	56	30	261	230	139	58	145	62	139	28
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:	303	369	59	31	275	242	146	61	153	65	146	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	369	59	31	275	242	146	61	153	65	146	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	369	59	31	275	242	146	61	153	65	146	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.04	0.02	0.08	0.16	0.09	0.03	0.10	0.04	0.08	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.81	0.30	0.11	0.13	0.30	0.62	0.81	0.11	0.32	0.36	0.26	0.06
Delay/Veh:	44.8	22.0	20.5	33.6	27.2	32.6	61.7	22.1	24.1	38.3	23.5	21.8
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:	44.8	22.0	20.5	33.6	27.2	32.6	61.7	22.1	24.1	38.3	23.5	21.8
LOS by Move:	D	C	C	C	C	C	E	C	C	D	C	C
HCM2kAvgQ:	11	4	1	1	3	7	6	1	3	2	3	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	131	285	31	55	346	145	253	170	175	41	94	57
Added Vol:	0	1	1	0	3	2	2	2	0	3	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	286	32	55	349	147	255	172	175	44	96	57
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:	138	301	34	58	368	155	268	181	184	47	101	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	301	34	58	368	155	268	181	184	47	101	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	301	34	58	368	155	268	181	184	47	101	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.04	0.10	0.10	0.17	0.10	0.12	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.73	0.32	0.08	0.32	0.40	0.40	0.73	0.25	0.30	0.20	0.18	0.13
Delay/Veh:	51.9	27.1	25.3	37.7	28.1	28.4	39.5	18.4	18.9	34.6	22.8	22.4
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:	51.9	27.1	25.3	37.7	28.1	28.4	39.5	18.4	18.9	34.6	22.8	22.4
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	6	4	1	2	4	4	9	3	4	1	2	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	117	206	52	43	150	162	92	248	81	71	467	51
Added Vol:	1	9	0	0	2	1	2	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	215	52	43	152	163	94	248	83	71	467	51
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	226	54	45	159	172	99	261	87	75	491	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	226	54	45	159	172	99	261	87	75	491	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	226	54	45	159	172	99	261	87	75	491	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.51	0.97	0.97	0.33	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	0.29	0.71	1.00	0.25	1.58	0.17
Final Sat.:	913	1409	339	586	1800	1530	479	1267	1530	425	2781	301
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.08	0.09	0.11	0.21	0.21	0.06	0.18	0.18	0.18
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.35	0.35	0.35	0.30	0.30	0.30
Volume/Cap:	0.49	0.58	0.58	0.28	0.32	0.41	0.58	0.58	0.16	0.58	0.58	0.58
Delay/Veh:	28.9	29.9	29.9	26.5	26.3	27.2	25.1	25.1	20.0	27.4	27.4	27.4
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:	28.9	29.9	29.9	26.5	26.3	27.2	25.1	25.1	20.0	27.4	27.4	27.4
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	7	7	1	4	4	9	9	2	8	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 90 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:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	1	0	0	1	0		1	0	1	0	1		0	1	0	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	87	133		44			39	195		59			131	416		106			67	268		20		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	100	153		51			45	224		68			151	478		122			77	308		23		
Added Vol:	2	4		0			0	9		2			2	0		2			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	102	157		51			45	233		70			153	478		124			77	308		23		
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:	107	165		53			47	246		74			161	504		130			81	324		24		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	107	165		53			47	246		74			161	504		130			81	324		24		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	107	165		53			47	246		74			161	504		130			81	324		24		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.33	0.96		0.96			0.37	1.00		0.85			0.93	0.99		0.85			0.93	0.98		0.98		
Lanes:	1.00	0.76		0.24			1.00	1.00		1.00			0.25	0.75		1.00			0.40	1.49		0.11		
Final Sat.:	586	1311		423			671	1800		1530			424	1329		1530			661	2642		197		
Capacity Analysis Module:																								
Vol/Sat:	0.18	0.13		0.13			0.07	0.14		0.05			0.38	0.38		0.09			0.12	0.12		0.12		
Crit Moves:	****												****						****					
Green/Cycle:	0.23	0.23		0.23			0.23	0.23		0.23			0.47	0.47		0.47			0.23	0.23		0.23		
Volume/Cap:	0.78	0.54		0.54			0.30	0.58		0.21			0.81	0.81		0.18			0.53	0.53		0.53		
Delay/Veh:	57.5	31.7		31.7			29.5	32.7		28.1			26.8	26.8		14.1			30.8	30.8		30.8		
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:	57.5	31.7		31.7			29.5	32.7		28.1			26.8	26.8		14.1			30.8	30.8		30.8		
LOS by Move:	E		C		C		C		C		C		C		C		B		C		C		C	
HCM2kAvgQ:	5		6		6		1		7		2		18		18		2		6		6		6	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	3	12	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	44	47	173	18	30	440	132
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:	46	92	13	29	117	47	49	182	19	31	463	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	47	49	182	19	31	463	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	47	49	182	19	31	463	139
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:	0.30	0.61	0.09	0.15	0.61	0.24	0.19	0.73	0.08	0.05	0.73	0.22
Final Sat.:	154	308	45	80	322	128	112	418	44	33	493	148
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.37	0.37	0.37	0.44	0.44	0.44	0.94	0.94	0.94
Crit Moves:		****		****				****			****	
Delay/Veh:	12.2	12.2	12.2	12.8	12.8	12.8	13.1	13.1	13.1	42.9	42.9	42.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	12.8	12.8	12.8	13.1	13.1	13.1	42.9	42.9	42.9
LOS by Move:	B	B	B	B	B	B	B	B	B	E	E	E
ApproachDel:		12.2			12.8			13.1			42.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			12.8			13.1			42.9	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.7	0.7	0.7	6.5	6.5	6.5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 60 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						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	17		17		17		17		17		17		21		21		21		21		21		21	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	38		76		11		24		97		36		30		147		16		26		382		115	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	44		87		13		28		112		41		35		169		18		30		439		132	
Added Vol:	0		0		0		0		0		3		12		4		0		0		1		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	44		87		13		28		112		44		47		173		18		30		440		132	
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:	46		92		13		29		117		47		49		182		19		31		463		139	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	46		92		13		29		117		47		49		182		19		31		463		139	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	46		92		13		29		117		47		49		182		19		31		463		139	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.83		0.88		0.88		0.87		0.92		0.92		0.80		0.85		0.85		0.90		0.95		0.95	
Lanes:	0.31		0.60		0.09		0.16		0.60		0.24		0.20		0.72		0.08		0.05		0.73		0.22	
Final Sat.:	474		949		137		246		994		396		295		1097		117		85		1247		375	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.10		0.10		0.12		0.12		0.12		0.17		0.17		0.17		0.37		0.37		0.37	
Crit Moves:									****												****			
Green/Cycle:	0.28		0.28		0.28		0.28		0.28		0.28		0.65		0.65		0.65		0.65		0.65		0.65	
Volume/Cap:	0.34		0.34		0.34		0.42		0.42		0.42		0.26		0.26		0.26		0.57		0.57		0.57	
Delay/Veh:	17.5		17.5		17.5		18.1		18.1		18.1		4.5		4.5		4.5		6.6		6.6		6.6	
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:	17.5		17.5		17.5		18.1		18.1		18.1		4.5		4.5		4.5		6.6		6.6		6.6	
LOS by Move:	B		B		B		B		B		B		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		3		3		3		2		2		2		7		7		7	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	12	6	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	101	38	397	63	25	261	76
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:	71	53	68	71	94	106	40	418	67	27	275	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	106	40	418	67	27	275	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	106	40	418	67	27	275	80
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:	0.37	0.28	0.35	0.26	0.35	0.39	0.07	0.80	0.13	0.07	0.72	0.21
Final Sat.:	168	125	159	127	168	189	44	456	73	37	384	111
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.56	0.56	0.56	0.92	0.92	0.92	0.72	0.72	0.72
Crit Moves:			****	****				****			****	
Delay/Veh:	14.6	14.6	14.6	17.1	17.1	17.1	42.4	42.4	42.4	22.1	22.1	22.1
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:	14.6	14.6	14.6	17.1	17.1	17.1	42.4	42.4	42.4	22.1	22.1	22.1
LOS by Move:	B	B	B	C	C	C	E	E	E	C	C	C
ApproachDel:		14.6			17.1			42.4			22.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.6			17.1			42.4			22.1	
LOS by Appr:		B			C			E			C	
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	5.3	5.3	5.3	1.9	1.9	1.9

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Improvements

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

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	12	6	3	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	101	38	397	63	25	261	76
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:	71	53	68	71	94	106	40	418	67	27	275	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	106	40	418	67	27	275	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	106	40	418	67	27	275	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.75	0.80	0.80	0.80	0.84	0.84	0.89	0.94	0.94	0.88	0.93	0.93
Lanes:	0.39	0.27	0.34	0.27	0.34	0.39	0.08	0.79	0.13	0.07	0.72	0.21
Final Sat.:	521	389	495	392	519	581	129	1343	214	116	1202	349
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.18	0.18	0.18	0.31	0.31	0.31	0.23	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.40	0.40	0.40	0.53	0.53	0.53	0.53	0.53	0.53	0.39	0.39	0.39
Delay/Veh:	15.5	15.5	15.5	16.8	16.8	16.8	7.9	7.9	7.9	6.8	6.8	6.8
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:	15.5	15.5	15.5	16.8	16.8	16.8	7.9	7.9	7.9	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	4	4	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	41	22	39	43	72	47	184	21	17	355	39
Added Vol:	0	0	0	0	0	0	0	4	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	41	22	39	43	72	47	188	21	17	356	39
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	44	23	41	45	76	50	198	22	18	375	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	23	41	45	76	50	198	22	18	375	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	23	41	45	76	50	198	22	18	375	41
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:	0.26	0.48	0.26	0.25	0.28	0.47	0.18	0.74	0.08	0.04	0.87	0.09
Final Sat.:	141	267	141	150	164	278	123	491	54	30	616	68
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.40	0.40	0.40	0.61	0.61	0.61
Crit Moves:		****				****		****			****	
Delay/Veh:	9.7	9.7	9.7	10.3	10.3	10.3	11.3	11.3	11.3	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.3	10.3	10.3	11.3	11.3	11.3	14.8	14.8	14.8
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.7			10.3			11.3			14.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.3			11.3			14.8	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.6	0.6	0.6	1.4	1.4	1.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch North (2015) Traffic Conditions
With Existing Geometry

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

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
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	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	23		57		16		18		37		51		80		307		41		8		163		8	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	26		66		18		21		43		59		92		353		47		9		187		9	
Added Vol:	0		0		0		0		0		0		0		3		0		0		5		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	26		66		18		21		43		59		92		356		47		9		192		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:	28		69		19		22		45		62		97		375		50		10		203		10	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	28		69		19		22		45		62		97		375		50		10		203		10	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	28		69		19		22		45		62		97		375		50		10		203		10	
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:	0.24		0.59		0.17		0.17		0.35		0.48		0.19		0.72		0.09		0.04		0.92		0.04	
Final Sat.:	131		325		91		96		198		273		135		521		69		28		594		28	
Capacity Analysis Module:																								
Vol/Sat:	0.21		0.21		0.21		0.23		0.23		0.23		0.72		0.72		0.72		0.34		0.34		0.34	
Crit Moves:	****						****						****						****					
Delay/Veh:	10.2		10.2		10.2		10.0		10.0		10.0		18.7		18.7		18.7		10.7		10.7		10.7	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	10.2		10.2		10.2		10.0		10.0		10.0		18.7		18.7		18.7		10.7		10.7		10.7	
LOS by Move:	B		B		B		B		B		B		C		C		C		B		B		B	
ApproachDel:		10.2						10.0						18.7						10.7				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		10.2						10.0						18.7						10.7				
LOS by Appr:		B						B						C						B				
AllWayAvgQ:	0.2		0.2		0.2		0.2		0.2		0.2		2.2		2.2		2.2		0.4		0.4		0.4	

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

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APPENDIX 5.5

2020 With Robinson Ranch North Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/09/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,200** vpd

Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + **4,200** / 1 **3,450**	9,600	6,720	2,400 *	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + **4,200** / 1 **3,450**	14,400	10,080	1,200 *	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 44% B 29%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,900** vpd Minor Street Future ADT = **600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **6,900**	*1* **600**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **6,900**	*1* **600**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 25% B 50%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Avenue E** Critical Approach Speed (Major) 35 mph

Minor Street: **16th Street** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,400** vpd Minor Street Future ADT = **1,200** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,400** / *1* **1,200**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,400** / *1* **1,200**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 30% B 20%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/09/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Dunlap Blvd.**				Critical Approach Speed (Major)	35 mph
Minor Street: **16th Street**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,650** vpd Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied	Urban	Rural	Urban	Rural
XX / XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,650** / *1* **2,300**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied	Urban	Rural	Urban	Rural
XX / XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,650** / *1* **2,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied				
XX / XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A / B	80%		80%	
58% / 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/09/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Outer Hwy. 10 South**				Critical Approach Speed (Major)	35 mph
Minor Street: **16th St.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **5,200** vpd Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,300**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 65% B 43%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/08/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **14th St.**

Minor Street: **Avenue E**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,950** vpd

Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,950**	*1* **1,750**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,950**	*1* **1,750**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	A 73% B 66%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/08/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Calimesa Rd.**
Minor Street: **Oak Ridge Rd.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,000** vpd
Minor Street Future ADT = **800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or
In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **15,000** / *1* **800**	8,000	5,600 *	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2 +*	9,600	6,720	3,200	2,240
1 / *2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **15,000** / *1* **800**	12,000	8,400 *	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2 +*	14,000	10,080	1,600	1,120
1 / *2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 48% B: 94%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/08/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Calimesa Blvd.**

Minor Street: **12th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,200** vpd

Minor Street Future ADT = **100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **14,200** / *1* **100**	8,000	5,600 *	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach: Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **14,200** / *1* **100**	12,000	8,400 *	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 6% B: 12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/08/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Calimesa Blvd**
Minor Street: **Cienaga Rd.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,300** vpd
Minor Street Future ADT = **500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or **RURAL (R)**
In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,300**	1 **500**	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,300**	1 **500**	12,000	8,400 *	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 30% B 59%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/08/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Calimesa Blvd.**
Minor Street: **Wildwood Center Dr.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,300** vpd
Minor Street Future ADT = **3,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,300**	*1* **3,900**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,300**	*1* **3,900**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	69%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/08/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Colorado St.**

Minor Street: **8th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,350** vpd

Minor Street Future ADT = **850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied:	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,350** / *1* **850**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,350** / *1* **850**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 29% B: 20%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RRN**

CALC Michael Lu DATE 05/08/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Cyn. Rd.**

Minor Street: **Colorado St.**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,900** vpd

Minor Street Future ADT = **1,400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,900** / *1* **1,400**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,900** / *1* **1,400**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 58% B: 66%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/08/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Calimesa**
Major Street: **5th St.**
Minor Street: **Avenue L**
Critical Approach Speed (Major) 25 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane
Major Street Future ADT = **5,200** vpd
Minor Street Future ADT = **2,950** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,950**	8,000	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **5,200** / *1* **2,950**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 65% B 43%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RRN
				CALC Michael Lu	DATE 05/08/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: County Line Rd.
Minor Street: Bryant St.
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = 1 lane
Minor Street Approach Lanes 1 lane
Major Street Future ADT = 8,750 vpd
Minor Street Future ADT = 2,050 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **8,750** / 1 **2,050**	8,000 *	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **8,750** / 1 **2,050**	12,000	8,400	1,200 *	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 85% B 73%				

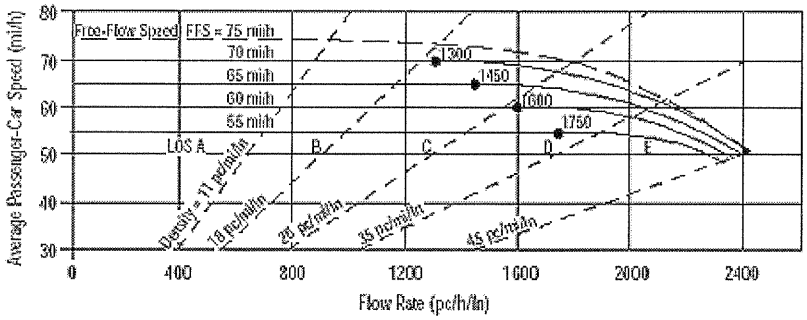
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.6

2020 With Robinson Ranch North Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5776*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1816*	pc/h/ln
S	*67.7*	mi/h
D = v_p / S	*26.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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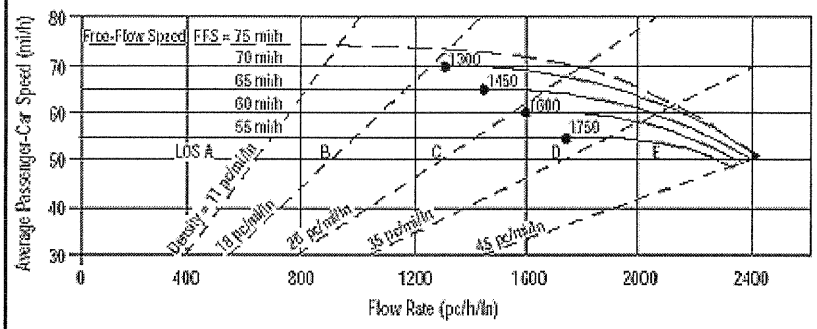
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5910*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1859*	pc/h/ln
S	*67.1*	mi/h
D = v_p / S	*27.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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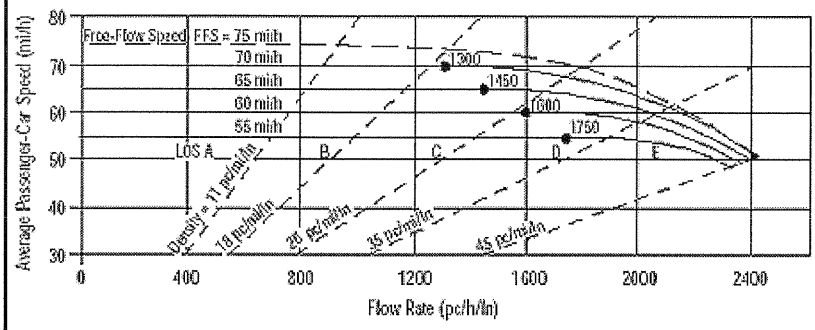
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4646*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1761*	pc/h/ln
S	*68.3*	mi/h
D = v_p / S	*25.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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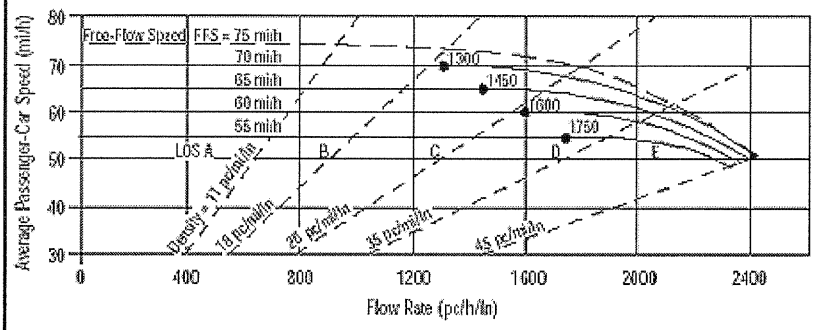
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4780*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1811*	pc/h/ln
S	*67.7*	mi/h
D = v_p / S	*26.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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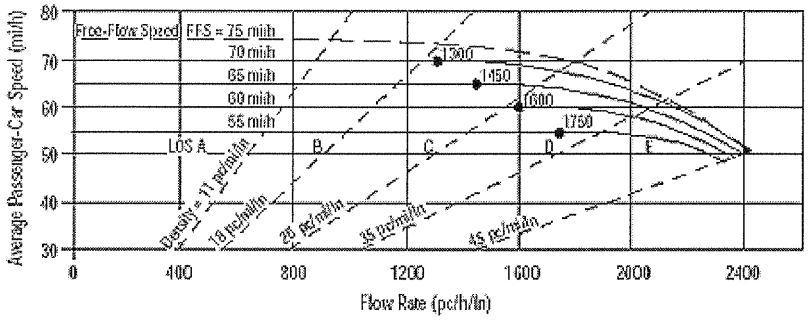

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4350*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1648*	pc/h/ln
S	*69.2*	mi/h
D = v_p / S	*23.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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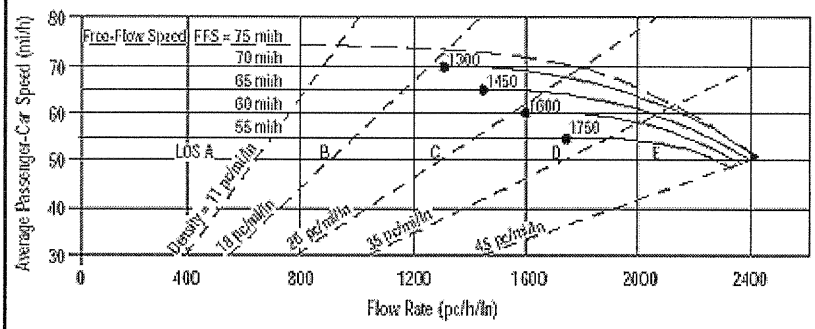

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*Live Oak/County Line (3)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4349*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1648*	pc/h/ln
S	*69.2*	mi/h
D = v_p / S	*23.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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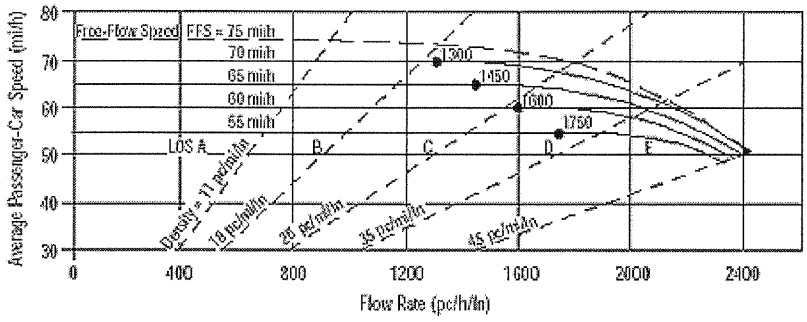

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4105*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1556*	pc/h/ln	Design LOS		
S	*69.6*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*22.3*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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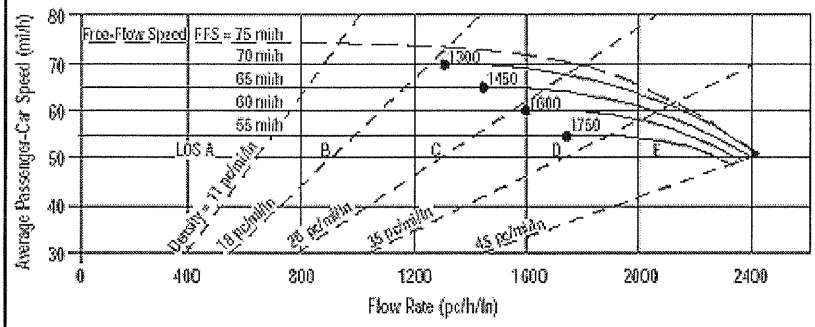

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4059*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1538*	pc/h/ln
S	*69.7*	mi/h
D = v_p / S	*22.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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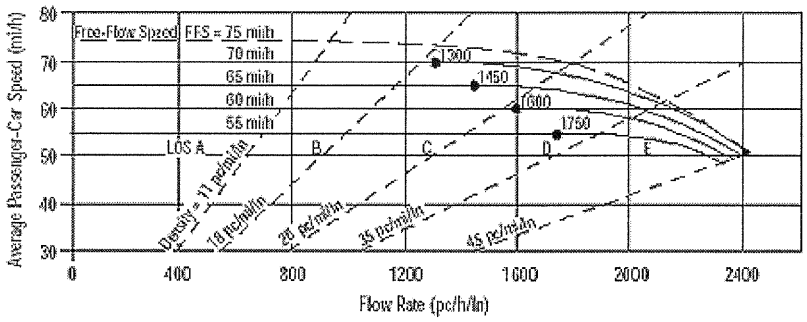

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3900*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1478*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.9*	mi/h	S		mi/h
D = v_p / S	*21.2*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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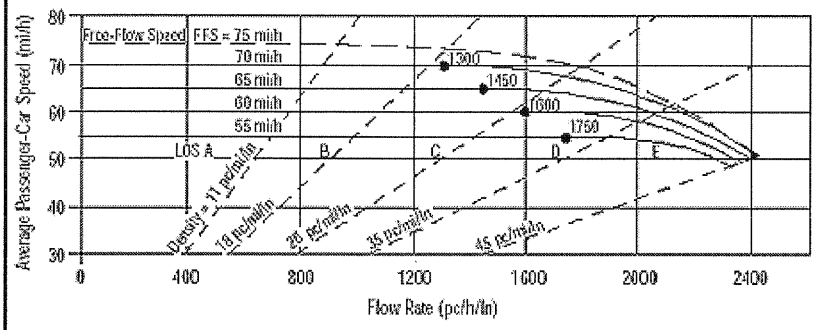

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4189*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1587*	pc/h/ln
S	*69.5*	mi/h
D = v_p / S	*22.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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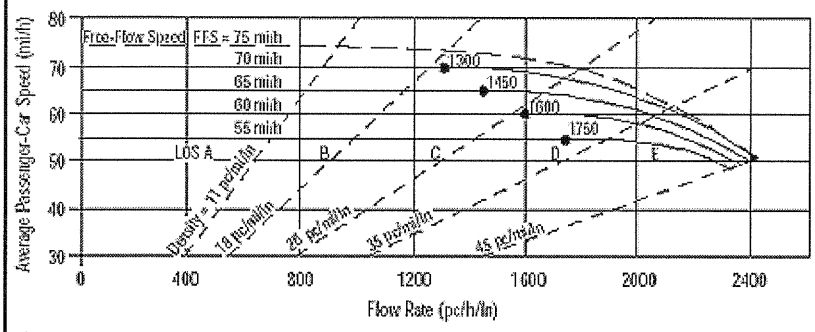

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4207*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1594*	pc/h/ln	Design LOS		
S	*69.5*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*22.9*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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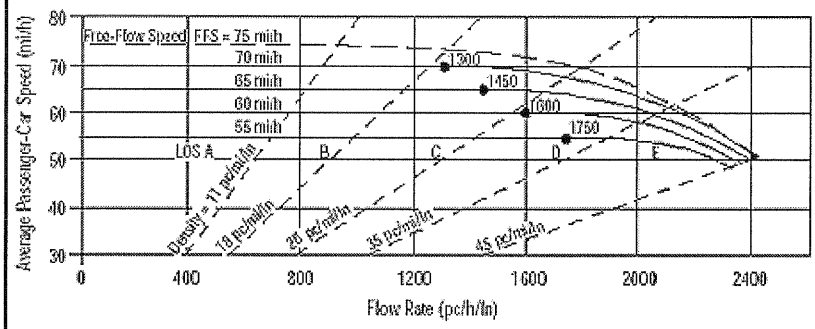

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4447*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1685*	pc/h/ln
S	*68.9*	mi/h
D = v_p / S	*24.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)		
Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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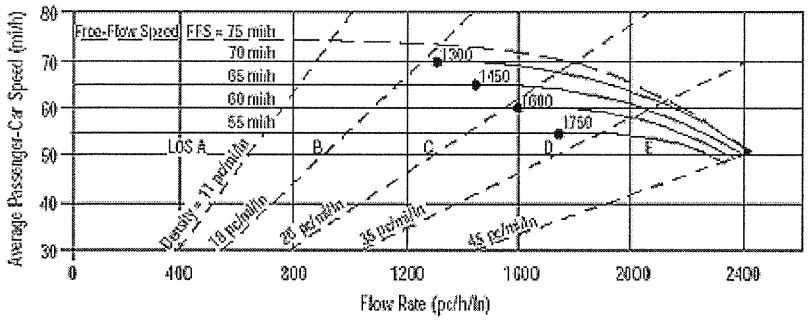

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*Live Oak/Yucaipa (7)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4635*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1756*	pc/h/ln
S	*68.3*	mi/h
D = v_p / S	*25.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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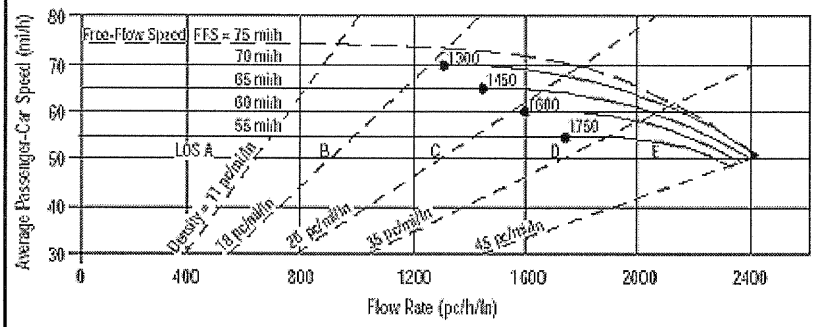

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4797*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1818*	pc/h/ln	Design LOS		
S	*67.6*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*26.9*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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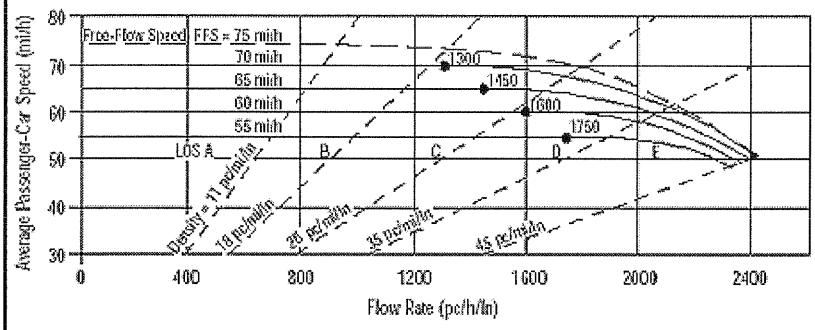

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5735*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2143*	pc/h/ln	Design LOS		
S	*61.7*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*34.8*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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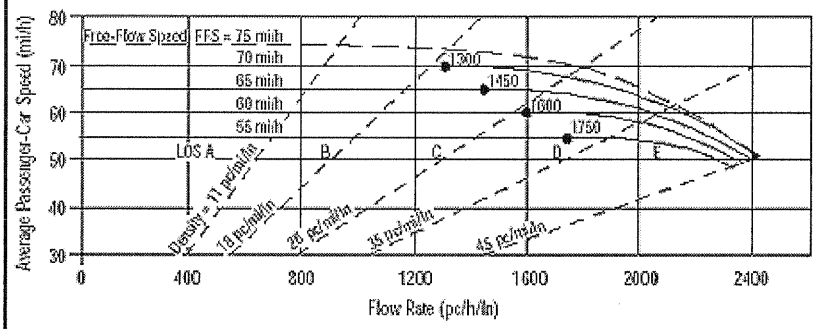

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch North*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5949*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2223*	pc/h/ln
S	*59.4*	mi/h
D = v_p / S	*37.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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APPENDIX 5.7

2020 With Wildwood Ranch Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.580	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	159.3	
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	150	40	405	5	2	5	3	332	2	103
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:	1	734	157	42	426	5	2	5	4	350	2	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	157	42	426	5	2	5	4	350	2	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	157	42	426	5	2	5	4	350	2	109
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:	0.01	0.82	0.17	0.09	0.90	0.01	0.22	0.45	0.33	0.76	0.01	0.23
Final Sat.:	1	464	100	48	486	6	89	178	134	401	3	125
Capacity Analysis Module:												
Vol/Sat:	1.58	1.58	1.58	0.88	0.88	0.88	0.03	0.03	0.03	0.87	0.87	0.87
Crit Moves:	****			****					****		****	
Delay/Veh:	286.7	287	286.7	39.4	39.4	39.4	11.6	11.6	11.6	39.4	39.4	39.4
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:	286.7	287	286.7	39.4	39.4	39.4	11.6	11.6	11.6	39.4	39.4	39.4
LOS by Move:	F	F	F	E	E	E	B	B	B	E	E	E
ApproachDel:	286.7			39.4			11.6			39.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	286.7			39.4			11.6			39.4		
LOS by Appr:	F			E			B			E		
AllWayAvgQ:	43.5	43.5	43.5	4.5	4.5	4.5	0.0	0.0	0.0	4.3	4.3	4.3

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	150	40	405	5	2	5	3	332	2	103
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:	1	734	157	42	426	5	2	5	4	350	2	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	157	42	426	5	2	5	4	350	2	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	157	42	426	5	2	5	4	350	2	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.76	0.81	0.81	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.64	0.35	0.19	1.79	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	5	2753	591	259	2606	30	373	746	559	1615	33	1502
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.16	0.16	0.16	0.01	0.01	0.01	0.22	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.20	0.20	0.33	0.33	0.33
Volume/Cap:	0.67	0.67	0.67	0.41	0.41	0.41	0.03	0.03	0.03	0.67	0.22	0.22
Delay/Veh:	20.9	20.9	20.9	17.5	17.5	17.5	25.8	25.8	25.8	26.5	19.9	19.9
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:	20.9	20.9	20.9	17.5	17.5	17.5	25.8	25.8	25.8	26.5	19.9	19.9
LOS by Move:	C	C	C	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	10	10	10	4	4	4	0	0	0	9	2	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.304
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	143.8
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	337	41	723	7	12	6	1	161	1	40
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:	2	507	355	44	761	7	12	6	1	169	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	355	44	761	7	12	6	1	169	1	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	355	44	761	7	12	6	1	169	1	42
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:	0.01	0.58	0.41	0.05	0.94	0.01	0.63	0.31	0.06	0.79	0.01	0.20
Final Sat.:	2	389	272	34	594	6	276	138	28	409	3	102
Capacity Analysis Module:												
Vol/Sat:	1.30	1.30	1.30	1.28	1.28	1.28	0.04	0.04	0.04	0.41	0.41	0.41
Crit Moves:		****			****			****			****	
Delay/Veh:	165.5	166	165.5	157.6	158	157.6	11.2	11.2	11.2	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	166	165.5	157.6	158	157.6	11.2	11.2	11.2	14.8	14.8	14.8
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:	165.5			157.6			11.2			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	165.5			157.6			11.2			14.8		
LOS by Appr:	F			F			B			B		
AllWayAvgQ:	28.9	28.9	28.9	26.2	26.2	26.2	0.0	0.0	0.0	0.7	0.7	0.7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	337	41	723	7	12	6	1	161	1	40
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:	2	507	355	44	761	7	12	6	1	169	1	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	355	44	761	7	12	6	1	169	1	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	355	44	761	7	12	6	1	169	1	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.89	0.89	0.83	0.88	0.88	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.17	0.82	0.11	1.87	0.02	0.64	0.30	0.06	1.00	0.03	0.97
Final Sat.:	9	1890	1322	169	2947	28	1043	522	104	1615	43	1494
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.26	0.26	0.26	0.01	0.01	0.01	0.10	0.03	0.03
Crit Moves:		****					****			****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.51	0.51	0.51	0.50	0.50	0.50	0.06	0.06	0.06	0.51	0.14	0.14
Delay/Veh:	12.8	12.8	12.8	12.6	12.6	12.6	26.0	26.0	26.0	29.7	26.3	26.3
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:	12.8	12.8	12.8	12.6	12.6	12.6	26.0	26.0	26.0	29.7	26.3	26.3
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	7	7	7	0	0	0	5	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	146	185	55	18	209	139	52	350	36	87	591	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	185	55	18	209	139	52	350	36	87	591	52
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:	154	195	58	19	220	146	54	368	38	92	622	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	195	58	19	220	146	54	368	38	92	622	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	195	58	19	220	146	54	368	38	92	622	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.03	0.01	0.12	0.08	0.03	0.20	0.02	0.05	0.35	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.35	0.42	0.13	0.04	0.48	0.32	0.13	0.81	0.08	0.13	0.81	0.07
Delay/Veh:	27.9	28.6	25.9	25.3	29.2	27.5	26.2	42.3	25.8	15.8	29.2	15.3
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:	27.9	28.6	25.9	25.3	29.2	27.5	26.2	42.3	25.8	15.8	29.2	15.3
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	5	1	0	6	3	1	12	1	2	17	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	72	221	87	26	199	86	151	703	99	38	370	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	221	87	26	199	86	151	703	99	38	370	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	232	92	28	209	91	159	740	104	40	390	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	232	92	28	209	91	159	740	104	40	390	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	232	92	28	209	91	159	740	104	40	390	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.02	0.12	0.05	0.09	0.41	0.06	0.02	0.22	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.18	0.51	0.20	0.06	0.46	0.20	0.22	0.95	0.13	0.10	0.89	0.05
Delay/Veh:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	45.1	15.4	26.4	51.7	26.0
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:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	45.1	15.4	26.4	51.7	26.0
LOS by Move:	C	C	C	C	C	C	B	D	B	C	D	C
HCM2kAvgQ:	2	6	2	1	5	2	3	25	2	1	14	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 100 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	189		120		63		76		90		4		17		259		142		71		782		27	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	217		138		72		87		103		5		20		298		163		82		899		31	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	217		138		72		87		103		5		20		298		163		82		899		31	
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:	229		145		76		92		109		5		21		314		172		86		947		33	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	229		145		76		92		109		5		21		314		172		86		947		33	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	229		145		76		92		109		5		21		314		172		86		947		33	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.57		1.00		0.85		0.51		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	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 Sat.:	1030		1800		1530		916		1800		1530		1615		1800		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.08		0.05		0.10		0.06		0.00		0.01		0.17		0.11		0.05		0.53		0.02	
Crit Moves:	****												****								****			
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.10		0.48		0.48		0.21		0.59		0.59	
Volume/Cap:	0.89		0.32		0.20		0.40		0.24		0.01		0.13		0.36		0.23		0.25		0.89		0.04	
Delay/Veh:	65.1		31.0		29.9		32.4		30.2		28.2		41.4		16.6		15.3		33.4		27.3		8.6	
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:	65.1		31.0		29.9		32.4		30.2		28.2		41.4		16.6		15.3		33.4		27.3		8.6	
LOS by Move:	E		C		C		C		C		C		D		B		B		C		C		A	
HCM2kAvgQ:	10		4		2		3		3		0		1		6		3		2		29		0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	63	154	44	63	10	25	509	111	99	403	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	85	72	177	51	72	12	29	585	128	114	463	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	72	177	51	72	12	29	585	128	114	463	12
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:	90	76	186	53	76	12	30	616	134	120	488	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	76	186	53	76	12	30	616	134	120	488	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	76	186	53	76	12	30	616	134	120	488	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.63	1.00	0.85	0.63	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1139	1800	1530	1139	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.12	0.05	0.04	0.01	0.02	0.34	0.09	0.07	0.27	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.19	0.57	0.57	0.12	0.50	0.50
Volume/Cap:	0.31	0.17	0.49	0.19	0.17	0.03	0.10	0.60	0.15	0.60	0.54	0.02
Delay/Veh:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
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:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	2	5	1	2	0	1	13	2	5	10	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	0	21	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	208	39	28	128	124	114	258	26	60	343	32
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:	52	219	41	29	134	131	120	271	28	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	219	41	29	134	131	120	271	28	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	219	41	29	134	131	120	271	28	63	361	34
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:	0.17	0.70	0.13	1.00	0.51	0.49	1.00	0.91	0.09	1.00	0.91	0.09
Final Sat.:	72	303	57	398	223	217	421	410	42	434	428	40
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.07	0.60	0.60	0.28	0.66	0.66	0.15	0.84	0.84
Crit Moves:		****				****		****			****	
Delay/Veh:	27.4	27.4	27.4	11.9	20.1	20.1	14.0	22.9	22.9	12.1	37.1	37.1
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:	27.4	27.4	27.4	11.9	20.1	20.1	14.0	22.9	22.9	12.1	37.1	37.1
LOS by Move:	D	D	D	B	C	C	B	C	C	B	E	E
ApproachDel:		27.4			19.3			20.4			33.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.4			19.3			20.4			33.7	
LOS by Appr:		D			C			C			D	
AllWayAvgQ:	2.0	2.0	2.0	0.1	1.2	1.2	0.4	1.6	1.6	0.2	3.5	3.5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	0	21	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	208	39	28	128	124	114	258	26	60	343	32
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:	52	219	41	29	134	131	120	271	28	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	219	41	29	134	131	120	271	28	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	219	41	29	134	131	120	271	28	63	361	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.72	0.93	0.93	0.90	0.99	0.99	0.90	0.99	0.99
Lanes:	0.17	0.70	0.13	1.00	0.51	0.49	1.00	0.91	0.09	1.00	0.91	0.09
Final Sat.:	267	1127	211	1295	845	822	1615	1610	165	1615	1624	153
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.02	0.16	0.16	0.07	0.17	0.17	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.18	0.35	0.35
Volume/Cap:	0.51	0.51	0.51	0.06	0.41	0.41	0.45	0.51	0.51	0.21	0.63	0.63
Delay/Veh:	14.9	14.9	14.9	11.7	14.0	14.0	23.7	16.8	16.8	21.1	18.5	18.5
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:	14.9	14.9	14.9	11.7	14.0	14.0	23.7	16.8	16.8	21.1	18.5	18.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	0	4	4	3	5	5	1	7	7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	0	24	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	167	22	10	230	74	148	252	48	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	175	23	11	242	77	156	265	51	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	175	23	11	242	77	156	265	51	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	175	23	11	242	77	156	265	51	23	121	8
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:	0.11	0.79	0.10	1.00	0.76	0.24	1.00	0.84	0.16	1.00	0.93	0.07
Final Sat.:	54	392	51	479	402	129	496	456	87	443	444	31
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.02	0.60	0.60	0.31	0.58	0.58	0.05	0.27	0.27
Crit Moves:	****					****		****			****	
Delay/Veh:	14.9	14.9	14.9	10.1	17.9	17.9	12.8	17.0	17.0	10.6	12.0	12.0
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:	14.9	14.9	14.9	10.1	17.9	17.9	12.8	17.0	17.0	10.6	12.0	12.0
LOS by Move:	B	B	B	B	C	C	B	C	C	B	B	B
ApproachDel:		14.9			17.6			15.6			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.9			17.6			15.6			11.8	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.7	0.7	0.7	0.0	1.3	1.3	0.4	1.2	1.2	0.0	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 60 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		10		18		18		10		18		18	
Lanes:	0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	20	124		19			9	172		64			129	219		42			19	100		7		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	23	143		22			10	198		74			148	252		48			22	115		8		
Added Vol:	0	24		0			0	32		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	23	167		22			10	230		74			148	252		48			22	115		8		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	24	175		23			11	242		77			156	265		51			23	121		8		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	24	175		23			11	242		77			156	265		51			23	121		8		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	24	175		23			11	242		77			156	265		51			23	121		8		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.89	0.94		0.94			0.80	0.96		0.96			0.90	0.98		0.98			0.90	0.99		0.99		
Lanes:	0.11	0.79		0.10			1.00	0.76		0.24			1.00	0.84		0.16			1.00	0.93		0.07		
Final Sat.:	182	1321		173			1447	1314		421			1615	1474		283			1615	1665		117		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.13		0.13			0.01	0.18		0.18			0.10	0.18		0.18			0.01	0.07		0.07		
Crit Moves:								****						****						****				
Green/Cycle:	0.38	0.38		0.38			0.38	0.38		0.38			0.18	0.35		0.35			0.17	0.33		0.33		
Volume/Cap:	0.35	0.35		0.35			0.02	0.48		0.48			0.52	0.51		0.51			0.09	0.22		0.22		
Delay/Veh:	13.5	13.5		13.5			11.5	14.5		14.5			23.8	16.2		16.2			21.3	14.6		14.6		
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:	13.5	13.5		13.5			11.5	14.5		14.5			23.8	16.2		16.2			21.3	14.6		14.6		
LOS by Move:	B		B		B		B		B		B		C		B		B		C		B		B	
HCM2kAvgQ:	3		3		3		0		5		5		4		5		5		0		2		2	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 155.1
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	8	8	0	0	0	8	0	21	21	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	13	89	16	93	109	255	17	23	847	166
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:	68	18	13	93	17	98	115	269	18	25	891	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	13	93	17	98	115	269	18	25	891	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	13	93	17	98	115	269	18	25	891	175
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:	0.69	0.18	0.13	0.85	0.15	1.00	0.30	0.70	1.00	0.03	0.97	1.00
Final Sat.:	293	79	57	368	67	504	158	368	597	15	562	642
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.25	0.25	0.19	0.73	0.73	0.03	1.59	1.59	0.27
Crit Moves:		****			****			****			****	
Delay/Veh:	13.2	13.2	13.2	13.3	13.3	11.2	25.0	25.0	8.8	288.0	288	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	13.3	13.3	11.2	25.0	25.0	8.8	288.0	288	10.2
LOS by Move:	B	B	B	B	B	B	D	D	A	F	F	B
ApproachDel:		13.2			12.3			24.3			243.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			12.3			24.3			243.5	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.2	2.3	2.3	0.0	44.7	44.7	0.4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 90 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	56		15		4		70		14		81		95		215		15		2		718		126	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	64		17		5		81		16		93		109		247		17		2		826		145	
Added Vol:	0		0		8		8		0		0		0		8		0		21		21		21	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	64		17		13		89		16		93		109		255		17		23		847		166	
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:	68		18		13		93		17		98		115		269		18		25		891		175	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	68		18		13		93		17		98		115		269		18		25		891		175	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	68		18		13		93		17		98		115		269		18		25		891		175	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.71		0.76		0.76		0.73		0.87		0.87		0.19		0.99		0.99		0.93		0.99		0.85	
Lanes:	0.69		0.18		0.13		1.00		0.15		0.85		1.00		0.94		0.06		0.03		0.97		1.00	
Final Sat.:	894		239		175		1311		231		1338		348		1671		113		48		1726		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.08		0.08		0.07		0.07		0.07		0.33		0.16		0.16		0.52		0.52		0.11	
Crit Moves:			****																		****			
Green/Cycle:	0.23		0.23		0.23		0.23		0.23		0.23		0.72		0.72		0.72		0.72		0.72		0.72	
Volume/Cap:	0.32		0.32		0.32		0.30		0.31		0.31		0.46		0.22		0.22		0.71		0.71		0.16	
Delay/Veh:	29.2		29.2		29.2		29.0		29.0		29.0		6.5		4.2		4.2		9.1		9.1		4.0	
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:	29.2		29.2		29.2		29.0		29.0		29.0		6.5		4.2		4.2		9.1		9.1		4.0	
LOS by Move:	C		C		C		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	3		3		3		2		3		3		2		3		3		16		16		2	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.913
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	32	32	0	0	0	32	0	24	24	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	33	177	16	66	77	410	38	26	234	109
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:	17	28	35	186	17	69	81	432	40	28	247	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	35	186	17	69	81	432	40	28	247	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	35	186	17	69	81	432	40	28	247	115
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:	0.21	0.35	0.44	0.92	0.08	1.00	0.16	0.84	1.00	0.10	0.90	1.00
Final Sat.:	94	155	194	417	38	531	89	473	628	53	477	593
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.45	0.45	0.13	0.91	0.91	0.06	0.52	0.52	0.19
Crit Moves:		****		****			****				****	
Delay/Veh:	12.0	12.0	12.0	15.9	15.9	10.1	43.3	43.3	8.7	15.8	15.8	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	15.9	15.9	10.1	43.3	43.3	8.7	15.8	15.8	9.9
LOS by Move:	B	B	B	C	C	B	E	E	A	C	C	A
ApproachDel:		12.0			14.5			40.8			14.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			14.5			40.8			14.0	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.1	5.4	5.4	0.1	1.0	1.0	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 90 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	32	32	0	0	0	32	0	24	24	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	33	177	16	66	77	410	38	26	234	109
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:	17	28	35	186	17	69	81	432	40	28	247	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	35	186	17	69	81	432	40	28	247	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	35	186	17	69	81	432	40	28	247	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.70	0.88	0.88	0.51	0.99	0.99	0.89	0.94	0.85
Lanes:	0.22	0.35	0.43	1.00	0.20	0.80	1.00	0.92	0.08	0.11	0.89	1.00
Final Sat.:	338	555	696	1253	312	1272	916	1626	150	170	1512	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.15	0.05	0.05	0.09	0.27	0.27	0.16	0.16	0.08
Crit Moves:				****				****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.15	0.15	0.15	0.43	0.16	0.16	0.14	0.43	0.43	0.27	0.27	0.12
Delay/Veh:	20.6	20.6	20.6	23.5	20.7	20.7	7.5	9.5	9.5	8.2	8.2	7.4
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:	20.6	20.6	20.6	23.5	20.7	20.7	7.5	9.5	9.5	8.2	8.2	7.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	5	2	2	1	7	7	4	4	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	1	3	253	1	35	31	231	3	10	908	343
Added Vol:	0	0	0	8	0	0	0	24	0	0	62	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	3	261	1	35	31	255	3	10	970	364
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:	17	1	4	275	1	36	33	269	4	11	1022	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	4	275	1	36	33	269	4	11	1022	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	4	275	1	36	33	269	4	11	1022	383
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.88	0.01	0.11	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1339	96	287	1506	7	199	1700	3552	48	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.18	0.02	0.08	0.08	0.01	0.57	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.71	0.71	0.71	0.17	0.17	0.17	0.03	1.00	0.38
Delay/Veh:	25.5	25.5	25.5	40.1	40.1	40.1	38.2	12.9	12.9	26.7	41.2	8.0
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:	25.5	25.5	25.5	40.1	40.1	40.1	38.2	12.9	12.9	26.7	41.2	8.0
LOS by Move:	C	C	C	D	D	D	D	B	B	C	D	A
HCM2kAvgQ:	0	0	0	9	9	9	1	2	2	0	37	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	3	1	3	301	1	23	40	501	10	1	245	199
Added Vol:	0	0	0	32	0	0	0	96	0	0	73	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	333	1	23	40	597	10	1	318	223
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:	4	1	4	351	1	24	42	629	11	1	335	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	4	351	1	24	42	629	11	1	335	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	4	351	1	24	42	629	11	1	335	235
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.93	0.01	0.06	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	752	251	752	1591	5	110	1700	3539	61	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.02	0.18	0.18	0.00	0.19	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.32	0.32	0.17	0.38	0.38
Volume/Cap:	0.01	0.01	0.01	0.49	0.49	0.49	0.22	0.56	0.56	0.00	0.49	0.35
Delay/Veh:	11.7	11.7	11.7	17.2	17.2	17.2	39.2	26.6	26.6	31.2	22.3	19.9
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:	11.7	11.7	11.7	17.2	17.2	17.2	39.2	26.6	26.6	31.2	22.3	19.9
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	B
HCM2kAvgQ:	0	0	0	7	7	7	1	7	7	0	7	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	106	657	0	0	118	1036	0	0	0	25	0	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	657	0	0	118	1036	0	0	0	25	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	691	0	0	125	0	0	0	0	27	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	691	0	0	125	0	0	0	0	27	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	691	0	0	125	0	0	0	0	27	0	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	352	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.30	0.57	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.23	0.34	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.00	0.20
Delay/Veh:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
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:	15.9	7.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	14.6	0.0	14.4
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	4	0	0	1	0	0	0	0	2	0	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.9
Optimal Cycle:	60	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	90	1412	0	0	185	643	0	0	0	23	0	146
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	103	1624	0	0	213	739	0	0	0	26	0	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1624	0	0	213	739	0	0	0	26	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	1709	0	0	224	0	0	0	0	28	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1709	0	0	224	0	0	0	0	28	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1709	0	0	224	0	0	0	0	28	0	177
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.25	0.00	1.75
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	367	0	2721
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.08	0.00	0.06
Crit Moves:		****								****		
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.13	0.61	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.65	0.00	0.56
Delay/Veh:	7.6	3.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	30.0	0.0	26.9
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:	7.6	3.1	0.0	0.0	17.3	0.0	0.0	0.0	0.0	30.0	0.0	26.9
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	1	7	0	0	2	0	0	0	0	3	0	3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	115	47	80	45	0	548	0	83	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	132	54	92	52	0	630	0	95	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	132	54	92	52	0	630	0	95	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	139	57	97	54	0	663	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	57	97	54	0	663	0	100	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
FinalVolume:	0	139	57	97	54	0	663	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	1.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	0	2556	1044	1700	3600	0	3022	0	400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.06	0.02	0.00	0.22	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.15	0.30	0.00	0.65	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.35	0.38	0.05	0.00	0.34	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	0.0	49.6	49.6	51.0	32.2	0.0	10.2	0.0	10.6	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	49.6	49.6	51.0	32.2	0.0	10.2	0.0	10.6	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	4	1	0	7	0	8	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1 1	0		1 0	2 0	0		1 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	141	13		134	74	0		1361	0	302		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	162	15		154	85	0		1565	0	347		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	162	15		154	85	0		1565	0	347		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	171	16		162	90	0		1648	0	366		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	171	16		162	90	0		1648	0	366		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	
FinalVolume:	0	171	16		162	90	0		1648	0	366		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.83	0.17		1.00	2.00	0.00		1.70	0.00	0.30		0.00	0.00	0.00	
Final Sat.:	0	3296	304		1700	3600	0		2898	0	532		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.10	0.02	0.00		0.57	0.00	0.69		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.15	0.15		0.10	0.25	0.00		0.70	0.00	0.70		0.00	0.00	0.00	
Volume/Cap:	0.00	0.34	0.34		0.98	0.10	0.00		0.81	0.00	0.98		0.00	0.00	0.00	
Delay/Veh:	0.0	49.4	49.4		121.9	37.4	0.0		15.4	0.0	33.5		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	49.4	49.4		121.9	37.4	0.0		15.4	0.0	33.5		0.0	0.0	0.0	
LOS by Move:	A	D	D		F	D	A		B	A	C		A	A	A	
HCM2kAvgQ:	0	4	4		11	1	0		29	0	53		0	0	0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	5	1	133	2	12	8	3	2	1	5	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	133	2	12	8	3	2	1	5	174
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:	1	5	1	140	2	12	8	4	2	1	5	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	140	2	12	8	4	2	1	5	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	140	2	12	8	4	2	1	5	183
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:	0.17	0.66	0.17	0.98	0.02	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	126	506	126	638	11	827	446	191	127	6	24	896
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.22	0.22	0.01	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****			****				****			****	
Delay/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	9.6	9.6	7.0	7.6	7.6	7.6	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			9.4			7.6			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			9.4			7.6			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
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 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	1	3	2	394	8	30	32	17	1	1	5	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	394	8	30	32	17	1	1	5	141
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:	1	4	2	415	8	31	34	18	1	1	5	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	415	8	31	34	18	1	1	5	149
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	1	4	2	415	8	31	34	18	1	1	5	149
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:	0.17 0.50	0.33		0.98 0.02	1.00		0.64 0.34	0.02		0.01 0.03	0.96	
Final Sat.:	115	345	230	633	13	822	390	209	14	6	23	695
Capacity Analysis Module:												
Vol/Sat:	0.01 0.01	0.01		0.66 0.66	0.04		0.09 0.09	0.09		0.21 0.21	0.21	
Crit Moves:	****			****				****			****	
Delay/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	8.0	8.0	8.0	17.7	17.7	7.2	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	A	A	A	C	C	A	A	A	A	A	A	A
ApproachDel:	8.0			17.0			8.9			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			17.0			8.9			8.8		
LOS by Appr:	A			C			A			A		
AllWayAvgQ:	0.0	0.0	0.0	1.7	1.7	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[10.1]

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	0	14	0	0	0	0	122	16	22	163	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	14	0	0	0	0	122	16	22	163	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:	17	0	15	0	0	0	0	128	17	23	172	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	15	0	0	0	0	128	17	23	172	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	355	355	137	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	xxxx	xxxxx
Potent Cap.:	647	574	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Move Cap.:	639	565	917	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	743	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[12.4]

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 1! 0	0	0	0	0 0	0	0	0 1	0			0	1	0	0	0	
Volume Module:																		
Base Vol:	17	0	12	0	0	0	0	346	14				15	111	0			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	20	0	14	0	0	0	0	398	16				17	128	0			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	20	0	14	0	0	0	0	398	16				17	128	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:	21	0	15	0	0	0	0	419	17				18	134	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	21	0	15	0	0	0	0	419	17				18	134	0			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	598	598	427	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				436	xxxx	xxxxx			
Potent Cap.:	468	418	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1135	xxxx	xxxxx			
Move Cap.:	463	412	632	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1135	xxxx	xxxxx			
Volume/Cap:	0.04	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	520	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx			
Shrd ConDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.2	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*				A	*	*			
ApproachDel:		12.4			xxxxxx			xxxxxx						xxxxxx				
ApproachLOS:		B			*			*						*				

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: F[86.3]

Approach:	North Bound			South Bound					East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R			L	- T	- R			L	- T	- R		
Control:	Stop Sign			Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include			Include					Include					Include				
Lanes:	0	0 1! 0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																		
Base Vol:	129	0	21	0	0	0	0		358	48				10	1001		0	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15					
Initial Bse:	148	0	24	0	0	0	0		412	55				12	1151		0	
Added Vol:	0	0	0	0	0	0	0		40	0				0	104		0	
PasserByVol:	0	0	0	0	0	0	0		0	0				0	0		0	
Initial Fut:	148	0	24	0	0	0	0		452	55				12	1255		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	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	0.95					
PHF Volume:	156	0	25	0	0	0	0		475	58				12	1321		0	
Reduct Vol:	0	0	0	0	0	0	0		0	0				0	0		0	
FinalVolume:	156	0	25	0	0	0	0		475	58				12	1321		0	
Critical Gap Module:																		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx		
Capacity Module:																		
Cnflict Vol:	1189	1850	267	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					534	xxxx	xxxxx		
Potent Cap.:	184	75	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1044	xxxx	xxxxx		
Move Cap.:	182	74	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1044	xxxx	xxxxx		
Volume/Cap:	0.86	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.01	xxxx	xxxx		
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					8.5	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*					A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT					LT -	LTR -	RT		
Shared Cap.:	xxxx	203	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	7.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	86.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	*	*	*	*	*					*	*	*		
ApproachDel:		86.3			xxxxxx			xxxxxx							xxxxxx			
ApproachLOS:		F			*			*							*			

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	0	0	0	0	0	0	0	40	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	24	0	0	0	0	452	55	12	1255	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:	156	0	25	0	0	0	0	475	58	12	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	25	0	0	0	0	475	58	12	1321	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
FinalVolume:	156	0	25	0	0	0	0	475	58	12	1321	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.98	0.98	0.90	1.00	1.00
Lanes:	0.87	0.00	0.13	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1386	0	226	0	0	0	0	3157	386	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.15	0.15	0.01	0.37	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.46	0.46	0.13	0.58	0.00
Volume/Cap:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.33	0.33	0.06	0.63	0.00
Delay/Veh:	19.9	0.0	19.9	0.0	0.0	0.0	0.0	14.0	14.0	31.0	11.6	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:	19.9	0.0	19.9	0.0	0.0	0.0	0.0	14.0	14.0	31.0	11.6	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	4	0	4	0	0	0	0	4	4	0	11	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[39.1]

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	1! 0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																		
Base Vol:	76	0	16	0	0	0	0	0	557	76	15	280	0					
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15					
Initial Bse:	87	0	18	0	0	0	0	641	87	17	322	0						
Added Vol:	0	0	0	0	0	0	0	160	0	0	122	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	87	0	18	0	0	0	0	801	87	17	444	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:	92	0	19	0	0	0	0	843	92	18	467	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	92	0	19	0	0	0	0	843	92	18	467	0						
Critical Gap Module:																		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1159	1392	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	935	xxxx	xxxxx						
Potent Cap.:	192	143	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	741	xxxx	xxxxx						
Move Cap.:	189	140	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	741	xxxx	xxxxx						
Volume/Cap:	0.49	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	213	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	39.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	E	*	*	*	*	*	*	*	*	*	*						
ApproachDel:		39.1		xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:		E		*			*			*								

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	80	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	87	0	18	0	0	0	0	641	87	17	322	0
Added Vol:	0	0	0	0	0	0	0	160	0	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	18	0	0	0	0	801	87	17	444	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:	92	0	19	0	0	0	0	843	92	18	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	19	0	0	0	0	843	92	18	467	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
FinalVolume:	92	0	19	0	0	0	0	843	92	18	467	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.99	0.99	0.90	1.00	1.00
Lanes:	0.83	0.00	0.17	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	1330	0	280	0	0	0	0	3197	349	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.26	0.26	0.01	0.13	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.48	0.13	0.60	0.00
Volume/Cap:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.55	0.55	0.09	0.22	0.00
Delay/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	15.4	15.4	31.2	7.4	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:	19.8	0.0	19.8	0.0	0.0	0.0	0.0	15.4	15.4	31.2	7.4	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	9	9	0	3	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 11.4 Worst Case Level Of Service: F[210.1]

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 1!	0 0	0	0 1!	0 0	1	0	1	1	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	14	17	43	1	20	28	117	638	8				31	1095	1			
Added Vol:	0	0	0	0	0	0	0	8	0				0	21	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	14	17	43	1	20	28	117	646	8				31	1116	1			
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:	15	18	45	1	21	29	123	680	8				33	1175	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	15	18	45	1	21	29	123	680	8				33	1175	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1594	2173	344	1837	2176	588	1176	xxxx	xxxxx				689	xxxx	xxxxx			
Potent Cap.:	73	47	657	48	47	457	601	xxxx	xxxxx				915	xxxx	xxxxx			
Move Cap.:	31	36	657	23	36	457	601	xxxx	xxxxx				915	xxxx	xxxxx			
Volume/Cap:	0.46	0.50	0.07	0.05	0.57	0.06	0.21	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.5	xxxx	xxxxx				9.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	75	xxxxx	xxxx	74	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	5.5	xxxxx	xxxxx	3.2	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	210	xxxxx	xxxxx	125	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*				*	*	*			
ApproachDel:	210.1			125.2			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 130 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		10		23		23		10		23		23	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	12		15		37		1		17		24		102		555		7		27		952		1	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	14		17		43		1		20		28		117		638		8		31		1095		1	
Added Vol:	0		0		0		0		0		0		0		8		0		0		21		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	14		17		43		1		20		28		117		646		8		31		1116		1	
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:	15		18		45		1		21		29		123		680		8		33		1175		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	15		18		45		1		21		29		123		680		8		33		1175		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	15		18		45		1		21		29		123		680		8		33		1175		1	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.83		0.88		0.88		0.87		0.92		0.92		0.90		1.00		1.00		0.90		1.00		1.00	
Lanes:	0.20		0.23		0.57		0.03		0.40		0.57		1.00		1.98		0.02		1.00		1.99		0.01	
Final Sat.:	294		367		905		39		670		945		1615		3549		44		1615		3596		4	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.05		0.05		0.03		0.03		0.03		0.08		0.19		0.19		0.02		0.33		0.33	
Crit Moves:			****										****								****			
Green/Cycle:	0.20		0.20		0.20		0.20		0.20		0.20		0.14		0.54		0.54		0.22		0.61		0.61	
Volume/Cap:	0.25		0.25		0.25		0.15		0.15		0.15		0.53		0.36		0.36		0.09		0.53		0.53	
Delay/Veh:	44.2		44.2		44.2		43.1		43.1		43.1		54.1		17.3		17.3		40.9		14.9		14.9	
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:	44.2		44.2		44.2		43.1		43.1		43.1		54.1		17.3		17.3		40.9		14.9		14.9	
LOS by Move:	D		D		D		D		D		D		D		B		B		D		B		B	
HCM2kAvgQ:	3		3		3		2		2		2		5		8		8		1		13		13	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

****

Average Delay (sec/veh): 18.3 Worst Case Level Of Service: F[692.4]

****

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 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	5	11	30	1	6	68	53	1437		13			25	720		4		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	6	13	35	1	7	78	61	1653		15			29	828		5		
Added Vol:	0	0	0	0	0	0	0	32		0			0	24		0		
PasserByVol:	0	0	0	0	0	0	0	0		0			0	0		0		
Initial Fut:	6	13	35	1	7	78	61	1685		15			29	852		5		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95			0.95	0.95		0.95		
PHF Volume:	6	13	36	1	7	82	64	1773		16			30	897		5		
Reduct Vol:	0	0	0	0	0	0	0	0		0			0	0		0		
FinalVolume:	6	13	36	1	7	82	64	1773		16			30	897		5		
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2422	2872	894	1981	2877	451	902	xxxx	xxxxx				1789	xxxx	xxxxx			
Potent Cap.:	17	17	288	37	17	561	762	xxxx	xxxxx				351	xxxx	xxxxx			
Move Cap.:	8	14	288	5	14	561	762	xxxx	xxxxx				351	xxxx	xxxxx			
Volume/Cap:	0.79	0.95	0.13	0.27	0.52	0.15	0.08	xxxx	xxxx				0.09	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx				16.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				C	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	30	xxxxx	xxxx	97	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	6.5	xxxxx	xxxxx	5.5	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	692	xxxxx	xxxxx	154	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	F	*	*	*	*				*	*	*			
ApproachDel:	692.4			153.8			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.6
Optimal Cycle:	130	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	23	23	10	23	23
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	5	11	30	1	6	68	53	1437	13	25	720	4
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	6	13	35	1	7	78	61	1653	15	29	828	5
Added Vol:	0	0	0	0	0	0	0	32	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	13	35	1	7	78	61	1685	15	29	852	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	13	36	1	7	82	64	1773	16	30	897	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	13	36	1	7	82	64	1773	16	30	897	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	13	36	1	7	82	64	1773	16	30	897	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.83	0.88	0.88	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	0.11	0.24	0.65	0.01	0.08	0.91	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	173	381	1039	21	126	1429	1615	3565	32	1615	3577	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.06	0.06	0.06	0.04	0.50	0.50	0.02	0.25	0.25
Crit Moves:					****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.18	0.68	0.68	0.08	0.58	0.58
Volume/Cap:	0.17	0.17	0.17	0.29	0.29	0.29	0.22	0.73	0.73	0.24	0.43	0.43
Delay/Veh:	43.4	43.4	43.4	44.7	44.7	44.7	46.2	14.7	14.7	57.5	15.7	15.7
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:	43.4	43.4	43.4	44.7	44.7	44.7	46.2	14.7	14.7	57.5	15.7	15.7
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	2	2	2	3	3	3	2	23	23	1	10	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #13 16th St. (NS) / Avenue E (EW)

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[10.5]

****

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	30	10	6	35	6	1	31	15	37	68	6
Added Vol:	0	0	4	4	0	0	0	0	0	10	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	30	14	10	35	6	1	31	15	47	68	16
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	31	15	10	36	6	1	33	16	49	71	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	31	15	10	36	6	1	33	16	49	71	17
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:	42	xxxx	xxxxx	47	xxxx	xxxxx	170	133	39	150	129	39
Potent Cap.:	1580	xxxx	xxxxx	1574	xxxx	xxxxx	799	761	1038	823	766	1038
Move Cap.:	1580	xxxx	xxxxx	1574	xxxx	xxxxx	721	750	1038	774	754	1038
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.04	0.02	0.06	0.09	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	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	xxxx	821	xxxxx	xxxx	788	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.7			10.5		
ApproachLOS:	*			*			A			B		

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 6.2 Worst Case Level Of Service: B[10.8]

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 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	40	38	12	20	9	1	70	10	8	40	8
Added Vol:	0	0	16	16	0	0	0	0	0	12	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	40	54	28	20	9	1	70	10	20	40	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	42	57	29	21	10	1	74	11	21	42	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	42	57	29	21	10	1	74	11	21	42	21
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:	30	xxxx	xxxxx	99	xxxx	xxxxx	208	204	25	218	181	71
Potent Cap.:	1596	xxxx	xxxxx	1506	xxxx	xxxxx	754	696	1056	742	717	997
Move Cap.:	1596	xxxx	xxxxx	1506	xxxx	xxxxx	690	677	1056	660	698	997
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.00	0.11	0.01	0.03	0.06	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.4	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	xxxx	710	xxxxx	xxxx	743	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	10.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.8			10.5		
ApproachLOS:	*			*			B			B		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 7.7 Worst Case Level Of Service: C[18.6]

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 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	9
Growth Adj:	1.15 1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	43	40	13	74	25	5	21	6	186	198	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	43	40	13	74	25	5	21	6	186	198	10
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	0.95
PHF Volume:	12	45	42	13	77	27	5	22	6	196	208	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	45	42	13	77	27	5	22	6	196	208	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	692	646	25	684	643	214	219	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	361	393	1057	365	394	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	258	338	1057	282	339	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.05	0.13	0.04	0.05	0.23	0.03	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	317	xxxx	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	18.8	xxxx	xxxxx	xxxxx	18.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	14.4			18.6			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	67	146	18	30	5	20	72	20	20	45	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	67	146	18	30	5	20	72	20	20	45	15
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:	24	70	154	19	31	5	21	76	21	21	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	70	154	19	31	5	21	76	21	21	47	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	242	232	87	336	234	55	63	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	716	672	978	622	670	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	672	654	978	471	652	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.04	0.11	0.16	0.04	0.05	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	658	xxxx	xxxxx	xxxx	591	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	11.4	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.1			11.7			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[11.3]

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 0 1!	0 0		0 1	0 0 0		0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	193	83	94	0	0	72	12
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	76	0	203	87	99	0	0	76	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	76	0	203	87	99	0	0	76	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	356	356	82	88	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	646	573	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	617	539	983	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.21	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.0]

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	0	0	0	1!	0	0	0	1	0	0	0	1	0
Volume Module:																		
Base Vol:	0	0	0	20	0	40	190	188	0	0	0	0	0	61	15			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			
Initial Bse:	0	0	0	23	0	46	218	216	0	0	0	0	0	70	17			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	23	0	46	218	216	0	0	0	0	0	70	17			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0.95	0.95	0.95			
PHF Volume:	0	0	0	24	0	48	230	228	0	0	0	0	0	74	18			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	0	24	0	48	230	228	0	0	0	0	0	74	18			
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	770	770	83	92	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	371	333	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	322	275	982	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	0.08	0.00	0.05	0.15	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*						
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	583	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*						
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx								
ApproachLOS:	*			B			*			*								

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1	0 1	1 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	408	44	76	87	67	124	539	26	66	949	231
Added Vol:	21	104	0	0	40	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	512	44	76	127	67	124	539	34	66	949	231
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:	68	539	46	80	134	70	131	568	36	69	999	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	539	46	80	134	70	131	568	36	69	999	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	539	46	80	134	70	131	568	36	69	999	243
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.99	0.85	0.93	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.24	1.76	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.61	0.39
Final Sat.:	399	3156	1530	1669	1768	1530	1615	3353	214	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.05	0.08	0.05	0.08	0.17	0.17	0.04	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.17	0.17	0.17	0.10	0.40	0.40	0.15	0.45	0.45
Volume/Cap:	0.79	0.79	0.14	0.28	0.45	0.27	0.79	0.42	0.42	0.28	0.79	0.79
Delay/Veh:	53.6	53.6	41.3	47.3	49.2	47.6	78.9	28.4	28.4	49.3	33.2	33.2
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:	53.6	53.6	41.3	47.3	49.2	47.6	78.9	28.4	28.4	49.3	33.2	33.2
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	13	13	2	3	5	3	7	9	9	3	22	22

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	47.9
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	132	41	212	191	87	200	1441	64	45	772	115
Added Vol:	24	122	0	0	160	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	254	41	212	351	87	200	1441	96	45	772	115
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:	59	268	44	223	369	92	211	1517	101	47	812	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	268	44	223	369	92	211	1517	101	47	812	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	268	44	223	369	92	211	1517	101	47	812	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.99	0.85	0.93	0.98	0.85	0.90	0.99	0.99	0.90	0.98	0.98
Lanes:	0.38	1.62	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.74	0.26
Final Sat.:	639	2891	1530	1669	1768	1530	1615	3344	224	1615	3074	458
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.13	0.21	0.06	0.13	0.45	0.45	0.03	0.26	0.26
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.22	0.22	0.22	0.18	0.47	0.47	0.08	0.37	0.37
Volume/Cap:	0.55	0.55	0.17	0.61	0.96	0.28	0.72	0.96	0.96	0.38	0.72	0.72
Delay/Veh:	50.5	50.5	46.5	47.0	76.0	42.7	58.2	46.1	46.1	59.0	37.1	37.1
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:	50.5	50.5	46.5	47.0	76.0	42.7	58.2	46.1	46.1	59.0	37.1	37.1
LOS by Move:	D	D	D	D	E	D	E	D	D	E	D	D
HCM2kAvgQ:	7	7	2	9	19	3	10	36	36	2	17	17

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	21	125	0	0	48	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	601	20	24	179	6	12	35	22	13	61	114
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:	39	633	21	25	189	6	12	36	23	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	633	21	25	189	6	12	36	23	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	633	21	25	189	6	12	36	23	13	64	120
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:	0.06	0.91	0.03	0.11	0.86	0.03	0.17	0.51	0.32	0.07	0.32	0.61
Final Sat.:	40	653	21	71	529	17	90	269	170	40	191	357
Capacity Analysis Module:												
Vol/Sat:	0.97	0.97	0.97	0.36	0.36	0.36	0.13	0.13	0.13	0.34	0.34	0.34
Crit Moves:	****				****			****			****	
Delay/Veh:	48.0	48.0	48.0	11.6	11.6	11.6	10.3	10.3	10.3	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	48.0	11.6	11.6	11.6	10.3	10.3	10.3	11.7	11.7	11.7
LOS by Move:	E	E	E	B	B	B	B	B	B	B	B	B
ApproachDel:		48.0			11.6			10.3			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		48.0			11.6			10.3			11.7	
LOS by Appr:		E			B			B			B	
AllWayAvgQ:	7.9	7.9	7.9	0.5	0.5	0.5	0.1	0.1	0.1	0.5	0.5	0.5

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	24	146	0	0	192	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	328	22	68	406	15	13	97	46	43	48	35
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:	35	345	23	71	427	16	13	102	48	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	345	23	71	427	16	13	102	48	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	345	23	71	427	16	13	102	48	45	51	36
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:	0.09	0.85	0.06	0.14	0.83	0.03	0.08	0.62	0.30	0.34	0.39	0.27
Final Sat.:	54	531	35	90	537	20	41	312	148	164	187	133
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.80	0.80	0.80	0.33	0.33	0.33	0.27	0.27	0.27
Crit Moves:		****				****	****			****		
Delay/Veh:	17.5	17.5	17.5	25.2	25.2	25.2	11.9	11.9	11.9	11.5	11.5	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:	17.5	17.5	17.5	25.2	25.2	25.2	11.9	11.9	11.9	11.5	11.5	11.5
LOS by Move:	C	C	C	D	D	D	B	B	B	B	B	B
ApproachDel:		17.5			25.2			11.9			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.5			25.2			11.9			11.5	
LOS by Appr:		C			D			B			B	
AllWayAvgQ:	1.5	1.5	1.5	3.0	3.0	3.0	0.4	0.4	0.4	0.3	0.3	0.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	63	193	168	29	229	365	154	551	53	174	973	18
Added Vol:	21	21	0	0	8	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	214	168	29	237	365	154	551	61	174	973	18
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:	89	225	177	30	249	384	162	580	64	183	1024	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	225	177	30	249	384	162	580	64	183	1024	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	225	177	30	249	384	162	580	64	183	1024	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.12	0.88	1.00	2.00	1.00	2.00	2.70	0.30	2.00	2.94	0.06
Final Sat.:	1615	1885	1477	1615	3600	1530	3040	4789	530	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.02	0.07	0.25	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.41	0.41	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.60	0.30	0.30	0.18	0.16	0.60	0.59	0.38	0.38	0.61	0.60	0.60
Delay/Veh:	54.5	22.2	22.2	45.2	19.9	26.3	51.3	29.4	29.4	51.1	31.7	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:	54.5	22.2	22.2	45.2	19.9	26.3	51.3	29.4	29.4	51.1	31.7	31.7
LOS by Move:	D	C	C	D	B	C	D	C	C	D	C	C
HCM2kAvgQ:	4	5	5	1	3	10	4	6	6	4	10	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.6
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	120	375	245	110	271	255	444	988	89	302	765	28
Added Vol:	24	24	0	0	32	0	0	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	399	245	110	303	255	444	988	121	302	765	28
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:	151	420	258	116	319	269	467	1040	127	318	805	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	420	258	116	319	269	467	1040	127	318	805	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	420	258	116	319	269	467	1040	127	318	805	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.98	0.98	0.84	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	2.00	1.00	2.00	2.67	0.33	2.00	2.90	0.10
Final Sat.:	1615	2103	1292	1615	3600	1530	3040	4736	578	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.07	0.09	0.18	0.15	0.22	0.22	0.10	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.36	0.36	0.13	0.29	0.29
Volume/Cap:	1.01	0.58	0.58	0.78	0.26	0.51	0.78	0.61	0.61	0.81	0.53	0.53
Delay/Veh:	125.8	30.2	30.2	70.8	26.0	29.4	48.1	29.5	29.5	58.4	33.1	33.1
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:	125.8	30.2	30.2	70.8	26.0	29.4	48.1	29.5	29.5	58.4	33.1	33.1
LOS by Move:	F	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	10	10	6	4	8	10	11	11	8	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	25	25	25		25	25	25		24	24	24		24	24	24	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	22	304	82		36	395	4		13	115	28		216	224	49	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	25	350	94		41	454	5		15	132	32		248	258	56	
Added Vol:	10	42	21		0	16	0		0	0	4		8	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	35	392	115		41	470	5		15	132	36		256	258	56	
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:	37	412	121		44	495	5		16	139	38		270	271	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	412	121		44	495	5		16	139	38		270	271	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	37	412	121		44	495	5		16	139	38		270	271	59	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.38	0.97	0.97		0.36	1.00	1.00		0.50	1.00	0.85		0.62	1.00	0.85	
Lanes:	1.00	1.55	0.45		1.00	1.98	0.02		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	692	2687	791		656	3562	35		896	1800	1530		1112	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.15		0.07	0.14	0.14		0.02	0.08	0.02		0.24	0.15	0.04	
Crit Moves:		****											****			
Green/Cycle:	0.42	0.42	0.42		0.42	0.42	0.42		0.52	0.52	0.52		0.52	0.52	0.52	
Volume/Cap:	0.13	0.37	0.37		0.16	0.33	0.33		0.03	0.15	0.05		0.47	0.29	0.08	
Delay/Veh:	11.0	12.2	12.2		11.2	12.0	12.0		7.2	7.7	7.2		9.9	8.4	7.3	
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:	11.0	12.2	12.2		11.2	12.0	12.0		7.2	7.7	7.2		9.9	8.4	7.3	
LOS by Move:	B	B	B		B	B	B		A	A	A		A	A	A	
HCM2kAvgQ:	1	4	4		1	3	3		0	1	0		4	3	1	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	608	247	87	494	28	39	176	10	135	90	63
Added Vol:	12	49	24	0	64	0	0	0	16	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	657	271	87	559	28	39	176	26	167	90	63
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	692	286	92	588	29	41	185	28	175	94	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	692	286	92	588	29	41	185	28	175	94	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	692	286	92	588	29	41	185	28	175	94	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.36	0.96	0.96	0.21	0.99	0.99	0.66	1.00	0.85	0.55	1.00	0.85
Lanes:	1.00	1.42	0.58	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	639	2436	1005	386	3406	168	1180	1800	1530	983	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.24	0.17	0.17	0.03	0.10	0.02	0.18	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.07	0.53	0.53	0.45	0.32	0.32	0.09	0.26	0.05	0.45	0.13	0.11
Delay/Veh:	6.9	9.4	9.4	10.1	8.0	8.0	11.3	12.2	11.0	14.0	11.5	11.4
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:	6.9	9.4	9.4	10.1	8.0	8.0	11.3	12.2	11.0	14.0	11.5	11.4
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	2	3	3	1	2	0	3	1	1

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: D[25.5]

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	0 0 1!	0	0
Volume Module:												
Base Vol:	0 385		57	10 629		0	0 0		0	80	0	23
Growth Adj:	1.15 1.15		1.15	1.15 1.15		1.15	1.15 1.15		1.15	1.15 1.15		1.15
Initial Bse:	0 443		66	12 723		0	0 0		0	92	0	26
Added Vol:	0 73		0	0 28		0	0 0		0	0	0	0
PasserByVol:	0 0		0	0 0		0	0 0		0	0	0	0
Initial Fut:	0 516		66	12 751		0	0 0		0	92	0	26
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:	0 543		69	12 791		0	0 0		0	97	0	28
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 543		69	12 791		0	0 0		0	97	0	28
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	612 xxxx		xxxxx	xxxx xxxx		xxxxx	963	1358	271
Potent Cap.:	xxxx xxxx		xxxxx	977 xxxx		xxxxx	xxxx xxxx		xxxxx	257	150	732
Move Cap.:	xxxx xxxx		xxxxx	977 xxxx		xxxxx	xxxx xxxx		xxxxx	255	148	732
Volume/Cap:	xxxx xxxx		xxxx	0.01 xxxx		xxxx	xxxx xxxx		xxxx	0.38	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	0.0 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	8.7 xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	298	xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	25.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.5		
ApproachLOS:	*			*			*			D		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.253
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 90 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	73	0	0	28	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	516	66	12	751	0	0	0	0	92	0	26
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	543	69	12	791	0	0	0	0	97	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	543	69	12	791	0	0	0	0	97	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	543	69	12	791	0	0	0	0	97	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.79	0.00	0.21
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1249	0	359
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.05	0.01	0.22	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.11	0.65	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.28	0.08	0.07	0.34	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Delay/Veh:	0.0	11.1	9.9	36.0	7.0	0.0	0.0	0.0	0.0	25.7	0.0	25.7
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:	0.0	11.1	9.9	36.0	7.0	0.0	0.0	0.0	0.0	25.7	0.0	25.7
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	5	0	0	0	0	3	0	3

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

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: E[37.3]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	85	0	0	112	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	921	87	9	742	0	0	0	0	48	0	31
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	970	92	10	781	0	0	0	0	51	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	970	92	10	781	0	0	0	0	51	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	1380	1770	485
Potent Cap.:	xxxx	xxxx	xxxxx	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	84	534
Move Cap.:	xxxx	xxxx	xxxxx	664	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	83	534
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.5	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	xxxx	192	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	37.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			37.3		
ApproachLOS:	*			*			*			E		

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	90	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	85	0	0	112	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	921	87	9	742	0	0	0	0	48	0	31
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	970	92	10	781	0	0	0	0	51	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	970	92	10	781	0	0	0	0	51	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	970	92	10	781	0	0	0	0	51	0	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.87	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.62	0.00	0.38
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	972	0	625
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.06	0.01	0.22	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.11	0.66	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.49	0.11	0.05	0.33	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Delay/Veh:	0.0	13.0	10.0	35.9	6.9	0.0	0.0	0.0	0.0	25.0	0.0	25.0
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	13.0	10.0	35.9	6.9	0.0	0.0	0.0	0.0	25.0	0.0	25.0
LOS by Move:	A	B	A	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	1	0	5	0	0	0	0	2	0	2

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.367
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	216.9
Optimal Cycle:	130	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	0	0	121	28	0	0	0	56	0	312	145	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	389	245	120	514	209	57	147	114	624	352	135
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:	160	409	258	126	541	220	61	155	120	656	371	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	409	258	126	541	220	61	155	120	656	371	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	409	258	126	541	220	61	155	120	656	371	142
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.96	0.96
Lanes:	0.20	0.49	0.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	326	835	527	1615	1800	1530	1615	1800	1530	1615	1246	478
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.08	0.30	0.14	0.04	0.09	0.08	0.41	0.30	0.30
Crit Moves:	****				****			****			****	
Green/Cycle:	0.32	0.32	0.32	0.20	0.20	0.20	0.15	0.15	0.15	0.27	0.27	0.27
Volume/Cap:	1.53	1.53	1.53	0.40	1.53	0.73	0.24	0.56	0.51	1.53	1.12	1.12
Delay/Veh:	290.0	290	290.0	46.3	303	57.8	48.9	53.4	52.3	295.8	125	125.3
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:	290.0	290	290.0	46.3	303	57.8	48.9	53.4	52.3	295.8	125	125.3
LOS by Move:	F	F	F	D	F	E	D	D	D	F	F	F
HCM2kAvgQ:	69	69	69	5	45	10	2	6	5	58	31	31

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	100	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:	Ovl				Include				Include				Include			
Min. Green:	10	20		20	10	20		20	10	20		20	10	20		20
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	132	338		108	80	447		182	50	79		99	271	180		54
Growth Adj:	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15
Initial Bse:	152	389		124	92	514		209	57	91		114	312	207		62
Added Vol:	0	0		121	28	0		0	0	56		0	312	145		73
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	152	389		245	120	514		209	57	147		114	624	352		135
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:	160	409		258	126	541		220	61	155		120	656	371		142
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	160	409		258	126	541		220	61	155		120	656	371		142
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	160	409		258	126	541		220	61	155		120	656	371		142
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.90	1.00		0.85	0.90	1.00		0.85	0.90	1.00		0.85	0.84	0.96		0.96
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	2.00		1.00	2.00	1.45		0.55
Final Sat.:	1615	1800		1530	1615	1800		1530	1615	3600		1530	3040	2492		957
Capacity Analysis Module:																
Vol/Sat:	0.10	0.23		0.17	0.08	0.30		0.14	0.04	0.04		0.08	0.22	0.15		0.15
Crit Moves:	****					****						****	****			
Green/Cycle:	0.12	0.32		0.58	0.14	0.35		0.35	0.15	0.20		0.20	0.25	0.30		0.30
Volume/Cap:	0.85	0.70		0.29	0.55	0.85		0.41	0.25	0.21		0.39	0.85	0.49		0.49
Delay/Veh:	73.3	33.3		10.9	42.6	41.1		25.1	38.0	33.6		35.6	44.9	29.0		29.0
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:	73.3	33.3		10.9	42.6	41.1		25.1	38.0	33.6		35.6	44.9	29.0		29.0
LOS by Move:	E	C		B	D	D		C	D	C		D	D	C		C
HCM2kAvgQ:	8	12		4	5	18		5	2	2		4	14	7		7

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.872
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 381.2
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	0	0	481	112	0	0	0	224	0	366	171	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	618	654	202	493	95	183	471	107	519	275	208
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:	91	650	688	212	519	100	192	496	113	546	289	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	650	688	212	519	100	192	496	113	546	289	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	650	688	212	519	100	192	496	113	546	289	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.94	0.94
Lanes:	0.07	0.45	0.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.43
Final Sat.:	106	761	805	1615	1800	1530	1615	1800	1530	1615	957	726
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.13	0.29	0.07	0.12	0.28	0.07	0.34	0.30	0.30
Crit Moves:			****		****			****			****	
Green/Cycle:	0.45	0.45	0.45	0.15	0.15	0.15	0.15	0.15	0.15	0.18	0.18	0.18
Volume/Cap:	1.89	1.89	1.89	0.85	1.88	0.43	0.77	1.79	0.48	1.89	1.69	1.69
Delay/Veh:	441.7	442	441.7	77.5	462	51.1	66.9	425	51.8	467.2	377	376.8
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:	441.7	442	441.7	77.5	462	51.1	66.9	425	51.8	467.2	377	376.8
LOS by Move:	F	F	F	E	F	D	E	F	D	F	F	F
HCM2kAvgQ:	138	138	138	11	51	4	10	47	5	57	46	46

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.8
Optimal Cycle:	100	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:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	0	0	481	112	0	0	0	224	0	366	171	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	618	654	202	493	95	183	471	107	519	275	208
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:	91	650	688	212	519	100	192	496	113	546	289	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	650	688	212	519	100	192	496	113	546	289	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	650	688	212	519	100	192	496	113	546	289	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.84	0.94	0.94
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.14	0.86
Final Sat.:	1615	1800	1530	1615	1800	1530	1615	3600	1530	3040	1915	1451
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.45	0.13	0.29	0.07	0.12	0.14	0.07	0.18	0.15	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.39	0.58	0.14	0.39	0.39	0.15	0.20	0.20	0.19	0.25	0.25
Volume/Cap:	0.41	0.93	0.78	0.93	0.74	0.17	0.81	0.69	0.37	0.93	0.61	0.61
Delay/Veh:	40.8	49.1	20.5	84.1	30.1	19.9	60.3	39.9	35.3	62.0	34.9	34.9
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:	40.8	49.1	20.5	84.1	30.1	19.9	60.3	39.9	35.3	62.0	34.9	34.9
LOS by Move:	D	D	C	F	C	B	E	D	D	E	C	C
HCM2kAvgQ:	3	24	18	11	15	2	8	8	3	13	8	8

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 369.5
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	121	0	0	0	312	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	540	0	0	490	762	0	0	0	245	0	246
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	568	0	0	516	802	0	0	0	258	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	568	0	0	516	802	0	0	0	258	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	568	0	0	516	802	0	0	0	258	0	259
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	0.00	0.00	0.39	0.61	0.00	0.00	0.00	0.50	0.00	0.50
Final Sat.:	21	514	0	0	222	345	0	0	0	274	0	275
Capacity Analysis Module:												
Vol/Sat:	1.10	1.10	xxxx	xxxx	2.33	2.33	xxxx	xxxx	xxxx	0.94	xxxx	0.94
Crit Moves:		****			****					****		
Delay/Veh:	95.8	95.8	0.0	0.0	617	617.3	0.0	0.0	0.0	50.7	0.0	50.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.8	95.8	0.0	0.0	617	617.3	0.0	0.0	0.0	50.7	0.0	50.7
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:		95.8			617.3			xxxxxx			50.7	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		95.8			617.3			xxxxxx			50.7	
LOS by Appr:		F			F			*			F	
AllWayAvgQ:	12.8	12.8	12.8	95.6	95.6	95.6	0.0	0.0	0.0	6.3	6.3	6.3

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 90 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:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	0	121	0	0	0	312	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	540	0	0	490	762	0	0	0	245	0	246
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	568	0	0	516	802	0	0	0	258	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	568	0	0	516	802	0	0	0	258	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	568	0	0	516	802	0	0	0	258	0	259
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3600	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.29	0.52	0.00	0.00	0.00	0.16	0.00	0.17
Crit Moves:	****					****						****
Green/Cycle:	0.11	0.73	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.13	0.22	0.00	0.00	0.46	0.84	0.00	0.00	0.00	0.80	0.00	0.84
Delay/Veh:	36.4	3.9	0.0	0.0	9.3	20.5	0.0	0.0	0.0	46.9	0.0	53.3
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:	36.4	3.9	0.0	0.0	9.3	20.5	0.0	0.0	0.0	46.9	0.0	53.3
LOS by Move:	D	A	A	A	A	C	A	A	A	D	A	D
HCM2kAvgQ:	1	3	0	0	8	20	0	0	0	9	0	10

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

****

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.925
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 359.6
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	481	0	0	0	366	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1116	0	0	386	733	0	0	0	40	0	241
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:	18	1175	0	0	407	771	0	0	0	42	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1175	0	0	407	771	0	0	0	42	0	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
FinalVolume:	18	1175	0	0	407	771	0	0	0	42	0	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:	0.02	0.98	0.00	0.00	0.35	0.65	0.00	0.00	0.00	0.14	0.01	0.85
Final Sat.:	9	610	0	0	230	435	0	0	0	82	0	491
Capacity Analysis Module:												
Vol/Sat:	1.93	1.93	xxxx	xxxx	1.77	1.77	xxxx	xxxx	xxxx	0.52	0.00	0.52
Crit Moves:	****				****							****
Delay/Veh:	436.9	437	0.0	0.0	368	367.9	0.0	0.0	0.0	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	436.9	437	0.0	0.0	368	367.9	0.0	0.0	0.0	15.8	15.8	15.8
LOS by Move:	F	F	*	*	F	F	*	*	*	C	C	C
ApproachDel:	436.9			367.9			xxxxxx			15.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	436.9			367.9			xxxxxx			15.8		
LOS by Appr:	F			F			*			C		
AllWayAvgQ:	73.7	73.7	73.7	66.4	66.4	66.4	0.0	0.0	0.0	1.0	1.0	1.0

****

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	90	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	0	481	0	0	0	366	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1116	0	0	386	733	0	0	0	40	0	241
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:	18	1175	0	0	407	771	0	0	0	42	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1175	0	0	407	771	0	0	0	42	0	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
FinalVolume:	18	1175	0	0	407	771	0	0	0	42	0	254
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3600	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.00	0.00	0.23	0.50	0.00	0.00	0.00	0.03	0.00	0.17
Crit Moves:	****					****						****
Green/Cycle:	0.11	0.73	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.10	0.45	0.00	0.00	0.37	0.82	0.00	0.00	0.00	0.13	0.00	0.82
Delay/Veh:	36.2	5.0	0.0	0.0	8.7	18.8	0.0	0.0	0.0	29.5	0.0	49.4
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:	36.2	5.0	0.0	0.0	8.7	18.8	0.0	0.0	0.0	29.5	0.0	49.4
LOS by Move:	D	A	A	A	A	B	A	A	A	C	A	D
HCM2kAvgQ:	1	7	0	0	6	19	0	0	0	1	0	9

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.249
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 85.6
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	0	0	0	0	0	121	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	63	308	427	0	345	0	41	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	228	67	324	449	0	363	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	67	324	449	0	363	0	44	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
FinalVolume:	0	228	67	324	449	0	363	0	44	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	0.77	0.23	0.42	0.58	0.00	0.89	0.01	0.10	0.00	0.00	0.00
Final Sat.:	0	447	131	260	359	0	503	0	60	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.51	0.51	1.25	1.25	xxxx	0.72	0.00	0.72	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	15.0	15.0	145.0	145	0.0	23.8	23.8	23.8	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	15.0	15.0	145.0	145	0.0	23.8	23.8	23.8	0.0	0.0	0.0
LOS by Move:	*	C	C	F	F	*	C	C	C	*	*	*
ApproachDel:		15.0			145.0			23.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		15.0			145.0			23.8			xxxxxx	
LOS by Appr:		C			F			C			*	
AllWayAvgQ:	0.9	0.9	0.9	23.4	23.4	23.4	2.3	2.3	2.3	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	70	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 1	0	1	1	0 1	0 0	1	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	0	0	0	0	0	121	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	216	63	308	427	0	345	0	41	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	228	67	324	449	0	363	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	67	324	449	0	363	0	44	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
FinalVolume:	0	228	67	324	449	0	363	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.89	1.00	0.94	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.82	0.00	0.18	0.00	0.00	0.00
Final Sat.:	0	1800	1530	1615	1800	0	2906	0	313	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.04	0.20	0.25	0.00	0.13	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.37	0.66	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.15	0.54	0.38	0.00	0.49	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	18.8	18.3	5.7	0.0	22.5	0.0	23.2	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	21.1	18.8	18.3	5.7	0.0	22.5	0.0	23.2	0.0	0.0	0.0
LOS by Move:	A	C	B	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	1	6	5	0	4	0	5	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.714
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	191.8
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	0	0	0	0	0	481	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	286	181	270	156	0	847	0	38	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	301	190	284	165	0	891	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	301	190	284	165	0	891	0	40	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
FinalVolume:	0	301	190	284	165	0	891	0	40	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	0.61	0.39	0.63	0.37	0.00	0.96	0.00	0.04	0.00	0.00	0.00
Final Sat.:	0	341	215	332	192	0	520	0	23	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.88	0.88	0.86	0.86	xxxx	1.71	xxxx	1.71	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	40.0	40.0	37.9	37.9	0.0	346.1	0.0	346.1	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	40.0	40.0	37.9	37.9	0.0	346.1	0.0	346.1	0.0	0.0	0.0
LOS by Move:	*	E	E	E	E	*	F	*	F	*	*	*
ApproachDel:		40.0			37.9		346.1			xxxxxx		
Delay Adj:		1.00			1.00		1.00			xxxxx		
ApprAdjDel:		40.0			37.9		346.1			xxxxxx		
LOS by Appr:		E			E		F			*		
AllWayAvgQ:	4.7	4.7	4.7	4.1	4.1	4.1	50.8	50.8	50.8	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 70 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		20		20		10		20		0		7		0		7		0		0		0	
Lanes:	0	0	1	0	1		1	0	1	0	0		1	0	1!	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0		249		157		235		136		0		318		0		33		0		0		0	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	0		286		181		270		156		0		366		0		38		0		0		0	
Added Vol:	0		0		0		0		0		0		481		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		286		181		270		156		0		847		0		38		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		301		190		284		165		0		891		0		40		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		301		190		284		165		0		891		0		40		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	
FinalVolume:	0		301		190		284		165		0		891		0		40		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.94		1.00		0.85		0.90		1.00		1.00		0.90		1.00		0.95		0.94		1.00		1.00	
Lanes:	0.00		1.00		1.00		1.00		1.00		0.00		1.92		0.00		0.08		0.00		0.00		0.00	
Final Sat.:	0		1800		1530		1615		1800		0		3098		0		133		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.17		0.12		0.18		0.09		0.00		0.29		0.00		0.30		0.00		0.00		0.00	
Crit Moves:			****				****										****							
Green/Cycle:	0.00		0.29		0.29		0.23		0.52		0.00		0.40		0.00		0.40		0.00		0.00		0.00	
Volume/Cap:	0.00		0.59		0.43		0.76		0.18		0.00		0.73		0.00		0.76		0.00		0.00		0.00	
Delay/Veh:	0.0		23.2		21.1		33.6		9.0		0.0		20.0		0.0		21.0		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		23.2		21.1		33.6		9.0		0.0		20.0		0.0		21.0		0.0		0.0		0.0	
LOS by Move:	A		C		C		C		A		A		C		A		C		A		A		A	
HCM2kAvgQ:	0		6		4		8		2		0		11		0		11		0		0		0	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	176	0	0	379	89	103	0	59	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:	19	185	0	0	399	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	185	0	0	399	93	109	0	62	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
FinalVolume:	19	185	0	0	399	93	109	0	62	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:	0.09	0.91	0.00	0.00	0.81	0.19	0.64	0.00	0.36	0.00	0.00	0.00
Final Sat.:	67	638	0	0	639	149	400	0	226	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	xxxx	xxxx	0.63	0.63	0.27	xxxx	0.27	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	9.8	9.8	0.0	0.0	14.4	14.4	10.1	0.0	10.1	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:	9.8	9.8	0.0	0.0	14.4	14.4	10.1	0.0	10.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	B	B	B	*	B	*	*	*
ApproachDel:	9.8			14.4			10.1			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	9.8			14.4			10.1			xxxxxx		
LOS by Appr:	A			B			B			*		
AllWayAvgQ:	0.4	0.4	0.4	1.5	1.5	1.5	0.3	0.3	0.3	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	176	0	0	379	89	103	0	59	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:	19	185	0	0	399	93	109	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	185	0	0	399	93	109	0	62	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
FinalVolume:	19	185	0	0	399	93	109	0	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.97	0.97	0.87	1.00	0.92	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1422	332	1020	0	578	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.28	0.28	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.07	0.16	0.00	0.00	0.58	0.58	0.43	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	21.2	4.2	0.0	0.0	12.2	12.2	19.6	0.0	19.6	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:	21.2	4.2	0.0	0.0	12.2	12.2	19.6	0.0	19.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	7	7	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	309	0	0	159	36	158	0	44	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:	79	326	0	0	167	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	326	0	0	167	38	166	0	46	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
FinalVolume:	79	326	0	0	167	38	166	0	46	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:	0.19	0.81	0.00	0.00	0.82	0.18	0.78	0.00	0.22	0.00	0.00	0.00
Final Sat.:	144	595	0	0	582	131	499	0	138	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	xxxx	xxxx	0.29	0.29	0.33	xxxx	0.33	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	13.1	13.1	0.0	0.0	9.7	9.7	10.6	0.0	10.6	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:	13.1	13.1	0.0	0.0	9.7	9.7	10.6	0.0	10.6	0.0	0.0	0.0
LOS by Move:	B	B	*	*	A	A	B	*	B	*	*	*
ApproachDel:	13.1			9.7			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	13.1			9.7			10.6			xxxxxx		
LOS by Appr:	B			A			B			*		
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.4	0.4	0.0	0.0	0.0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	309	0	0	159	36	158	0	44	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:	79	326	0	0	167	38	166	0	46	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	326	0	0	167	38	166	0	46	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
FinalVolume:	79	326	0	0	167	38	166	0	46	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	0.98	0.98	0.88	1.00	0.93	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.82	0.18	0.79	0.00	0.21	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1433	322	1258	0	349	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.12	0.12	0.13	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.51	0.00	0.00	0.34	0.34	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.29	0.35	0.00	0.00	0.34	0.34	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	22.5	9.0	0.0	0.0	14.9	14.9	13.2	0.0	13.2	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:	22.5	9.0	0.0	0.0	14.9	14.9	13.2	0.0	13.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	2	4	0	0	3	3	3	0	3	0	0	0

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.0
Optimal Cycle:	130	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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	530	135	0	0	52	0	0	0	206	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	135	0	18	52	486	81	162	206	0	314	16
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:	558	142	0	19	55	512	85	171	217	0	330	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	142	0	19	55	512	85	171	217	0	330	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	142	0	19	55	512	85	171	217	0	330	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.90	1.00	0.85	0.28	1.00	0.85	0.94	0.99	0.99
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1615	1800	0	1615	1800	1530	505	1800	1530	1700	1700	87
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.00	0.01	0.03	0.33	0.17	0.09	0.14	0.00	0.19	0.19
Crit Moves:	****					****					****	
Green/Cycle:	0.38	0.45	0.00	0.30	0.37	0.37	0.21	0.21	0.59	0.00	0.21	0.21
Volume/Cap:	0.92	0.18	0.00	0.04	0.08	0.92	0.79	0.45	0.24	0.00	0.92	0.92
Delay/Veh:	57.4	21.8	0.0	32.6	27.1	59.4	80.4	45.4	12.9	0.0	76.6	76.6
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:	57.4	21.8	0.0	32.6	27.1	59.4	80.4	45.4	12.9	0.0	76.6	76.6
LOS by Move:	E	C	A	C	C	E	F	D	B	A	E	E
HCM2kAvgQ:	26	3	0	1	1	23	5	6	4	0	17	17

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: 130 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						Permitted						Permitted					
Rights:	Include						Ovl						Ovl						Include					
Min. Green:	10		15		15		10		15		15		15		15		15		15		15		15	
Lanes:	1	0	1	0	0		1	0	1	0	1		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	0		0		0		24		0		172		274		202		0		0		161		24	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	0		0		0		28		0		198		315		232		0		0		185		28	
Added Vol:	622		158		0		0		208		0		0		0		818		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	622		158		0		28		208		198		315		232		818		0		185		28	
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:	655		166		0		29		219		208		332		245		861		0		195		29	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	655		166		0		29		219		208		332		245		861		0		195		29	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	655		166		0		29		219		208		332		245		861		0		195		29	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		1.00		0.90		1.00		0.85		0.48		1.00		0.85		0.94		0.98		0.98	
Lanes:	1.00		1.00		0.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.87		0.13	
Final Sat.:	1615		1800		0		1615		1800		1530		855		1800		1530		1700		1537		229	
Capacity Analysis Module:																								
Vol/Sat:	0.41		0.09		0.00		0.02		0.12		0.14		0.39		0.14		0.56		0.00		0.13		0.13	
Crit Moves:	****										****		****											
Green/Cycle:	0.42		0.33		0.00		0.22		0.14		0.14		0.40		0.40		0.81		0.00		0.40		0.40	
Volume/Cap:	0.97		0.28		0.00		0.08		0.87		0.97		0.97		0.34		0.69		0.00		0.32		0.32	
Delay/Veh:	65.6		32.1		0.0		40.1		81.1		109.7		80.2		27.5		6.8		0.0		27.2		27.2	
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:	65.6		32.1		0.0		40.1		81.1		109.7		80.2		27.5		6.8		0.0		27.2		27.2	
LOS by Move:	E		C		A		D		F		F		F		C		A		A		C		C	
HCM2kAvgQ:	33		5		0		1		11		12		19		7		15		0		6		6	

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	0	1 0	0 1	0	1 0	1 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	353	0	101	137	20	52	0	0	0	0	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	0	101	137	20	52	0	0	0	0	260
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	372	0	106	144	21	55	0	0	0	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	372	0	106	144	21	55	0	0	0	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	372	0	106	144	21	55	0	0	0	0	274
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.41	0.98	0.98	0.46	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	1.00	0.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	1800	0	738	1541	225	836	1800	0	1700	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.14	0.09	0.09	0.07	0.00	0.00	0.00	0.00	0.18
Crit Moves:		****										****
Green/Cycle:	0.00	0.50	0.00	0.50	0.50	0.50	0.43	0.00	0.00	0.00	0.00	0.43
Volume/Cap:	0.00	0.41	0.00	0.29	0.19	0.19	0.15	0.00	0.00	0.00	0.00	0.41
Delay/Veh:	0.0	9.8	0.0	9.2	8.4	8.4	10.5	0.0	0.0	0.0	0.0	12.2
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	9.8	0.0	9.2	8.4	8.4	10.5	0.0	0.0	0.0	0.0	12.2
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	B
HCM2kAvgQ:	0	5	0	1	2	2	1	0	0	0	0	4

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

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

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

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	0	1 0	0 1	0	1 0	1 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	414	0	401	545	80	61	0	0	0	0	305
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	414	0	401	545	80	61	0	0	0	0	305
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	436	0	422	574	84	64	0	0	0	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	436	0	422	574	84	64	0	0	0	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	436	0	422	574	84	64	0	0	0	0	321
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.43	0.98	0.98	0.27	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	1.00	0.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	1800	0	772	1540	226	484	1800	0	1700	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.55	0.37	0.37	0.13	0.00	0.00	0.00	0.00	0.21
Crit Moves:				****								****
Green/Cycle:	0.00	0.67	0.00	0.67	0.67	0.67	0.26	0.00	0.00	0.00	0.00	0.26
Volume/Cap:	0.00	0.36	0.00	0.81	0.55	0.55	0.51	0.00	0.00	0.00	0.00	0.81
Delay/Veh:	0.0	4.4	0.0	16.3	5.6	5.6	22.5	0.0	0.0	0.0	0.0	32.8
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	4.4	0.0	16.3	5.6	5.6	22.5	0.0	0.0	0.0	0.0	32.8
LOS by Move:	A	A	A	B	A	A	C	A	A	A	A	C
HCM2kAvgQ:	0	4	0	9	7	7	2	0	0	0	0	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
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	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	287	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	181	0	0	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	181	0	0	330	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	0	0	0	0	0	0	190	0	0	347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	190	0	0	347	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
FinalVolume:	0	0	0	0	0	0	0	190	0	0	347	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	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	541	0	660	686	761	0	0	777	913
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	0.00	0.25	xxxx	xxxx	0.45	0.00
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	11.0	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	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	11.0	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.0			11.0	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				9.0			11.0	
LOS by Appr:	*			*				A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.8	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	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:	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	1 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	226	0	0	185	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	260	0	0	213	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	260	0	0	213	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	0	0	0	0	0	0	274	0	0	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	274	0	0	224	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
FinalVolume:	0	0	0	0	0	0	0	274	0	0	224	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	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	551	0	675	697	773	0	0	768	901
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	0.00	0.35	xxxx	xxxx	0.29	0.00
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.3	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	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.3	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.9			9.3	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				9.9			9.3	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.166
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	5	5	43	5	8	14	25	26	8	30	90
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	5	51	5	8	14	25	26	8	30	111
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:	12	5	5	53	5	8	15	27	28	8	31	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	5	53	5	8	15	27	28	8	31	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	5	53	5	8	15	27	28	8	31	117
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:	0.56	0.22	0.22	0.80	0.07	0.13	0.21	0.39	0.40	0.05	0.20	0.75
Final Sat.:	434	174	174	621	56	99	183	336	351	51	190	704
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.09	0.09	0.08	0.08	0.08	0.17	0.17	0.17
Crit Moves:		****		****					****	****		
Delay/Veh:	7.5	7.5	7.5	7.8	7.8	7.8	7.4	7.4	7.4	7.4	7.4	7.4
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:	7.5	7.5	7.5	7.8	7.8	7.8	7.4	7.4	7.4	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.8			7.4			7.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.8			7.4			7.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.111
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	8	8	10	15	2	5	6	46	6	5	44	24
Added Vol:	0	0	0	32	0	0	0	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	10	47	2	5	6	46	6	5	44	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:	8	8	11	49	2	5	6	48	6	5	46	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	11	49	2	5	6	48	6	5	46	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	11	49	2	5	6	48	6	5	46	51
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:	0.30	0.30	0.40	0.87	0.04	0.09	0.10	0.80	0.10	0.05	0.45	0.50
Final Sat.:	257	257	330	694	34	68	85	681	85	44	415	457
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.07	0.07	0.07	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	7.2	7.2	7.2	7.7	7.7	7.7	7.4	7.4	7.4	7.3	7.3	7.3
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:	7.2	7.2	7.2	7.7	7.7	7.7	7.4	7.4	7.4	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.2			7.7			7.4			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.2			7.7			7.4			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[12.4]

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			1 0 0 0 0			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	69	0	0	46	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	79	0	0	53	0
Added Vol:	0	0	0	353	0	0	0	0	0	0	0	137
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	353	0	0	0	79	0	0	53	137
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	372	0	0	0	84	0	0	56	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	372	0	0	0	84	0	0	56	144
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	139	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	859	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	859	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.4	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[15.0]

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	0		1	0	1	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	0	0	0				0	0	0				0	87	0				0	80	0			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	0	0	0				0	0	0				0	100	0				0	92	0			
Added Vol:	0	0	0				414	0	0				0	0	0				0	0	545			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	0	0				414	0	0				0	100	0				0	92	545			
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				436	0	0				0	105	0				0	97	574			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				436	0	0				0	105	0				0	97	574			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxx	xxxxx				
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				202	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				791	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				791	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				0.55	xxxx	xxxx				xxxx	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				3.4	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				15.0	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				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						15.0						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 111.3 Worst Case Level Of Service: F[408.3]

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	145	208	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	222	210	282	172	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	0	0	321	0	19	0	234	221	297	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	19	0	234	221	297	181	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1118	1229	181	xxxx	xxxx	xxxxx	455	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	231	179	867	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	184	132	867	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.75	0.00	0.02	xxxx	xxxx	xxxx	0.27	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	192	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	23.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	408	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			408.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.461	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9	
Optimal Cycle:	130	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0 0	0	1	0 1!	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	145	208	0	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	222	210	282	172	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	0	0	321	0	19	0	234	221	297	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	19	0	234	221	297	181	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
FinalVolume:	0	0	0	321	0	19	0	234	221	297	181	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3053	0	174	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.13	0.14	0.18	0.10	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.31	0.31	0.40	0.71	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.46	0.00	0.41	0.46	0.46	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	42.2	0.0	42.6	0.0	35.6	36.5	29.3	6.0	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	0.0	0.0	42.2	0.0	42.6	0.0	35.6	36.5	29.3	6.0	0.0
LOS by Move:	A	A	A	D	A	D	A	D	D	C	A	A
HCM2kAvgQ:	0	0	0	6	0	7	0	7	7	9	2	0

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 1651.8 Worst Case Level Of Service: F[4527.6]

****

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 0	1! 0	0	0 0	0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	171	244	0	545	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	269	246	308	608	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	0	0	834	0	30	0	283	259	324	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	834	0	30	0	283	259	324	640	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1702	1831	640	xxxx	xxxx	xxxxx	542	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	102	77	479	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	77	53	479	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	10.78	0.00	0.06	xxxx	xxxx	xxxx	0.31	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	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	80	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	101	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	4528	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			4527.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 130 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	171	244	0	545	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	269	246	308	608	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	0	0	834	0	30	0	283	259	324	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	30	0	283	259	324	640	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
FinalVolume:	0	0	0	834	0	30	0	283	259	324	640	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.94	0.00	0.06	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3124	0	110	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.28	0.00	0.16	0.17	0.20	0.36	0.00
Crit Moves:						****			****	****		
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.00	0.25	0.25	0.30	0.55	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.68	0.00	0.63	0.68	0.68	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	32.3	0.0	33.0	0.0	46.2	48.9	44.2	22.3	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	0.0	0.0	32.3	0.0	33.0	0.0	46.2	48.9	44.2	22.3	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	D	C	A
HCM2kAvgQ:	0	0	0	15	0	16	0	11	10	13	18	0

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: F[60.8]

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	5	0	145	0	0	0	30	302	0				0	270	586			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	6	0	167	0	0	0	35	347	0				0	311	674			
Added Vol:	81	0	0	0	0	0	0	145	0				0	56	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	87	0	167	0	0	0	35	492	0				0	367	674			
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:	91	0	176	0	0	0	36	518	0				0	386	709			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	91	0	176	0	0	0	36	518	0				0	386	709			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1331	1686	518	xxxx	xxxx	xxxxx	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	172	95	561	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	165	90	561	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.55	0.00	0.31	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.9	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	308	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	7.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	60.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*						
ApproachDel:		60.8		xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:		F		*			*			*								

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	15	0	0	15	15
Lanes:	1 0	0	0 1	0	0 0	0 0	1 0	2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	5	0	145	0	0	0	30	302	0	0	270	586
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	6	0	167	0	0	0	35	347	0	0	311	674
Added Vol:	81	0	0	0	0	0	0	145	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	0	167	0	0	0	35	492	0	0	367	674
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:	91	0	176	0	0	0	36	518	0	0	386	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	176	0	0	0	36	518	0	0	386	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	0	176	0	0	0	36	518	0	0	386	709
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1615	0	1530	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.11	0.00	0.00	0.00	0.02	0.14	0.00	0.00	0.21	0.46
Crit Moves:			****				****					****
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.13	0.77	0.00	0.00	0.64	0.64
Volume/Cap:	0.36	0.00	0.72	0.00	0.00	0.00	0.18	0.19	0.00	0.00	0.33	0.72
Delay/Veh:	30.9	0.0	42.2	0.0	0.0	0.0	31.8	2.6	0.0	0.0	6.7	12.3
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:	30.9	0.0	42.2	0.0	0.0	0.0	31.8	2.6	0.0	0.0	6.7	12.3
LOS by Move:	C	A	D	A	A	A	C	A	A	A	A	B
HCM2kAvgQ:	2	0	6	0	0	0	1	2	0	0	4	13

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 635.8 Worst Case Level Of Service: F[2667.0]

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	8	0	280	0	0	0	32	742	0				0	315	380			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	9	0	322	0	0	0	37	853	0				0	362	437			
Added Vol:	321	0	0	0	0	0	0	171	0				0	224	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	330	0	322	0	0	0	37	1024	0				0	586	437			
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:	348	0	339	0	0	0	39	1078	0				0	617	460			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	348	0	339	0	0	0	39	1078	0				0	617	460			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	2003	2233	1078	xxxx	xxxx	xxxxx	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	66	43	268	xxxx	xxxx	xxxxx	655	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	63	41	268	xxxx	xxxx	xxxxx	655	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	5.48	0.00	1.26	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	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	102	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	76.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	2667	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	2667.0			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	F			*			*			*								

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	0	7	0	0	0	10	15	0		0	15	15	
Lanes:	1 0	0	0 1	0 0	0	0 0	1 0	2	0 0		0 0	1	0 1	
Volume Module:														
Base Vol:	8	0	280	0	0	0	32	742	0		0	315	380	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	9	0	322	0	0	0	37	853	0		0	362	437	
Added Vol:	321	0	0	0	0	0	0	171	0		0	224	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	330	0	322	0	0	0	37	1024	0		0	586	437	
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:	348	0	339	0	0	0	39	1078	0		0	617	460	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	348	0	339	0	0	0	39	1078	0		0	617	460	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	348	0	339	0	0	0	39	1078	0		0	617	460	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.90	1.00	1.00		0.94	1.00	0.85	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00		0.00	1.00	1.00	
Final Sat.:	1615	0	1530	0	0	0	1615	3600	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.02	0.30	0.00		0.00	0.34	0.30	
Crit Moves:			****				****					****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.13	0.61	0.00		0.00	0.49	0.49	
Volume/Cap:	0.69	0.00	0.71	0.00	0.00	0.00	0.19	0.49	0.00		0.00	0.71	0.62	
Delay/Veh:	27.9	0.0	28.9	0.0	0.0	0.0	31.8	8.8	0.0		0.0	18.7	16.7	
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:	27.9	0.0	28.9	0.0	0.0	0.0	31.8	8.8	0.0		0.0	18.7	16.7	
LOS by Move:	C	A	C	A	A	A	C	A	A		A	B	B	
HCM2kAvgQ:	9	0	9	0	0	0	1	8	0		0	13	9	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[19.4]

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			1 0 0 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	143	0	0	486	51
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	69	0	38	21	164	0	0	559	59
Added Vol:	0	0	0	0	0	8	21	94	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	46	42	258	0	0	595	59
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	73	0	48	44	272	0	0	626	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	48	44	272	0	0	626	62
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	986	xxxx	626	688	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	277	xxxx	488	916	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	267	xxxx	488	916	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	0.10	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.1	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.5	xxxx	13.2	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			19.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C[20.3]

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	64	0	15	25	325	0	0	227	59								
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15								
Initial Bse:	0	0	0	74	0	17	29	374	0	0	261	68								
Added Vol:	0	0	0	0	0	32	24	110	0	0	144	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	74	0	49	53	484	0	0	405	68								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	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	77	0	52	56	509	0	0	426	71								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	77	0	52	56	509	0	0	426	71								
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	1047	xxxx	426	498	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	255	xxxx	632	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	245	xxxx	632	1077	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	0.08	0.05	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	26.4	xxxx	11.2	8.5	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	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*					
ApproachDel:	xxxxxx			20.3			xxxxxx				xxxxxx							
ApproachLOS:	*			C			*				*							

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	142	109	42	29	93	160	83	258	106	41	554	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	163	125	48	33	107	184	95	297	122	47	637	55
Added Vol:	8	0	0	0	0	8	21	104	21	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	125	48	33	107	192	116	401	143	47	677	55
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:	180	132	51	35	113	202	123	422	150	50	713	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	132	51	35	113	202	123	422	150	50	713	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	132	51	35	113	202	123	422	150	50	713	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.62	0.96	0.96	0.59	1.00	0.85	0.29	1.00	0.85	0.39	0.99	0.99
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1119	2490	959	1068	1800	1530	522	1800	1530	709	3292	268
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.05	0.03	0.06	0.13	0.23	0.23	0.10	0.07	0.22	0.22
Crit Moves:	****							****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.42	0.14	0.14	0.09	0.16	0.34	0.42	0.42	0.18	0.13	0.39	0.39
Delay/Veh:	16.5	14.1	14.1	13.8	14.3	15.6	9.9	9.2	7.7	7.5	8.8	8.8
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:	16.5	14.1	14.1	13.8	14.3	15.6	9.9	9.2	7.7	7.5	8.8	8.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	1	1	1	2	3	2	5	2	1	5	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	129	130		83			62	121		118			171	689		162			50	448		50		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	148	150		95			71	139		136			197	792		186			57	515		57		
Added Vol:	32	0		0			0	0		32			24	122		24			0	160		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	180	150		95			71	139		168			221	914		210			57	675		57		
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:	190	157		100			75	146		177			232	962		221			61	711		61		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	190	157		100			75	146		177			232	962		221			61	711		61		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	190	157		100			75	146		177			232	962		221			61	711		61		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.56	0.94		0.94			0.52	1.00		0.85			0.30	1.00		0.85			0.10	0.99		0.99		
Lanes:	1.00	1.22		0.78			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.84		0.16		
Final Sat.:	1015	2070		1321			937	1800		1530			546	1800		1530			173	3278		279		
Capacity Analysis Module:																								
Vol/Sat:	0.19	0.08		0.08			0.08	0.08		0.12			0.43	0.53		0.14			0.35	0.22		0.22		
Crit Moves:	****													****										
Green/Cycle:	0.33	0.33		0.33			0.33	0.33		0.33			0.61	0.61		0.61			0.61	0.61		0.61		
Volume/Cap:	0.57	0.23		0.23			0.24	0.25		0.35			0.69	0.87		0.24			0.57	0.35		0.35		
Delay/Veh:	21.7	17.2		17.2			17.6	17.4		18.3			15.2	18.9		6.2			15.1	6.7		6.7		
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:	21.7	17.2		17.2			17.6	17.4		18.3			15.2	18.9		6.2			15.1	6.7		6.7		
LOS by Move:	C		B		B		B		B		B		B		B		A		B		A		A	
HCM2kAvgQ:	4		2		2		1		2		3		5		21		2		2		4		4	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	70	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	150	53	35	96	22	21	14	26	67	23	84
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	173	61	40	110	25	24	16	30	77	26	97
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	181	61	40	131	25	24	16	30	77	26	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	190	64	42	138	27	25	17	31	81	28	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	190	64	42	138	27	25	17	31	81	28	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	190	64	42	138	27	25	17	31	81	28	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.60	0.90	0.90	0.69	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.21	0.79
Final Sat.:	1615	1800	1530	1615	3600	1530	1079	569	1057	1239	341	1246
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.04	0.03	0.04	0.02	0.02	0.03	0.03	0.07	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.10	0.27	0.11	0.18	0.11	0.05	0.06	0.08	0.08	0.17	0.21	0.21
Delay/Veh:	24.6	15.0	13.9	26.8	15.0	14.7	13.6	13.7	13.7	14.3	14.6	14.6
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:	24.6	15.0	13.9	26.8	15.0	14.7	13.6	13.7	13.7	14.3	14.6	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	1	1	0	0	1	1	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	235	80	43	198	40	33	35	47	68	15	67
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	46	270	92	49	228	46	38	40	54	78	17	77
Added Vol:	0	32	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	302	92	49	252	46	38	40	54	78	17	77
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:	48	318	97	52	265	48	40	42	57	82	18	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	318	97	52	265	48	40	42	57	82	18	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	318	97	52	265	48	40	42	57	82	18	81
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.64	0.91	0.91	0.64	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	0.18	0.82
Final Sat.:	1615	1800	1530	1615	3600	1530	1153	702	943	1153	289	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.06	0.03	0.07	0.03	0.03	0.06	0.06	0.07	0.06	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.18	0.46	0.16	0.23	0.21	0.09	0.09	0.16	0.16	0.19	0.16	0.16
Delay/Veh:	25.1	16.5	14.2	27.1	15.6	15.0	13.8	14.2	14.2	14.4	14.2	14.2
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:	25.1	16.5	14.2	27.1	15.6	15.0	13.8	14.2	14.2	14.4	14.2	14.2
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	1	1	2	1	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 80 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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	94	138	37	39	145	141	55	122	171	43	392	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	108	159	43	45	167	162	63	140	197	49	451	60
Added Vol:	0	0	0	0	0	8	21	73	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	159	43	45	167	170	84	213	197	49	479	60
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:	114	167	45	47	176	179	89	225	207	52	504	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	167	45	47	176	179	89	225	207	52	504	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	167	45	47	176	179	89	225	207	52	504	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2748	737	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.10	0.12	0.05	0.12	0.14	0.03	0.28	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.56	0.21	0.21	0.23	0.34	0.41	0.44	0.37	0.40	0.22	0.77	0.11
Delay/Veh:	36.6	21.7	21.7	32.1	22.9	23.6	33.9	20.3	20.7	30.5	28.3	17.0
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:	36.6	21.7	21.7	32.1	22.9	23.6	33.9	20.3	20.7	30.5	28.3	17.0
LOS by Move:	D	C	C	C	C	C	C	C	C	C	C	B
HCM2kAvgQ:	4	2	2	1	4	4	3	4	4	1	13	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	166	178	63	91	199	95	120	296	183	71	199	48
Added Vol:	0	0	0	0	0	32	24	85	0	0	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	178	63	91	199	127	144	381	183	71	311	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:	174	188	67	96	209	134	151	401	192	75	327	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	188	67	96	209	134	151	401	192	75	327	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	188	67	96	209	134	151	401	192	75	327	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.06	0.12	0.09	0.09	0.22	0.13	0.05	0.18	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.32	0.32	0.14	0.29	0.29	0.15	0.31	0.31	0.13	0.29	0.29
Volume/Cap:	0.63	0.23	0.23	0.42	0.40	0.30	0.63	0.73	0.41	0.35	0.63	0.11
Delay/Veh:	35.1	20.0	20.0	32.8	23.5	22.7	37.0	29.5	22.6	32.5	27.0	20.9
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:	35.1	20.0	20.0	32.8	23.5	22.7	37.0	29.5	22.6	32.5	27.0	20.9
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	5	2	2	3	4	3	5	10	4	2	8	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.8
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	17	91	17	15	92	224	111	185	19	16	429	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	105	20	17	106	258	128	213	22	18	493	55
Added Vol:	8	0	0	0	0	8	21	62	21	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	105	20	17	106	266	149	275	43	18	517	55
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:	29	110	21	18	111	280	156	289	45	19	545	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	110	21	18	111	280	156	289	45	19	545	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	110	21	18	111	280	156	289	45	19	545	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.58	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1032	1800	1530	1035	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.01	0.02	0.06	0.18	0.10	0.16	0.03	0.01	0.30	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.59	0.34	0.34	0.70	0.43	0.43
Volume/Cap:	0.11	0.24	0.05	0.07	0.24	0.70	0.28	0.47	0.09	0.02	0.70	0.09
Delay/Veh:	28.4	29.4	27.8	28.0	29.5	39.1	10.8	26.5	22.5	5.4	26.2	16.9
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:	28.4	29.4	27.8	28.0	29.5	39.1	10.8	26.5	22.5	5.4	26.2	16.9
LOS by Move:	C	C	C	C	C	D	B	C	C	A	C	B
HCM2kAvgQ:	1	3	0	0	3	9	3	7	1	0	15	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	37
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	160	48	48	159	175	282	618	21	37	400	43
Added Vol:	32	0	0	0	0	32	24	73	24	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	160	48	48	159	207	306	691	45	37	496	43
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:	52	168	51	51	167	218	322	727	47	39	522	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	168	51	51	167	218	322	727	47	39	522	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	168	51	51	167	218	322	727	47	39	522	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	1.00	0.85	0.47	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	848	1800	1530	845	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.03	0.06	0.09	0.14	0.20	0.40	0.03	0.02	0.29	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.62	0.37	0.37
Volume/Cap:	0.24	0.37	0.13	0.24	0.37	0.57	0.52	0.92	0.07	0.08	0.78	0.08
Delay/Veh:	30.6	31.5	29.3	30.5	31.5	34.8	13.7	41.8	16.2	11.9	33.9	20.5
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:	30.6	31.5	29.3	30.5	31.5	34.8	13.7	41.8	16.2	11.9	33.9	20.5
LOS by Move:	C	C	C	C	C	C	B	D	B	B	C	C
HCM2kAvgQ:	2	4	1	2	4	7	5	25	1	1	16	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	7	93	60	14	89	26	25	91	13	82	161	26
Added Vol:	0	8	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	101	60	14	110	26	25	91	13	82	161	26
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:	7	106	63	15	115	28	27	96	13	86	169	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	106	63	15	115	28	27	96	13	86	169	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	106	63	15	115	28	27	96	13	86	169	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.60	0.36	0.09	0.73	0.18	0.20	0.70	0.10	0.30	0.60	0.10
Final Sat.:	28	408	241	61	481	116	130	466	65	212	419	69
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.24	0.24	0.24	0.21	0.21	0.21	0.40	0.40	0.40
Crit Moves:		****		****				****		****		
Delay/Veh:	9.5	9.5	9.5	9.5	9.5	9.5	9.3	9.3	9.3	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	9.5	9.5	9.5	9.3	9.3	9.3	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.5			9.5			9.3			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.5			9.3			11.0	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	155	131	22	129	43	37	118	26	62	110	30
Added Vol:	0	32	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	187	131	22	153	43	37	118	26	62	110	30
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:	11	197	138	23	161	45	39	125	28	65	116	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	197	138	23	161	45	39	125	28	65	116	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	197	138	23	161	45	39	125	28	65	116	31
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:	0.03	0.57	0.40	0.10	0.70	0.20	0.20	0.65	0.15	0.31	0.54	0.15
Final Sat.:	21	379	265	62	433	120	117	376	84	179	318	86
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.37	0.37	0.37	0.33	0.33	0.33	0.37	0.37	0.37
Crit Moves:		****			****			****				****
Delay/Veh:	13.0	13.0	13.0	11.3	11.3	11.3	11.1	11.1	11.1	11.5	11.5	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:	13.0	13.0	13.0	11.3	11.3	11.3	11.1	11.1	11.1	11.5	11.5	11.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		13.0			11.3			11.1			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			11.3			11.1			11.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.9	0.9	0.9	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	4	10	42	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	80	59	262	15	12	450	25
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:	19	74	18	23	48	84	63	275	16	12	473	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	84	63	275	16	12	473	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	84	63	275	16	12	473	27
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:	0.17	0.67	0.16	1.00	0.37	0.63	0.18	0.78	0.04	0.02	0.93	0.05
Final Sat.:	86	327	80	446	184	320	112	494	28	16	625	35
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.05	0.26	0.26	0.56	0.56	0.56	0.76	0.76	0.76
Crit Moves:			****		****		****				****	
Delay/Veh:	11.0	11.0	11.0	10.4	11.0	11.0	14.6	14.6	14.6	21.8	21.8	21.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	10.4	11.0	11.0	14.6	14.6	14.6	21.8	21.8	21.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		11.0			10.9			14.6			21.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			10.9			14.6			21.8	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.3	0.3	1.1	1.1	1.1	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 80 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	4	10	42	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	80	59	262	15	12	450	25
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:	19	74	18	23	48	84	63	275	16	12	473	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	84	63	275	16	12	473	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	84	63	275	16	12	473	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.78	0.91	0.91	0.81	0.86	0.86	0.93	0.98	0.98
Lanes:	0.18	0.66	0.16	1.00	0.37	0.63	0.19	0.77	0.04	0.03	0.92	0.05
Final Sat.:	288	1098	270	1396	595	1034	272	1195	68	42	1635	92
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.08	0.08	0.23	0.23	0.23	0.29	0.29	0.29
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.24	0.06	0.30	0.30	0.34	0.34	0.34	0.43	0.43	0.43
Delay/Veh:	22.8	22.8	22.8	21.4	23.3	23.3	5.7	5.7	5.7	6.2	6.2	6.2
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:	22.8	22.8	22.8	21.4	23.3	23.3	5.7	5.7	5.7	6.2	6.2	6.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.196
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 70.1
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	16	12	49	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	115	120	527	47	14	323	17
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:	34	107	21	22	70	121	126	555	50	15	340	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	121	126	555	50	15	340	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	121	126	555	50	15	340	18
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:	0.21	0.66	0.13	1.00	0.37	0.63	0.17	0.76	0.07	0.04	0.91	0.05
Final Sat.:	98	309	60	430	178	306	106	464	42	22	514	27
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.05	0.39	0.39	1.20	1.20	1.20	0.66	0.66	0.66
Crit Moves:		****				****			****		****	
Delay/Veh:	13.8	13.8	13.8	11.2	14.1	14.1	124.4	124	124.4	20.1	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	11.2	14.1	14.1	124.4	124	124.4	20.1	20.1	20.1
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		13.8			13.8			124.4			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			13.8			124.4			20.1	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.6	0.6	19.6	19.6	19.6	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 80 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	16	12	49	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	115	120	527	47	14	323	17
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:	34	107	21	22	70	121	126	555	50	15	340	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	121	126	555	50	15	340	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	121	126	555	50	15	340	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.76	0.91	0.91	0.81	0.86	0.86	0.91	0.97	0.97
Lanes:	0.22	0.65	0.13	1.00	0.37	0.63	0.18	0.75	0.07	0.04	0.91	0.05
Final Sat.:	338	1062	205	1370	598	1031	266	1166	104	68	1581	85
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.12	0.12	0.48	0.48	0.48	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.36	0.36	0.36	0.06	0.43	0.43	0.71	0.71	0.71	0.32	0.32	0.32
Delay/Veh:	23.9	23.9	23.9	21.4	24.5	24.5	10.3	10.3	10.3	5.5	5.5	5.5
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:	23.9	23.9	23.9	21.4	24.5	24.5	10.3	10.3	10.3	5.5	5.5	5.5
LOS by Move:	C	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	0	4	4	12	12	12	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[166.1]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	426	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	xxxx	xxxxx
Potent Cap.:	589	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Move Cap.:	569	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx
Volume/Cap:	1.31	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	31.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	174.3	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	166.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	39	0	0	0	0	45	99	65	201	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
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.09	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.34	0.00
Volume/Cap:	0.76	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.49	0.33	0.00
Delay/Veh:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	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:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	0.0
LOS by Move:	C	A	A	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	22	0	1	0	0	0	0	4	4	3	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.8]

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:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	152		0		55		0		0		0		0	155		383			57		98		0	
Growth Adj:	1.15	1.15		1.15		1.15	1.15	1.15		1.15		1.15	1.15	1.15		1.15		1.15	1.15	1.15		1.15		1.15
Initial Bse:	175		0		63		0		0		0		0	178		440			66		113		0	
Added Vol:	0		0		0		0		0		0		0	0		0			0		0		0	
PasserByVol:	0		0		0		0		0		0		0	0		0			0		0		0	
Initial Fut:	175		0		63		0		0		0		0	178		440			66		113		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	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	0.95	0.95		0.95		0.95
PHF Volume:	184		0		67		0		0		0		0	188		464			69		119		0	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0		0		0	
FinalVolume:	184		0		67		0		0		0		0	188		464			69		119		0	
Critical Gap Module:																								
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	676	xxxx		419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			651	xxxx	xxxxx									
Potent Cap.:	422	xxxx		638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			945	xxxx	xxxxx									
Move Cap.:	398	xxxx		638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			945	xxxx	xxxxx									
Volume/Cap:	0.46	xxxx	0.10		xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.07	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	2.4	xxxx		0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx									
Control Del:	21.6	xxxx	11.3		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			9.1	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	xxxxx		xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx									
Shared LOS:	*	*		*		*	*		*		*		*	*		*			*	*		*		
ApproachDel:	18.8			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	C			*			*			*														

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	67	0	0	0	0	188	464	69	119	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
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.08	0.76	0.00
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.51	0.09	0.00
Delay/Veh:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	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:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	13	13	3	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	288	347	53	30	260	229	137	56	145	61	138	28
Added Vol:	0	10	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	357	53	30	264	229	137	56	145	61	138	28
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:	303	376	56	31	278	241	144	59	153	64	145	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	376	56	31	278	241	144	59	153	64	145	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	376	56	31	278	241	144	59	153	64	145	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.04	0.02	0.08	0.16	0.09	0.03	0.10	0.04	0.08	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.80	0.31	0.11	0.13	0.30	0.62	0.80	0.11	0.32	0.36	0.26	0.06
Delay/Veh:	44.3	22.0	20.4	33.6	27.2	32.5	61.4	22.2	24.1	38.2	23.5	21.8
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:	44.3	22.0	20.4	33.6	27.2	32.5	61.4	22.2	24.1	38.2	23.5	21.8
LOS by Move:	D	C	C	C	C	C	E	C	C	D	C	C
HCM2kAvgQ:	11	4	1	1	3	7	6	1	3	2	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 90 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:	10		23		23		10		23		23		10		28		28		10		28		28	
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	248		27			48	301		126			220	148		152			36	82		50		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	131	285		31			55	346		145			253	170		175			41	94		57		
Added Vol:	0	12		0			0	16		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	131	297		31			55	362		145			253	170		175			41	94		57		
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:	138	313		33			58	381		153			266	179		184			44	99		61		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	138	313		33			58	381		153			266	179		184			44	99		61		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	138	313		33			58	381		153			266	179		184			44	99		61		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.90	1.00		0.85			0.90	1.00		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.:	1615	3600		1530			1615	3600		1530			1615	1800		1530			1615	1800		1530		
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.09		0.02			0.04	0.11		0.10			0.16	0.10		0.12			0.03	0.06		0.04		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.12	0.26		0.26			0.11	0.26		0.26			0.23	0.40		0.40			0.14	0.31		0.31		
Volume/Cap:	0.73	0.33		0.08			0.32	0.41		0.39			0.73	0.25		0.30			0.19	0.18		0.13		
Delay/Veh:	51.5	27.2		25.3			37.7	28.2		28.3			39.3	18.4		18.9			34.5	22.8		22.4		
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:	51.5	27.2		25.3			37.7	28.2		28.3			39.3	18.4		18.9			34.5	22.8		22.4		
LOS by Move:	D		C		C		D		C		C		D		B		B		C		C		C	
HCM2kAvgQ:	6		4		1		2		5		4		9		3		4		1		2		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	117	206	52	43	150	162	92	248	81	71	467	51
Added Vol:	10	21	0	0	8	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	227	52	43	158	162	92	248	85	71	467	51
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:	134	239	54	45	166	171	97	261	89	75	491	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	239	54	45	166	171	97	261	89	75	491	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	239	54	45	166	171	97	261	89	75	491	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.50	0.97	0.97	0.32	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	0.28	0.72	1.00	0.25	1.58	0.17
Final Sat.:	903	1425	325	576	1800	1530	473	1276	1530	425	2781	301
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.08	0.09	0.11	0.20	0.20	0.06	0.18	0.18	0.18
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.35	0.35	0.35	0.30	0.30	0.30
Volume/Cap:	0.52	0.59	0.59	0.27	0.32	0.39	0.59	0.59	0.17	0.59	0.59	0.59
Delay/Veh:	28.9	29.5	29.5	25.9	25.7	26.5	25.6	25.6	20.4	27.6	27.6	27.6
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:	28.9	29.5	29.5	25.9	25.7	26.5	25.6	25.6	20.4	27.6	27.6	27.6
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	8	8	1	4	4	9	9	2	8	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 90 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	87	133	44	39	195	59	131	416	106	67	268	20
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	100	153	51	45	224	68	151	478	122	77	308	23
Added Vol:	12	24	0	0	32	0	0	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	177	51	45	256	68	151	478	138	77	308	23
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:	118	186	53	47	270	71	159	504	145	81	324	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	186	53	47	270	71	159	504	145	81	324	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	186	53	47	270	71	159	504	145	81	324	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.31	0.97	0.97	0.36	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	0.25	0.75	1.00	0.40	1.49	0.11
Final Sat.:	559	1354	387	644	1800	1530	420	1334	1530	661	2642	197
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.14	0.07	0.15	0.05	0.38	0.38	0.09	0.12	0.12	0.12
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.45	0.45	0.23	0.23	0.23
Volume/Cap:	0.84	0.55	0.55	0.29	0.60	0.19	0.84	0.84	0.21	0.53	0.53	0.53
Delay/Veh:	66.2	30.8	30.8	28.3	31.9	26.7	30.0	30.0	15.2	30.8	30.8	30.8
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:	66.2	30.8	30.8	28.3	31.9	26.7	30.0	30.0	15.2	30.8	30.8	30.8
LOS by Move:	E	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	6	6	6	1	7	2	19	19	2	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	12	31	21	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	53	66	190	18	30	447	132
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:	46	92	13	29	117	56	69	200	19	31	471	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	56	69	200	19	31	471	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	56	69	200	19	31	471	139
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:	0.30	0.61	0.09	0.14	0.58	0.28	0.24	0.69	0.07	0.05	0.73	0.22
Final Sat.:	150	300	43	75	301	144	136	395	38	32	484	143
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.39	0.39	0.39	0.51	0.51	0.51	0.97	0.97	0.97
Crit Moves:		****			****			****			****	
Delay/Veh:	12.6	12.6	12.6	13.4	13.4	13.4	14.8	14.8	14.8	51.1	51.1	51.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	13.4	13.4	13.4	14.8	14.8	14.8	51.1	51.1	51.1
LOS by Move:	B	B	B	B	B	B	B	B	B	F	F	F
ApproachDel:		12.6			13.4			14.8			51.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.6			13.4			14.8			51.1	
LOS by Appr:		B			B			B			F	
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	0.9	0.9	0.9	7.8	7.8	7.8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	12	31	21	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	53	66	190	18	30	447	132
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:	46	92	13	29	117	56	69	200	19	31	471	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	56	69	200	19	31	471	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	56	69	200	19	31	471	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.86	0.91	0.91	0.76	0.80	0.80	0.90	0.95	0.95
Lanes:	0.31	0.60	0.09	0.15	0.57	0.28	0.25	0.68	0.07	0.05	0.73	0.22
Final Sat.:	475	950	137	234	946	453	341	988	96	84	1252	370
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.12	0.12	0.12	0.20	0.20	0.20	0.38	0.38	0.38
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.34	0.34	0.34	0.44	0.44	0.44	0.31	0.31	0.31	0.58	0.58	0.58
Delay/Veh:	17.5	17.5	17.5	18.3	18.3	18.3	4.8	4.8	4.8	6.7	6.7	6.7
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:	17.5	17.5	17.5	18.3	18.3	18.3	4.8	4.8	4.8	6.7	6.7	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.065
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	46.7
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	48	37	24	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	137	69	418	63	25	288	76
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:	71	53	68	71	94	144	73	440	67	27	304	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	144	73	440	67	27	304	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	144	73	440	67	27	304	80
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:	0.37	0.28	0.35	0.23	0.30	0.47	0.13	0.76	0.11	0.06	0.75	0.19
Final Sat.:	160	119	152	111	146	223	68	414	63	34	382	101
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.64	0.64	0.64	1.06	1.06	1.06	0.79	0.79	0.79
Crit Moves:			****		****			****				****
Delay/Veh:	16.0	16.0	16.0	21.2	21.2	21.2	82.3	82.3	82.3	30.0	30.0	30.0
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:	16.0	16.0	16.0	21.2	21.2	21.2	82.3	82.3	82.3	30.0	30.0	30.0
LOS by Move:	C	C	C	C	C	C	F	F	F	D	D	D
ApproachDel:		16.0			21.2			82.3			30.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			21.2			82.3			30.0	
LOS by Appr:		C			C			F			D	
AllWayAvgQ:	0.6	0.6	0.6	1.5	1.5	1.5	11.0	11.0	11.0	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	48	37	24	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	137	69	418	63	25	288	76
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:	71	53	68	71	94	144	73	440	67	27	304	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	144	73	440	67	27	304	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	144	73	440	67	27	304	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.73	0.77	0.77	0.80	0.84	0.84	0.85	0.90	0.90	0.88	0.93	0.93
Lanes:	0.39	0.27	0.34	0.24	0.30	0.46	0.13	0.76	0.11	0.07	0.74	0.19
Final Sat.:	507	378	481	346	457	696	202	1221	185	109	1237	326
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.21	0.21	0.21	0.36	0.36	0.36	0.25	0.25	0.25
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.42	0.42	0.42	0.61	0.61	0.61	0.61	0.61	0.61	0.41	0.41	0.41
Delay/Veh:	15.8	15.8	15.8	18.6	18.6	18.6	8.9	8.9	8.9	6.8	6.8	6.8
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:	15.8	15.8	15.8	18.6	18.6	18.6	8.9	8.9	8.9	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	6	6	6	8	8	8	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	19		36		19		34		37		63		41		160		18		15		309		34	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	22		41		22		39		43		72		47		184		21		17		355		39	
Added Vol:	0		0		0		0		0		8		21		21		0		0		8		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	22		41		22		39		43		80		68		205		21		17		363		39	
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		44		23		41		45		85		72		216		22		18		382		41	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	23		44		23		41		45		85		72		216		22		18		382		41	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	23		44		23		41		45		85		72		216		22		18		382		41	
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:	0.26		0.48		0.26		0.24		0.26		0.50		0.23		0.70		0.07		0.04		0.87		0.09	
Final Sat.:	136		257		136		139		151		286		153		460		46		29		605		65	
Capacity Analysis Module:																								
Vol/Sat:	0.17		0.17		0.17		0.30		0.30		0.30		0.47		0.47		0.47		0.63		0.63		0.63	
Crit Moves:			****				****								****						****			
Delay/Veh:	9.9		9.9		9.9		10.6		10.6		10.6		12.4		12.4		12.4		15.7		15.7		15.7	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	9.9		9.9		9.9		10.6		10.6		10.6		12.4		12.4		12.4		15.7		15.7		15.7	
LOS by Move:	A		A		A		B		B		B		B		B		B		C		C		C	
ApproachDel:			9.9						10.6						12.4						15.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			9.9						10.6						12.4						15.7			
LOS by Appr:			A						B						B						C			
AllWayAvgQ:	0.1		0.1		0.1		0.3		0.3		0.3		0.8		0.8		0.8		1.5		1.5		1.5	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Wildwood Ranch (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	26	66	18	21	43	59	92	353	47	9	187	9
Added Vol:	0	0	0	0	0	32	24	24	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	66	18	21	43	91	116	377	47	9	219	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:	28	69	19	22	45	95	122	397	50	10	231	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	69	19	22	45	95	122	397	50	10	231	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	69	19	22	45	95	122	397	50	10	231	10
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:	0.24	0.59	0.17	0.13	0.28	0.59	0.21	0.70	0.09	0.04	0.92	0.04
Final Sat.:	125	311	87	75	155	330	150	488	61	24	572	24
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.29	0.29	0.29	0.81	0.81	0.81	0.40	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	10.7	10.7	10.7	10.9	10.9	10.9	25.3	25.3	25.3	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	10.9	10.9	10.9	25.3	25.3	25.3	11.8	11.8	11.8
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	10.7			10.9			25.3			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.9			25.3			11.8		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	3.3	3.3	3.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

APPENDIX 5.8

2020 With Wildwood Ranch Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WWR**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/09/08
Major Street:	**Yucaipa Blvd.**				Critical Approach Speed (Major)		40 mph
Minor Street:	**Outer Hwy. 10 South**				Critical Approach Speed (Minor)		30 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,200** vpd Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **4,200** / *1* **3,450**	9,600	6,720	2,400 *	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **4,200** / *1* **3,450**	14,400	10,080	1,200 *	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 44% B: 29%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: **Outer Hwy. 10 South**
Minor Street: **Alta Vista Drive**
Critical Approach Speed (Major) 30 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,900** vpd
Minor Street Future ADT = **600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **6,900**	*1* **600**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **6,900**	*1* **600**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 25% **B** 50%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Avenue E**				Critical Approach Speed (Major)	35 mph
Minor Street: **16th Street**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,600** vpd Minor Street Future ADT = **1,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,600** / *1* **1,300**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,600** / *1* **1,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 33% B 22%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WWR**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**Dunlap Blvd.**				Critical Approach Speed (Major)		35 mph
Minor Street:	**16th Street**				Critical Approach Speed (Minor)		40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,650** vpd Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX / XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,650** / *1* **2,300**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,650** / *1* **2,300**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 58% B: 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WWR**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**Outer Hwy. 10 South**				Critical Approach Speed (Major)		35 mph
Minor Street:	**16th St.**				Critical Approach Speed (Minor)		40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **5,200** vpd Minor Street Future ADT = **2,300** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,200**	*1* **2,300**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,200**	*1* **2,300**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 65% **B** 43%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: **14th St.**
Minor Street: **Avenue E**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,800** vpd
Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,800** / *1* **1,750**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,800** / *1* **1,750**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 73% B 90%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+WWR**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Wildwood Center Dr.**

Minor Street: **Calimesa Blvd.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,100** vpd

Minor Street Future ADT = **13,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **15,100**	*1* **13,500**	9,600 *	6,720	2,400 *	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **15,100**	*1* **13,500**	14,400 *	10,080	1,200 *	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

	A	B	Minimum Requirements EADT	
	100%	100%	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Wildwood Center Dr.**
Minor Street: **Outer Highway 10 South**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **2** lane
Minor Street Approach Lanes **1** lane
Major Street Future ADT = **14,850** vpd
Minor Street Future ADT = **3,800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT	
XX	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
CONDITION A - Minimum Vehicular Volume		
Satisfied XX / Not Satisfied		
Number of lanes for moving traffic on each approach		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	8,000 / 5,600	2,400 / 1,680
2 + **14,850** / 1 **3,800**	9,600 * / 6,720	2,400 * / 1,680
2 + / 2 +	9,600 / 6,720	3,200 / 2,240
1 / 2 +	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Satisfied XX / Not Satisfied		
Number of lanes for moving traffic on each approach		
Major Street / Minor Street	Urban / Rural	Urban / Rural
1 / 1	12,000 / 8,400	1,200 / 850
2 + **14,850** / 1 **3,800**	14,400 * / 10,080	1,200 * / 850
2 + / 2 +	14,000 / 10,080	1,600 / 1,120
1 / 2 +	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A + B		
Satisfied / Not Satisfied XX	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% / B 100%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WWR**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**Colorado St.**				Critical Approach Speed (Major)		35 mph
Minor Street:	**8th St.**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,450** vpd Minor Street Future ADT = **1,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,450**	*1* **1,150**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,450**	*1* **1,150**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	31% / 20%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 05/01/08
Major Street: **Wildwood Cyn. Rd.**				Critical Approach Speed (Major)	40 mph
Minor Street: **Colorado St.**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **10,800** vpd Minor Street Future ADT = **1,600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **10,800** / *1* **1,600**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2 +*	9,600	6,720	3,200	2,240
1 / *2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **10,800** / *1* **1,600**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2 +*	14,000	10,080	1,600	1,120
1 / *2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 67% B: 90%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

___ DIST ___ CO ___ RTE ___ PM

TRAFFIC CONDITIONS **2015 E+A+WWR**

CALC Amber Hsu DATE 07/24/08

CHK Tom Huang DATE 07/24/08

Jurisdiction: Yucaipa

Major Street: **County Line Rd.**

Minor Street: **Wildwood Ranch Rd.**

Critical Approach Speed (Major) 25 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,450** vpd

Minor Street Future ADT = **5,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,450**	*1* **5,150**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,450**	*1* **5,150**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 93% **B** 62%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WWR**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Calimesa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**5th St.**				Critical Approach Speed (Major)		25 mph
Minor Street:	**Avenue L**				Critical Approach Speed (Minor)		35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **5,700** vpd Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **5,700** / *1* **2,900**	8,000	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **5,700** / *1* **2,900**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 71% B: 48%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WWR
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: **County Line Rd.**
Minor Street: **Bryant St.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,550** vpd
Minor Street Future ADT = **2,350** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **9,550** / *1* **2,350**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **9,550** / *1* **2,350**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 98% B: 80%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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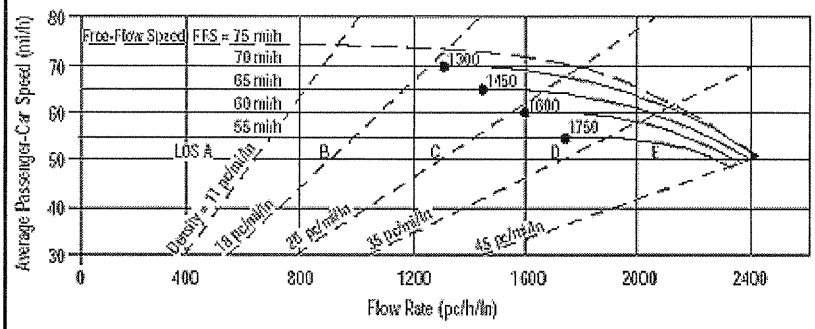
APPENDIX 5.9

2020 With Wildwood Ranch Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5856*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1842*	pc/h/ln
S	*67.4*	mi/h
D = v_p / S	*27.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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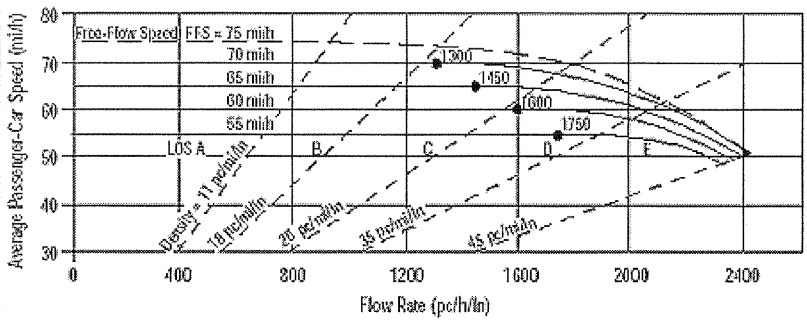
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6216*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1955*	pc/h/ln
S	*65.7*	mi/h
D = v_p / S	*29.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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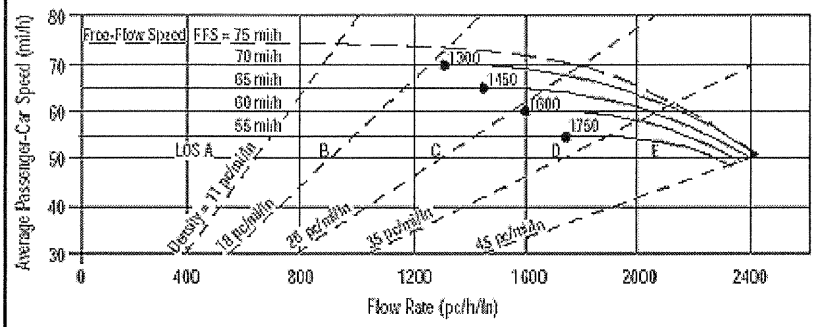
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4726*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1791*	pc/h/ln	Design LOS		
S	*68.0*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*26.4*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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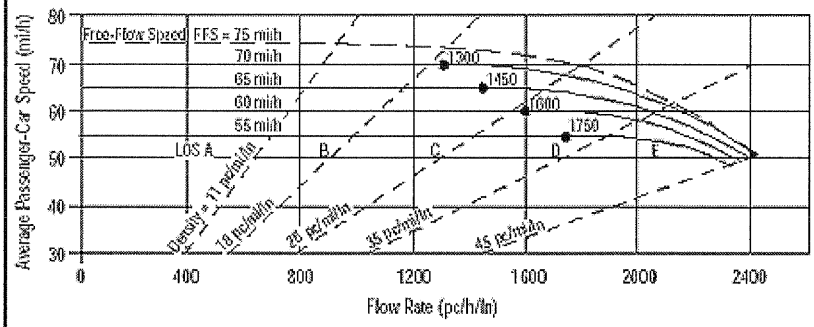
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5086*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1927*	pc/h/ln	Design LOS v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*66.1*	mi/h	S		mi/h
D = v_p / S	*29.1*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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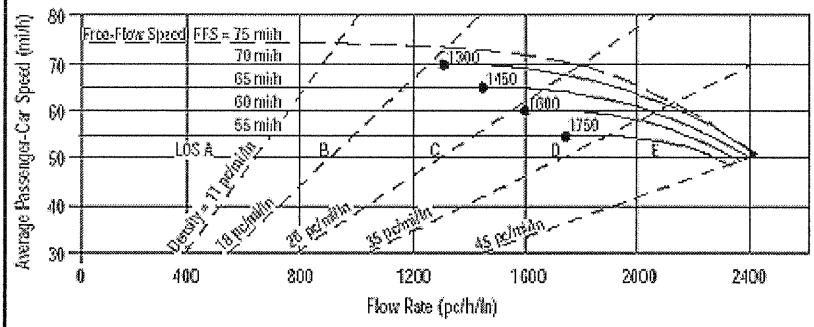
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4311*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1634*	pc/h/ln
S	*69.2*	mi/h
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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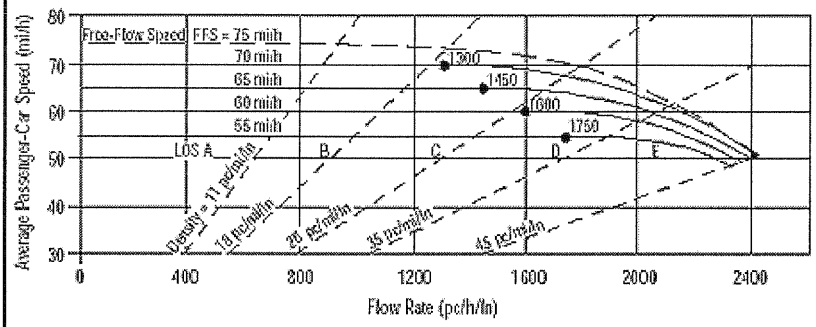

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4311*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1634*	pc/h/ln
S	*69.2*	mi/h
D = v_p / S	*23.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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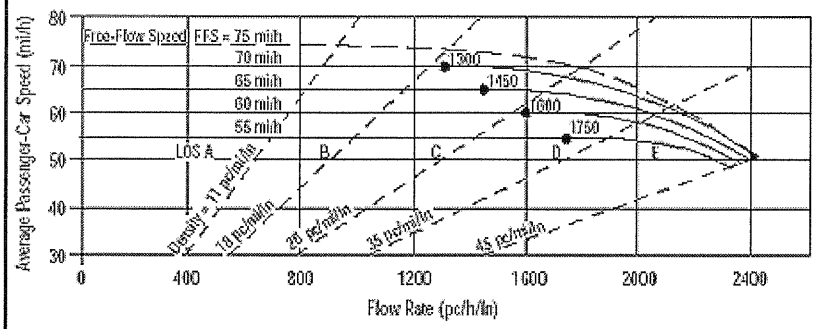

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4185*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1586*	pc/h/ln
S	*69.5*	mi/h
D = v_p / S	*22.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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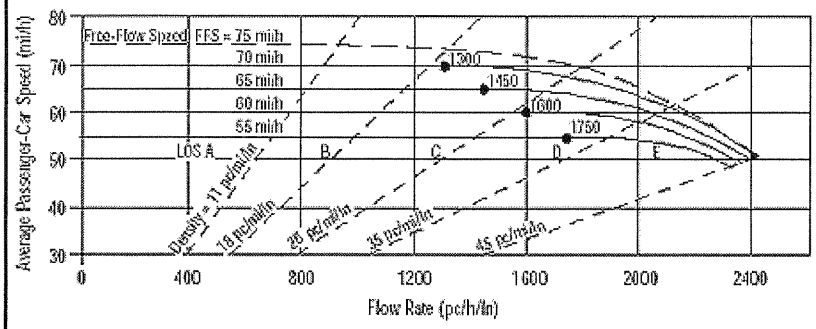

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4221*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	I/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1600*	pc/h/ln	Design LOS		
S	*69.4*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*23.0*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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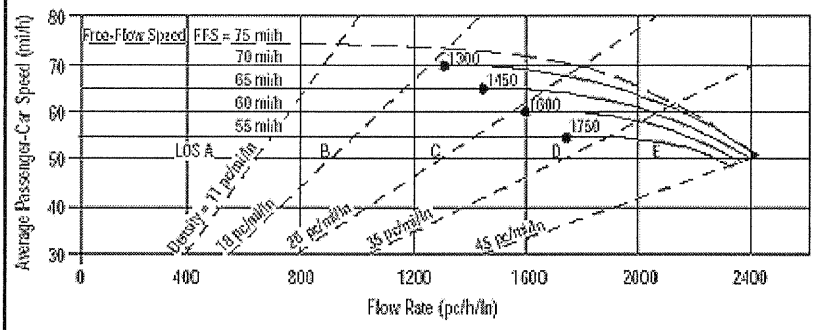

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3948*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1496*	pc/h/ln
S	*69.8*	mi/h
D = v_p / S	*21.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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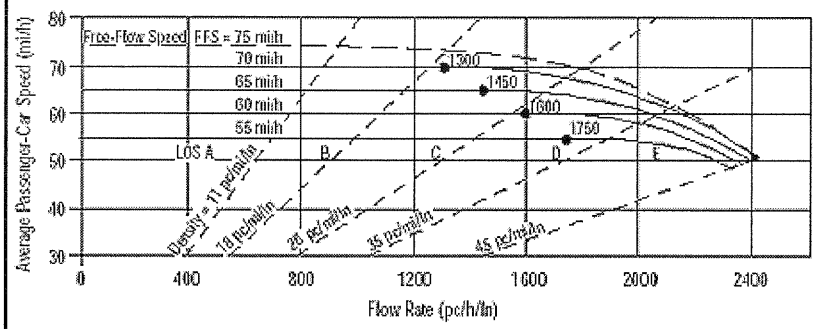

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4370*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1656*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.1*	mi/h	S		mi/h
D = v_p / S	*24.0*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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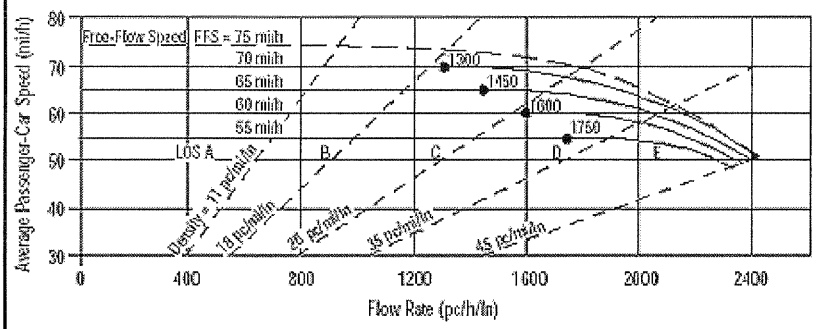

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4193*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1589*	pc/h/ln
S	*69.5*	mi/h
D = v_p / S	*22.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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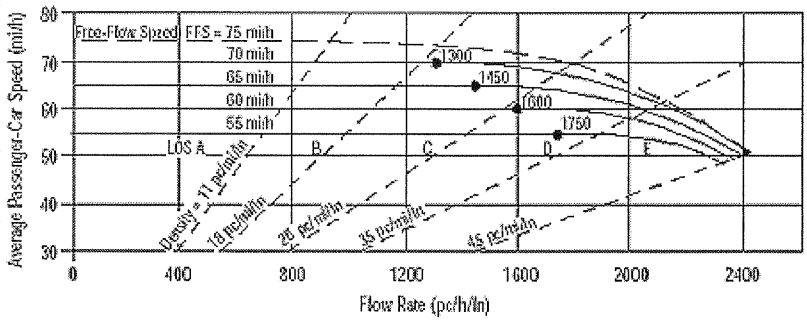

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*County Line/Live Oak (6)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4394*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1665*	pc/h/ln
S	*69.1*	mi/h
D = v_p / S	*24.1*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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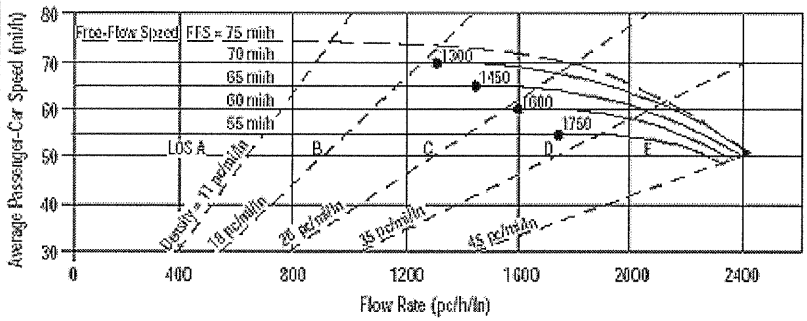

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*Live Oak/Yucaipa (7)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4790*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1815*	pc/h/ln
S	*67.7*	mi/h
D = v_p / S	*26.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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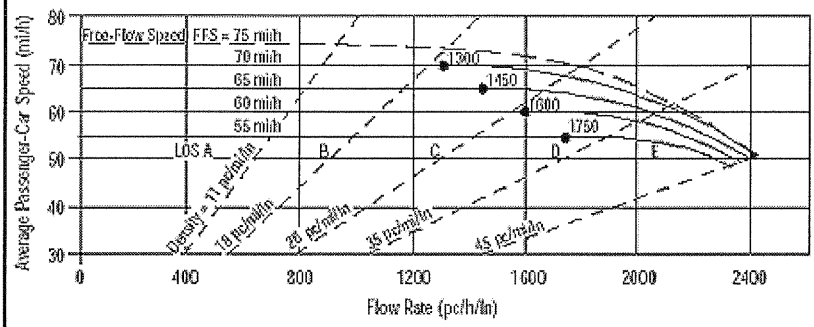

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5059*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1917*	pc/h/ln
S	*66.3*	mi/h
D = v_p / S	*28.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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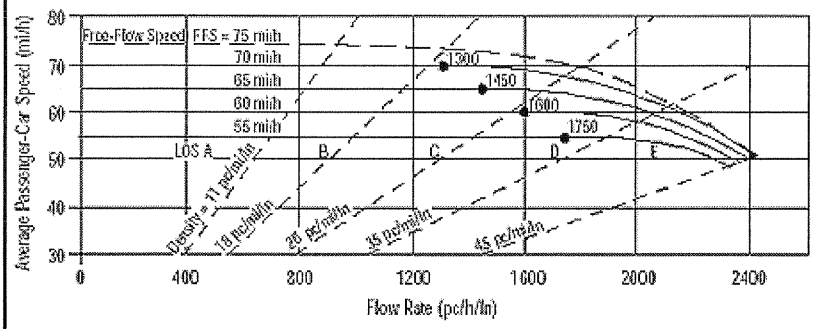

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5890*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2201*	pc/h/ln
S	*60.1*	mi/h
D = v_p / S	*36.6*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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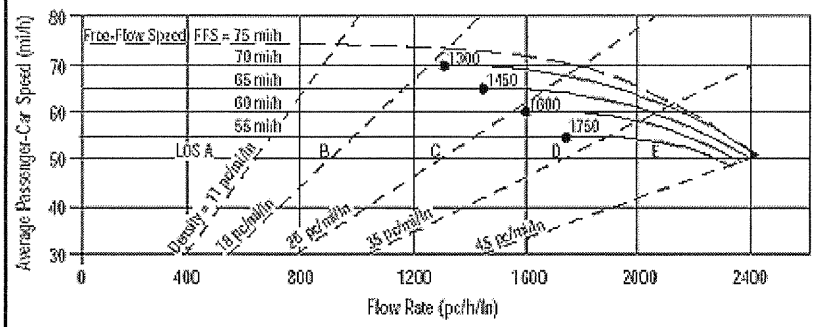

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Wildwood Ranch*

Project Description JN:05238 Robinson Ranch

■ Oper.(LOS) ■ Des.(N) ■ Planning Data

Flow Inputs

Volume, V	*6211*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2321*	pc/h/ln
S	*56.3*	mi/h
D = v_p / S	*41.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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APPENDIX 5.10

2020 With West Oak Center Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	203.2
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	37	37	0	0	0	0	0	28	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	187	77	405	5	2	5	3	360	2	132
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:	1	734	196	81	426	5	2	5	4	379	2	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	196	81	426	5	2	5	4	379	2	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	196	81	426	5	2	5	4	379	2	138
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:	0.01	0.78	0.21	0.16	0.83	0.01	0.22	0.45	0.33	0.73	0.01	0.26
Final Sat.:	1	420	112	83	433	5	89	178	134	382	2	139
Capacity Analysis Module:												
Vol/Sat:	1.75	1.75	1.75	0.99	0.99	0.99	0.03	0.03	0.03	0.99	0.99	0.99
Crit Moves:		****			****			****			****	
Delay/Veh:	360.8	361	360.8	62.1	62.1	62.1	12.2	12.2	12.2	64.0	64.0	64.0
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:	360.8	361	360.8	62.1	62.1	62.1	12.2	12.2	12.2	64.0	64.0	64.0
LOS by Move:	F	F	F	F	F	F	B	B	B	F	F	F
ApproachDel:		360.8			62.1			12.2			64.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		360.8			62.1			12.2			64.0	
LOS by Appr:		F			F			B			F	
AllWayAvgQ:	51.9	51.9	51.9	7.5	7.5	7.5	0.0	0.0	0.0	7.9	7.9	7.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	37	37	0	0	0	0	0	28	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	187	77	405	5	2	5	3	360	2	132
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:	1	734	196	81	426	5	2	5	4	379	2	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	196	81	426	5	2	5	4	379	2	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	196	81	426	5	2	5	4	379	2	138
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.62	0.66	0.66	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.57	0.42	0.33	1.65	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	4	2622	702	374	1962	22	373	746	559	1615	26	1509
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.22	0.22	0.22	0.01	0.01	0.01	0.23	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.20	0.20	0.20	0.33	0.33	0.33
Volume/Cap:	0.71	0.71	0.71	0.55	0.55	0.55	0.03	0.03	0.03	0.71	0.28	0.28
Delay/Veh:	22.2	22.2	22.2	19.5	19.5	19.5	25.8	25.8	25.8	27.8	20.0	20.0
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:	22.2	22.2	22.2	19.5	19.5	19.5	25.8	25.8	25.8	27.8	20.0	20.0
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	11	11	11	6	6	6	0	0	0	10	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.549
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 226.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	61	61	0	0	0	0	0	69	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	398	102	723	7	12	6	1	230	1	109
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:	2	507	419	108	761	7	12	6	1	242	1	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	419	108	761	7	12	6	1	242	1	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	419	108	761	7	12	6	1	242	1	115
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:	0.01	0.54	0.45	0.12	0.87	0.01	0.63	0.31	0.06	0.67	0.01	0.32
Final Sat.:	2	328	270	70	497	5	250	125	25	352	2	167
Capacity Analysis Module:												
Vol/Sat:	1.55	1.55	1.55	1.53	1.53	1.53	0.05	0.05	0.05	0.69	0.69	0.69
Crit Moves:		****			****			****			****	
Delay/Veh:	271.8	272	271.8	265.8	266	265.8	11.9	11.9	11.9	23.6	23.6	23.6
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:	271.8	272	271.8	265.8	266	265.8	11.9	11.9	11.9	23.6	23.6	23.6
LOS by Move:	F	F	F	F	F	F	B	B	B	C	C	C
ApproachDel:	271.8			265.8			11.9			23.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	271.8			265.8			11.9			23.6		
LOS by Appr:	F			F			B			C		
AllWayAvgQ:	43.8	43.8	43.8	40.8	40.8	40.8	0.0	0.0	0.0	2.0	2.0	2.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	61	61	0	0	0	0	0	69	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	398	102	723	7	12	6	1	230	1	109
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:	2	507	419	108	761	7	12	6	1	242	1	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	419	108	761	7	12	6	1	242	1	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	419	108	761	7	12	6	1	242	1	115
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.66	0.70	0.70	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.09	0.90	0.26	1.72	0.02	0.64	0.30	0.06	1.00	0.01	0.99
Final Sat.:	8	1746	1442	307	2171	21	1043	522	104	1615	16	1518
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.35	0.35	0.35	0.01	0.01	0.01	0.15	0.08	0.08
Crit Moves:					****			****			****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.20	0.20	0.20	0.22	0.22	0.22
Volume/Cap:	0.57	0.57	0.57	0.69	0.69	0.69	0.06	0.06	0.06	0.69	0.35	0.35
Delay/Veh:	14.1	14.1	14.1	16.6	16.6	16.6	26.0	26.0	26.0	34.6	27.2	27.2
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:	14.1	14.1	14.1	16.6	16.6	16.6	26.0	26.0	26.0	34.6	27.2	27.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	9	9	9	0	0	0	7	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 90 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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	146	185	55	18	209	139	52	350	36	87	591	52
Added Vol:	0	0	0	0	0	0	0	15	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	185	55	18	209	139	52	365	36	87	602	52
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:	154	195	58	19	220	146	54	384	38	92	634	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	195	58	19	220	146	54	384	38	92	634	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	195	58	19	220	146	54	384	38	92	634	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.03	0.01	0.12	0.08	0.03	0.21	0.02	0.05	0.35	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.42	0.42	0.42
Volume/Cap:	0.35	0.42	0.13	0.04	0.48	0.32	0.13	0.83	0.08	0.13	0.83	0.07
Delay/Veh:	27.9	28.6	25.9	25.3	29.2	27.5	25.9	44.1	25.5	16.0	31.1	15.5
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:	27.9	28.6	25.9	25.3	29.2	27.5	25.9	44.1	25.5	16.0	31.1	15.5
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	5	1	0	6	3	1	13	1	2	18	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	72	221	87	26	199	86	151	703	99	38	370	20
Added Vol:	0	0	0	0	0	0	0	25	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	221	87	26	199	86	151	728	99	38	398	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	232	92	28	209	91	159	766	104	40	419	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	232	92	28	209	91	159	766	104	40	419	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	232	92	28	209	91	159	766	104	40	419	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.02	0.12	0.05	0.09	0.43	0.06	0.02	0.23	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.18	0.51	0.20	0.06	0.46	0.20	0.22	0.98	0.13	0.10	0.95	0.05
Delay/Veh:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	52.8	15.4	26.4	64.5	26.0
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:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	52.8	15.4	26.4	64.5	26.0
LOS by Move:	C	C	C	C	C	C	B	D	B	C	E	C
HCM2kAvgQ:	2	6	2	1	5	2	3	28	2	1	16	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	217	138	72	87	103	5	20	298	163	82	899	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	138	72	87	103	5	20	298	163	82	899	31
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:	229	145	76	92	109	5	21	314	172	86	947	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	145	76	92	109	5	21	314	172	86	947	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	145	76	92	109	5	21	314	172	86	947	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.51	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1030	1800	1530	916	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.08	0.05	0.10	0.06	0.00	0.01	0.17	0.11	0.05	0.53	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.48	0.48	0.21	0.59	0.59
Volume/Cap:	0.89	0.32	0.20	0.40	0.24	0.01	0.13	0.36	0.23	0.25	0.89	0.04
Delay/Veh:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
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:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
LOS by Move:	E	C	C	C	C	C	D	B	B	C	C	A
HCM2kAvgQ:	10	4	2	3	3	0	1	6	3	2	29	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 100 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	63	154	44	63	10	25	509	111	99	403	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	85	72	177	51	72	12	29	585	128	114	463	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	72	177	51	72	12	29	585	128	114	463	12
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:	90	76	186	53	76	12	30	616	134	120	488	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	76	186	53	76	12	30	616	134	120	488	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	76	186	53	76	12	30	616	134	120	488	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.63	1.00	0.85	0.63	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1139	1800	1530	1139	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.12	0.05	0.04	0.01	0.02	0.34	0.09	0.07	0.27	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.19	0.57	0.57	0.12	0.50	0.50
Volume/Cap:	0.31	0.17	0.49	0.19	0.17	0.03	0.10	0.60	0.15	0.60	0.54	0.02
Delay/Veh:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
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:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	2	5	1	2	0	1	13	2	5	10	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	11	0	0	0	0	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	187	39	28	120	124	114	258	41	60	343	32
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:	64	197	41	29	126	131	120	271	44	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	197	41	29	126	131	120	271	44	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	197	41	29	126	131	120	271	44	63	361	34
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:	0.21	0.65	0.14	1.00	0.49	0.51	1.00	0.86	0.14	1.00	0.91	0.09
Final Sat.:	91	282	59	397	216	225	426	397	64	437	432	41
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.07	0.58	0.58	0.28	0.68	0.68	0.14	0.84	0.84
Crit Moves:	****				****				****			****
Delay/Veh:	25.9	25.9	25.9	11.9	19.3	19.3	13.9	23.8	23.8	12.1	36.2	36.2
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:	25.9	25.9	25.9	11.9	19.3	19.3	13.9	23.8	23.8	12.1	36.2	36.2
LOS by Move:	D	D	D	B	C	C	B	C	C	B	E	E
ApproachDel:		25.9			18.6			21.0			32.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.9			18.6			21.0			32.9	
LOS by Appr:		D			C			C			D	
AllWayAvgQ:	1.8	1.8	1.8	0.1	1.1	1.1	0.4	1.7	1.7	0.2	3.4	3.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	11	0	0	0	0	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	187	39	28	120	124	114	258	41	60	343	32
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:	64	197	41	29	126	131	120	271	44	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	197	41	29	126	131	120	271	44	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	197	41	29	126	131	120	271	44	63	361	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.72	0.92	0.92	0.90	0.98	0.98	0.90	0.99	0.99
Lanes:	0.22	0.65	0.13	1.00	0.49	0.51	1.00	0.86	0.14	1.00	0.91	0.09
Final Sat.:	330	1022	213	1300	816	847	1615	1518	244	1615	1624	153
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.02	0.15	0.15	0.07	0.18	0.18	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.18	0.35	0.35
Volume/Cap:	0.50	0.50	0.50	0.06	0.40	0.40	0.45	0.54	0.54	0.21	0.63	0.63
Delay/Veh:	14.8	14.8	14.8	11.7	13.9	13.9	23.7	17.3	17.3	21.1	18.5	18.5
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:	14.8	14.8	14.8	11.7	13.9	13.9	23.7	17.3	17.3	21.1	18.5	18.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	5	5	5	0	4	4	3	5	5	1	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	28	0	0	0	0	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	143	22	10	198	74	148	252	73	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	150	23	11	208	77	156	265	77	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	150	23	11	208	77	156	265	77	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	150	23	11	208	77	156	265	77	23	121	8
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:	0.24	0.66	0.10	1.00	0.73	0.27	1.00	0.77	0.23	1.00	0.93	0.07
Final Sat.:	118	330	51	474	383	143	504	432	126	447	450	31
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.02	0.54	0.54	0.31	0.61	0.61	0.05	0.27	0.27
Crit Moves:			****		****			****			****	
Delay/Veh:	15.0	15.0	15.0	10.1	16.2	16.2	12.6	17.8	17.8	10.6	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	10.1	16.2	16.2	12.6	17.8	17.8	10.6	11.9	11.9
LOS by Move:	B	B	B	B	C	C	B	C	C	B	B	B
ApproachDel:		15.0			16.0			16.2			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			16.0			16.2			11.7	
LOS by Appr:		B			C			C			B	
AllWayAvgQ:	0.7	0.7	0.7	0.0	1.0	1.0	0.4	1.4	1.4	0.0	0.3	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 60 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	28	0	0	0	0	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	143	22	10	198	74	148	252	73	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	150	23	11	208	77	156	265	77	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	150	23	11	208	77	156	265	77	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	150	23	11	208	77	156	265	77	23	121	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	0.87	0.87	0.80	0.96	0.96	0.90	0.97	0.97	0.90	0.99	0.99
Lanes:	0.25	0.65	0.10	1.00	0.73	0.27	1.00	0.77	0.23	1.00	0.93	0.07
Final Sat.:	366	1023	157	1447	1258	468	1615	1347	392	1615	1665	117
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.01	0.17	0.17	0.10	0.20	0.20	0.01	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.35	0.35	0.17	0.33	0.33
Volume/Cap:	0.38	0.38	0.38	0.02	0.43	0.43	0.52	0.56	0.56	0.09	0.22	0.22
Delay/Veh:	13.8	13.8	13.8	11.5	14.1	14.1	23.8	17.0	17.0	21.3	14.6	14.6
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:	13.8	13.8	13.8	11.5	14.1	14.1	23.8	17.0	17.0	21.3	14.6	14.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	3	3	3	0	4	4	4	6	6	0	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.549
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 145.2
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	0	0 1	0	0 1	0 1	0	0 1		0 1	0	0 1	
Volume Module:														
Base Vol:	56	15	4	70	14	81	95	215	15		2	718	126	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	64	17	5	81	16	93	109	247	17		2	826	145	
Added Vol:	0	0	7	15	0	0	0	15	0		6	11	11	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	64	17	12	96	16	93	109	262	17		8	837	156	
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:	68	18	12	101	17	98	115	276	18		9	881	164	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	68	18	12	101	17	98	115	276	18		9	881	164	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	68	18	12	101	17	98	115	276	18		9	881	164	
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:	0.70	0.18	0.12	0.86	0.14	1.00	0.29	0.71	1.00		0.01	0.99	1.00	
Final Sat.:	294	79	53	372	63	503	154	371	595		6	569	637	
Capacity Analysis Module:														
Vol/Sat:	0.23	0.23	0.23	0.27	0.27	0.19	0.74	0.74	0.03		1.55	1.55	0.26	
Crit Moves:			****	****				****			****			
Delay/Veh:	13.3	13.3	13.3	13.5	13.5	11.2	26.1	26.1	8.8		271.9	272	10.1	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.3	13.3	13.3	13.5	13.5	11.2	26.1	26.1	8.8		271.9	272	10.1	
LOS by Move:	B	B	B	B	B	B	D	D	A		F	F	B	
ApproachDel:		13.3			12.5			25.4				231.2		
Delay Adj:		1.00			1.00			1.00				1.00		
ApprAdjDel:		13.3			12.5			25.4				231.2		
LOS by Appr:		B			B			D				F		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.2	2.4	2.4	0.0		41.9	41.9	0.3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 90 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	12	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	7	15	0	0	0	15	0	6	11	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	12	96	16	93	109	262	17	8	837	156
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:	68	18	12	101	17	98	115	276	18	9	881	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	12	101	17	98	115	276	18	9	881	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	12	101	17	98	115	276	18	9	881	164
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.71	0.75	0.75	0.73	0.87	0.87	0.20	0.99	0.99	0.94	1.00	0.85
Lanes:	0.70	0.18	0.12	1.00	0.15	0.85	1.00	0.94	0.06	0.01	0.99	1.00
Final Sat.:	901	241	162	1309	231	1338	369	1674	110	18	1776	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.08	0.07	0.07	0.31	0.16	0.16	0.50	0.50	0.11
Crit Moves:				****							****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.32	0.32	0.32	0.33	0.31	0.31	0.43	0.23	0.23	0.69	0.69	0.15
Delay/Veh:	29.2	29.2	29.2	29.3	29.0	29.0	6.2	4.2	4.2	8.5	8.5	4.0
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:	29.2	29.2	29.2	29.3	29.0	29.0	6.2	4.2	4.2	8.5	8.5	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	2	3	3	14	14	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
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	0 0	1	0	0 1	0	1	0 1	0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	12	25	0	0	0	25	0	14	28	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	13	170	16	66	77	403	38	16	238	113
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:	17	28	14	179	17	69	81	425	40	17	251	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	14	179	17	69	81	425	40	17	251	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	14	179	17	69	81	425	40	17	251	119
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:	0.29	0.47	0.24	0.91	0.09	1.00	0.16	0.84	1.00	0.06	0.94	1.00
Final Sat.:	127	208	104	420	40	539	92	482	642	35	511	609
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.43	0.43	0.13	0.88	0.88	0.06	0.49	0.49	0.20
Crit Moves:		****		****				****			****	
Delay/Veh:	11.6	11.6	11.6	15.2	15.2	9.9	37.6	37.6	8.5	14.8	14.8	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	15.2	15.2	9.9	37.6	37.6	8.5	14.8	14.8	9.7
LOS by Move:	B	B	B	C	C	A	E	E	A	B	B	A
ApproachDel:		11.6			13.8			35.5			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			13.8			35.5			13.2	
LOS by Appr:		B			B			E			B	
AllWayAvgQ:	0.1	0.1	0.1	0.6	0.6	0.1	4.6	4.6	0.1	0.9	0.9	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 90 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	12	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	12	25	0	0	0	25	0	14	28	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	13	170	16	66	77	403	38	16	238	113
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:	17	28	14	179	17	69	81	425	40	17	251	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	14	179	17	69	81	425	40	17	251	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	14	179	17	69	81	425	40	17	251	119
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.70	0.88	0.88	0.51	0.99	0.99	0.92	0.97	0.85
Lanes:	0.30	0.47	0.23	1.00	0.20	0.80	1.00	0.91	0.09	0.07	0.93	1.00
Final Sat.:	462	759	377	1260	312	1272	926	1624	153	111	1628	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.05	0.05	0.09	0.26	0.26	0.15	0.15	0.08
Crit Moves:				****				****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.11	0.11	0.11	0.42	0.16	0.16	0.14	0.42	0.42	0.25	0.25	0.13
Delay/Veh:	20.7	20.7	20.7	23.8	21.1	21.1	7.3	9.1	9.1	7.8	7.8	7.1
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:	20.7	20.7	20.7	23.8	21.1	21.1	7.3	9.1	9.1	7.8	7.8	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	2	2	1	7	7	3	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 90 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	1	3	253	1	35	31	231	3	10	908	343
Added Vol:	0	0	0	15	0	0	0	37	0	0	28	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	3	268	1	35	31	268	3	10	936	354
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:	17	1	4	282	1	36	33	282	4	11	986	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	4	282	1	36	33	282	4	11	986	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	4	282	1	36	33	282	4	11	986	372
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.89	0.01	0.10	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1339	96	287	1510	6	194	1700	3554	46	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.19	0.19	0.19	0.02	0.08	0.08	0.01	0.55	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.73	0.73	0.73	0.17	0.18	0.18	0.03	0.97	0.37
Delay/Veh:	25.5	25.5	25.5	41.0	41.0	41.0	38.2	13.0	13.0	26.7	33.3	7.9
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:	25.5	25.5	25.5	41.0	41.0	41.0	38.2	13.0	13.0	26.7	33.3	7.9
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	10	10	10	1	2	2	0	31	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	3	1	3	301	1	23	40	501	10	1	245	199
Added Vol:	0	0	0	25	0	0	0	61	0	0	69	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	326	1	23	40	562	10	1	314	227
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:	4	1	4	343	1	24	42	592	11	1	330	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	4	343	1	24	42	592	11	1	330	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	4	343	1	24	42	592	11	1	330	239
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.93	0.01	0.06	1.00	1.96	0.04	1.00	1.00	1.00
Final Sat.:	752	251	752	1589	6	112	1700	3535	65	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.02	0.17	0.17	0.00	0.18	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.11	0.32	0.32	0.17	0.38	0.38
Volume/Cap:	0.01	0.01	0.01	0.49	0.49	0.49	0.22	0.52	0.52	0.00	0.49	0.35
Delay/Veh:	11.8	11.8	11.8	17.2	17.2	17.2	39.2	25.9	25.9	31.2	22.1	19.9
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:	11.8	11.8	11.8	17.2	17.2	17.2	39.2	25.9	25.9	31.2	22.1	19.9
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	B
HCM2kAvgQ:	0	0	0	6	6	6	1	7	7	0	6	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	60	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	106	657	0	0	118	1036	0	0	0	25	0	170
Added Vol:	56	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	657	0	0	118	1036	0	0	0	25	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	170	691	0	0	125	0	0	0	0	27	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	691	0	0	125	0	0	0	0	27	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	691	0	0	125	0	0	0	0	27	0	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	352	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.37	0.64	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.29	0.30	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.29	0.00	0.25
Delay/Veh:	13.6	5.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	17.8	0.0	17.5
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:	13.6	5.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	17.8	0.0	17.5
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	3	3	0	0	1	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.1
Optimal Cycle:	60	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	90 1412	0		0 185	643		0	0	0	23	0	146
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	103 1624	0		0 213	739		0	0	0	26	0	168
Added Vol:	139 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	243 1624	0		0 213	739		0	0	0	26	0	168
User Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.00		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	255 1709	0		0 224	0		0	0	0	28	0	177
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	255 1709	0		0 224	0		0	0	0	28	0	177
PCE Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	255 1709	0		0 224	0		0	0	0	28	0	177
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.90 1.00	1.00		0.94 1.00	1.00		0.94 1.00	1.00		0.82 1.00	0.86	
Lanes:	1.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.25 0.00	1.75	
Final Sat.:	1615 3600	0		0 3600	1800		0	0	0	367	0	2721
Capacity Analysis Module:												
Vol/Sat:	0.16 0.47	0.00		0.00 0.06	0.00		0.00 0.00	0.00		0.08 0.00	0.06	
Crit Moves:	****									****		
Green/Cycle:	0.52 0.78	0.00		0.00 0.27	0.00		0.00 0.00	0.00		0.12 0.00	0.12	
Volume/Cap:	0.31 0.61	0.00		0.00 0.23	0.00		0.00 0.00	0.00		0.65 0.00	0.56	
Delay/Veh:	8.5 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
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:	8.5 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
LOS by Move:	A A	A		A B	A		A A	A		C A	C	
HCM2kAvgQ:	3 7	0		0 2	0		0 0	0		3 0	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1 1	0		1 0	2 0	0		1 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	115	47		80	45	0		548	0	83		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	132	54		92	52	0		630	0	95		0	0	0	
Added Vol:	0	56	0		0	0	0		0	0	75		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	188	54		92	52	0		630	0	170		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	198	57		97	54	0		663	0	179		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	198	57		97	54	0		663	0	179		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	
FinalVolume:	0	198	57		97	54	0		663	0	179		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.55	0.45		1.00	2.00	0.00		1.66	0.00	0.34		0.00	0.00	0.00	
Final Sat.:	0	2797	803		1700	3600	0		2825	0	609		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.07		0.06	0.02	0.00		0.23	0.00	0.29		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.16	0.16		0.13	0.29	0.00		0.67	0.00	0.67		0.00	0.00	0.00	
Volume/Cap:	0.00	0.44	0.44		0.44	0.05	0.00		0.35	0.00	0.44		0.00	0.00	0.00	
Delay/Veh:	0.0	49.9	49.9		53.8	33.4	0.0		9.6	0.0	10.5		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	49.9	49.9		53.8	33.4	0.0		9.6	0.0	10.5		0.0	0.0	0.0	
LOS by Move:	A	D	D		D	C	A		A	A	B		A	A	A	
HCM2kAvgQ:	0	5	5		4	1	0		7	0	10		0	0	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1 1	0		1 0	2 0	0		1 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	141	13		134	74	0		1361	0	302		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	162	15		154	85	0		1565	0	347		0	0	0	
Added Vol:	0	139	0		0	0	0		0	0	123		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	301	15		154	85	0		1565	0	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	317	16		162	90	0		1648	0	495		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	317	16		162	90	0		1648	0	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	
FinalVolume:	0	317	16		162	90	0		1648	0	495		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.91	0.09		1.00	2.00	0.00		1.64	0.00	0.36		0.00	0.00	0.00	
Final Sat.:	0	3430	170		1700	3600	0		2784	0	652		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.09	0.09		0.10	0.02	0.00		0.59	0.00	0.76		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.15	0.15		0.09	0.24	0.00		0.71	0.00	0.71		0.00	0.00	0.00	
Volume/Cap:	0.00	0.60	0.60		1.07	0.10	0.00		0.83	0.00	1.07		0.00	0.00	0.00	
Delay/Veh:	0.0	53.1	53.1		151.8	38.2	0.0		15.8	0.0	60.2		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	53.1	53.1		151.8	38.2	0.0		15.8	0.0	60.2		0.0	0.0	0.0	
LOS by Move:	A	D	D		F	D	A		B	A	E		A	A	A	
HCM2kAvgQ:	0	7	7		12	1	0		32	0	69		0	0	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	5	1	133	2	12	8	3	2	1	5	174
Added Vol:	0	0	0	75	0	0	0	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	208	2	12	8	3	2	1	5	230
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:	1	5	1	219	2	12	8	4	2	1	5	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	219	2	12	8	4	2	1	5	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	219	2	12	8	4	2	1	5	242
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:	0.17	0.66	0.17	0.99	0.01	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	118	472	118	624	7	798	411	176	117	4	17	844
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.35	0.35	0.02	0.02	0.02	0.02	0.29	0.29	0.29
Crit Moves:	****			****				****			****	
Delay/Veh:	7.8	7.8	7.8	11.1	11.1	7.1	7.9	7.9	7.9	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	11.1	11.1	7.1	7.9	7.9	7.9	8.5	8.5	8.5
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
ApproachDel:		7.8			10.9			7.9			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			10.9			7.9			8.5	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	1	3	2	394	8	30	32	17	1	1	5	141
Added Vol:	0	0	0	123	0	0	0	0	0	0	0	139
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	517	8	30	32	17	1	1	5	280
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:	1	4	2	545	8	31	34	18	1	1	5	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	545	8	31	34	18	1	1	5	295
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	1	4	2	545	8	31	34	18	1	1	5	295
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:	0.17 0.50	0.33		0.98 0.02	1.00		0.64 0.34	0.02		0.01 0.01	0.98	
Final Sat.:	99	296	197	594	9	755	354	190	13	3	11	666
Capacity Analysis Module:												
Vol/Sat:	0.01 0.01	0.01		0.92 0.92	0.04		0.10 0.10	0.10		0.44 0.44	0.44	
Crit Moves:		****			****			****				****
Delay/Veh:	8.7 8.7	8.7		41.9 41.9	7.6		9.8 9.8	9.8		11.9 11.9	11.9	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	8.7 8.7	8.7		41.9 41.9	7.6		9.8 9.8	9.8		11.9 11.9	11.9	
LOS by Move:	A	A	A	E	E	A	A	A	A	B	B	B
ApproachDel:	8.7			40.1			9.8			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			40.1			9.8			11.9		
LOS by Appr:	A			E			A			B		
AllWayAvgQ:	0.0 0.0	0.0		5.6 5.6	0.0		0.1 0.1	0.1		0.7 0.7	0.7	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.9]

****

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 1!	0	0	0	0	0	0	0	1	0		0	1	0	0	0	
Volume Module:																		
Base Vol:	14	0	12	0	0	0	0	106	14				19	142	0			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	16	0	14	0	0	0	0	122	16				22	163	0			
Added Vol:	0	0	0	0	0	0	0	75	0				0	56	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	16	0	14	0	0	0	0	197	16				22	219	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:	17	0	15	0	0	0	0	207	17				23	231	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	17	0	15	0	0	0	0	207	17				23	231	0			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	493	493	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				224	xxxx	xxxxx			
Potent Cap.:	539	480	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1356	xxxx	xxxxx			
Move Cap.:	532	472	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1356	xxxx	xxxxx			
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.7	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*				A	*	*			
ApproachDel:		10.9			xxxxxx			xxxxxx						xxxxxx				
ApproachLOS:		B			*			*						*				

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[15.4]

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	0	14	0	0	0	0	398	16	17	128	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	14	0	0	0	0	521	16	17	267	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:	21	0	15	0	0	0	0	548	17	18	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	15	0	0	0	0	548	17	18	281	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	874	874	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	565	xxxx	xxxxx
Potent Cap.:	323	290	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Move Cap.:	318	285	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	382	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 15.4 Worst Case Level Of Service: F[132.1]

****

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	50	0	0	0	0	0	0	0	67	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	0	24	0	0	0	0	412	122	12	1151	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:	209	0	25	0	0	0	0	433	129	12	1212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	209	0	25	0	0	0	0	433	129	12	1212	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1128	1734	281	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	xxxx	xxxxx
Potent Cap.:	201	89	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	199	88	722	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	1.05	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	216	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	132	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		132.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F		*			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 90 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:	Split Phase						Split Phase						Permitted						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		0		26		0		0		0		0		19		19		10		19		0	
Lanes:	0	0	1!	0	0		0	0	0	0	0		0	0	1	1	0		1	0	2	0	0	
Volume Module:																								
Base Vol:	129		0		21		0		0		0		0		358		48		10		1001		0	
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	148		0		24		0		0		0		0		412		55		12		1151		0	
Added Vol:	50		0		0		0		0		0		0		0		67		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	198		0		24		0		0		0		0		412		122		12		1151		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:	209		0		25		0		0		0		0		433		129		12		1212		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	209		0		25		0		0		0		0		433		129		12		1212		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		
FinalVolume:	209		0		25		0		0		0		0		433		129		12		1212		0	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.89	1.00		0.94			0.94	1.00		1.00			0.94	0.97		0.97			0.90	1.00		1.00		
Lanes:	0.90	0.00		0.10			0.00	0.00		0.00			0.00	1.54		0.46			1.00	2.00		0.00		
Final Sat.:	1437		0		175		0		0		0		0		2682		796		1615		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.00		0.15			0.00	0.00		0.00			0.00	0.16		0.16			0.01	0.34		0.00		
Crit Moves:	****																			****				
Green/Cycle:	0.29	0.00		0.29			0.00	0.00		0.00			0.00	0.23		0.23			0.41	0.64		0.00		
Volume/Cap:	0.50	0.00		0.50			0.00	0.00		0.00			0.00	0.69		0.69			0.02	0.52		0.00		
Delay/Veh:	27.5	0.0		27.5			0.0	0.0		0.0			0.0	34.0		34.0			15.8	8.8		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:	27.5	0.0		27.5			0.0	0.0		0.0			0.0	34.0		34.0			15.8	8.8		0.0		
LOS by Move:	C		A		C		A		A		A		A		C		C		B		A		A	
HCM2kAvgQ:	6		0		6		0		0		0		0		8		8		0		9		0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[85.8]

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 1! 0	0	0	0 0 0	0	0	0 1	1 0				1	0 2	0 0			
Volume Module:																		
Base Vol:	76	0	16	0	0	0	0	557	76				15	280	0			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	87	0	18	0	0	0	0	641	87				17	322	0			
Added Vol:	125	0	0	0	0	0	0	0	111				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	212	0	18	0	0	0	0	641	198				17	322	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:	224	0	19	0	0	0	0	674	209				18	339	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	224	0	19	0	0	0	0	674	209				18	339	0			
Critical Gap Module:																		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	984	1154	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				883	xxxx	xxxxx			
Potent Cap.:	249	199	569	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				774	xxxx	xxxxx			
Move Cap.:	244	194	569	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				774	xxxx	xxxxx			
Volume/Cap:	0.91	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.02	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				9.8	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*				A	*	*			
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				LT	- LTR	- RT			
Shared Cap.:	xxxx	256	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	85.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*				*	*	*			
ApproachDel:		85.8			xxxxxx			xxxxxx						xxxxxx				
ApproachLOS:		F			*			*						*				

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 90 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:	Split Phase			Split Phase			Permitted						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	26	0	26	0	0	0	0	19	19				10	19	0			
Lanes:	0	0	1! 0	0		0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	76	0	16	0	0	0	0	557	76				15	280	0			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	87	0	18	0	0	0	0	641	87				17	322	0			
Added Vol:	125	0	0	0	0	0	0	0	111				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	212	0	18	0	0	0	0	641	198				17	322	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:	224	0	19	0	0	0	0	674	209				18	339	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	224	0	19	0	0	0	0	674	209				18	339	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			
FinalVolume:	224	0	19	0	0	0	0	674	209				18	339	0			
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800				1800	1800	1800			
Adjustment:	0.89	1.00	0.95	0.94	1.00	1.00	0.94	0.97	0.97				0.90	1.00	1.00			
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.53	0.47				1.00	2.00	0.00			
Final Sat.:	1486	0	129	0	0	0	0	2652	822				1615	3600	0			
Capacity Analysis Module:																		
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.25	0.25				0.01	0.09	0.00			
Crit Moves:	****							****					****					
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.52	0.52				0.11	0.63	0.00			
Volume/Cap:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.49				0.10	0.15	0.00			
Delay/Veh:	26.3	0.0	26.3	0.0	0.0	0.0	0.0	14.3	14.3				36.2	6.9	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:	26.3	0.0	26.3	0.0	0.0	0.0	0.0	14.3	14.3				36.2	6.9	0.0			
LOS by Move:	C	A	C	A	A	A	A	B	B				D	A	A			
HCM2kAvgQ:	6	0	6	0	0	0	0	8	8				1	2	0			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0		1 0	1	1	0	
Volume Module:																
Base Vol:	12	15	37	1	17	24	102	555	7			27	952	1		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	14	17	43	1	20	28	117	638	8			31	1095	1		
Added Vol:	11	50	0	0	67	0	0	0	15			0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	25	67	43	1	87	28	117	638	23			31	1095	1		
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	71	45	1	91	29	123	672	24			33	1152	1		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	26	71	45	1	91	29	123	672	24			33	1152	1		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1618	2150	348	1837	2161	577	1154	xxxx	xxxxx			696	xxxx	xxxxx		
Potent Cap.:	70	49	654	48	48	465	613	xxxx	xxxxx			909	xxxx	xxxxx		
Move Cap.:	0	38	654	0	37	465	613	xxxx	xxxxx			909	xxxx	xxxxx		
Volume/Cap:	xxxx	1.88	0.07	xxxx	2.47	0.06	0.20	xxxx	xxxx			0.04	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx			9.1	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	26		26		26		26		26		26	
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	12		15		37		1		17		24	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	14		17		43		1		20		28	
Added Vol:	11		50		0		0		67		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	25		67		43		1		87		28	
User Adj:	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	
PHF Volume:	26		71		45		1		91		29	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	26		71		45		1		91		29	
PCE Adj:	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	
FinalVolume:	26		71		45		1		91		29	
Saturation Flow Module:												
Sat/Lane:	1800		1800		1800		1800		1800		1800	
Adjustment:	0.85		0.90		0.90		0.91		0.97		0.97	
Lanes:	0.19		0.50		0.31		0.01		0.75		0.24	
Final Sat.:	294		798		505		17		1305		416	
Capacity Analysis Module:												
Vol/Sat:	0.09		0.09		0.09		0.07		0.07		0.07	
Crit Moves:			****									
Green/Cycle:	0.22		0.22		0.22		0.22		0.22		0.22	
Volume/Cap:	0.41		0.41		0.41		0.32		0.32		0.32	
Delay/Veh:	41.2		41.2		41.2		40.1		40.1		40.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	41.2		41.2		41.2		40.1		40.1		40.1	
LOS by Move:	D		D		D		D		D		D	
HCM2kAvgQ:	5		5		5		4		4		4	

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	10		23		23		10		23		23	
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	102		555		7		27		952		1	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	117		638		8		31		1095		1	
Added Vol:	0		0		15		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	117		638		23		31		1095		1	
User Adj:	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	
PHF Volume:	123		672		24		33		1152		1	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	123		672		24		33		1152		1	
PCE Adj:	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	
FinalVolume:	123		672		24		33		1152		1	
Saturation Flow Module:												
Sat/Lane:	1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		1.00		0.90		1.00		1.00	
Lanes:	1.00		1.93		0.07		1.00		1.99		0.01	
Final Sat.:	1615		3457		125		1615		3596		4	
Capacity Analysis Module:												
Vol/Sat:	0.08		0.19		0.19		0.02		0.32		0.32	
Crit Moves:	****								****			
Green/Cycle:	0.14		0.51		0.51		0.22		0.59		0.59	
Volume/Cap:	0.54		0.38		0.38		0.09		0.54		0.54	
Delay/Veh:	50.5		17.8		17.8		37.4		15.0		15.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	50.5		17.8		17.8		37.4		15.0		15.0	
LOS by Move:	D		B		B		D		B		B	
HCM2kAvgQ:	5		8		8		1		13		13	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0	1	1	0		1	0	1	1	0	
Volume Module:																		
Base Vol:	5	11	30	1	6	68	53	1437	13				25	720	4			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	6	13	35	1	7	78	61	1653	15				29	828	5			
Added Vol:	28	125	0	0	111	0	0	0	25				0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	34	138	35	1	118	78	61	1653	40				29	828	5			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	36	145	36	1	124	82	64	1740	42				30	872	5			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	36	145	36	1	124	82	64	1740	42				30	872	5			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2447	2826	891	2005	2844	438	876	xxxx	xxxxx				1782	xxxx	xxxxx			
Potent Cap.:	16	18	289	36	17	572	779	xxxx	xxxxx				353	xxxx	xxxxx			
Move Cap.:	0	15	289	0	15	572	779	xxxx	xxxxx				353	xxxx	xxxxx			
Volume/Cap:	xxxx	9.61	0.13	xxxx	8.47	0.14	0.08	xxxx	xxxx				0.09	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx				0.3	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx				16.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				C	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 120 Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	26	26	26				26	26	26			
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	5	11	30				1	6	68			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	6	13	35				1	7	78			
Added Vol:	28	125	0				0	111	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	34	138	35				1	118	78			
User Adj:	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			
PHF Volume:	36	145	36				1	124	82			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	36	145	36				1	124	82			
PCE Adj:	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			
FinalVolume:	36	145	36				1	124	82			
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800				1800	1800	1800			
Adjustment:	0.80	0.85	0.85				0.89	0.95	0.95			
Lanes:	0.17	0.66	0.17				0.01	0.60	0.39			
Final Sat.:	247	1008	253				10	1018	675			
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14				0.12	0.12	0.12			
Crit Moves:		****										
Green/Cycle:	0.22	0.22	0.22				0.22	0.22	0.22			
Volume/Cap:	0.66	0.66	0.66				0.56	0.56	0.56			
Delay/Veh:	48.0	48.0	48.0				43.9	43.9	43.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	48.0	48.0	48.0				43.9	43.9	43.9			
LOS by Move:	D	D	D				D	D	D			
HCM2kAvgQ:	8	8	8				7	7	7			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	10	23	23				10	23	23			
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module:												
Base Vol:	53	1437	13				25	720	4			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	61	1653	15				29	828	5			
Added Vol:	0	0	25				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	61	1653	40				29	828	5			
User Adj:	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			
PHF Volume:	64	1740	42				30	872	5			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	64	1740	42				30	872	5			
PCE Adj:	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			
FinalVolume:	64	1740	42				30	872	5			
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800				1800	1800	1800			
Adjustment:	0.90	1.00	1.00				0.90	1.00	1.00			
Lanes:	1.00	1.95	0.05				1.00	1.99	0.01			
Final Sat.:	1615	3501	85				1615	3577	20			
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50				0.02	0.24	0.24			
Crit Moves:		****						****				
Green/Cycle:	0.19	0.65	0.65				0.08	0.55	0.55			
Volume/Cap:	0.21	0.76	0.76				0.22	0.45	0.45			
Delay/Veh:	41.7	16.2	16.2				52.2	16.5	16.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	41.7	16.2	16.2				52.2	16.5	16.5			
LOS by Move:	D	B	B				D	B	B			
HCM2kAvgQ:	2	24	24				1	10	10			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[12.2]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	30	10	6	35	6	1	31	15	37	68	6
Added Vol:	0	61	11	0	82	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	91	21	6	117	6	1	31	15	52	68	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:	13	96	22	6	123	6	1	33	16	55	71	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	96	22	6	123	6	1	33	16	55	71	6
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:	129	xxxx	xxxxx	118	xxxx	xxxxx	310	283	126	296	274	107
Potent Cap.:	1470	xxxx	xxxxx	1483	xxxx	xxxxx	646	630	930	661	636	953
Move Cap.:	1470	xxxx	xxxxx	1483	xxxx	xxxxx	581	621	930	617	628	953
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.05	0.02	0.09	0.11	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.4	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	xxxx	693	xxxxx	xxxx	633	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.6			12.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B[14.2]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	40	38	12	20	9	1	70	10	8	40	8
Added Vol:	0	153	28	0	135	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	193	66	12	155	9	1	70	10	33	40	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	11	203	69	12	163	10	1	74	11	35	42	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	203	69	12	163	10	1	74	11	35	42	8
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:	172	xxxx	xxxxx	273	xxxx	xxxxx	477	486	168	494	456	238
Potent Cap.:	1417	xxxx	xxxxx	1302	xxxx	xxxxx	502	484	882	489	503	806
Move Cap.:	1417	xxxx	xxxxx	1302	xxxx	xxxxx	458	476	882	420	495	806
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.16	0.01	0.08	0.09	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.8	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	xxxx	505	xxxxx	xxxx	478	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	14.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.6			14.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: D[30.8]

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 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	9
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	43	40	13	74	25	5	21	6	186	198	10
Added Vol:	0	73	0	0	97	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	116	40	13	171	25	5	21	6	186	198	10
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:	12	122	42	13	180	27	5	22	6	196	208	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	122	42	13	180	27	5	22	6	196	208	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	743	646	25	722	643	214	219	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	333	393	1057	344	394	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	169	338	1057	214	339	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.07	0.36	0.04	0.06	0.53	0.03	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	310	xxxx	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.1	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	25.2	xxxx	xxxxx	xxxxx	30.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	21.2			30.8			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B[14.6]

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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	23	67	146	18	30	5	20	72	20	20	45	15
Added Vol:	0	181	0	0	160	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	248	146	18	190	5	20	72	20	20	45	15
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:	24	261	154	19	200	5	21	76	21	21	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	261	154	19	200	5	21	76	21	21	47	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	326	232	87	431	234	55	63	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	631	672	978	538	670	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	469	654	978	306	652	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.05	0.40	0.16	0.06	0.31	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	632	xxxx	xxxxx	xxxx	598	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	15.3	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.2			14.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[18.9]

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 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	97	0	0	0	75	0	0	56	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	0	193	83	169	0	0	128	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	0.95	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	203	87	178	0	0	135	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	178	0	203	87	178	0	0	135	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	532	532	180	224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	512	456	868	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	485	425	868	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.23	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	634	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	97	0	0	0	75	0	0	56	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	0	193	83	169	0	0	128	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	0.95	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	203	87	178	0	0	135	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	203	87	178	0	0	135	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	178	0	203	87	178	0	0	135	89
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.90	1.00	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	0.48	0.00	0.52	1.00	1.00	0.00	0.00	0.60	0.40
Final Sat.:	0	0	0	742	0	846	1615	1800	0	0	1027	676
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.05	0.10	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.72	0.32	0.17	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	22.7	6.3	0.0	0.0	12.7	12.7
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:	0.0	0.0	0.0	22.4	0.0	22.4	22.7	6.3	0.0	0.0	12.7	12.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	8	0	8	2	2	0	0	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 28.9 Worst Case Level Of Service: F[142.3]

****

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 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	160	0	0	0	123	0	0	139	181
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	46	218	339	0	0	209	198
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	193	0	48	230	357	0	0	220	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	193	0	48	230	357	0	0	220	209
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1142	1142	325	429	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	224	202	721	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	184	155	721	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.05	0.00	0.07	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	216	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	142	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			142.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	160	0	0	0	123	0	0	139	181
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	46	218	339	0	0	209	198
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	193	0	48	230	357	0	0	220	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	48	230	357	0	0	220	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	193	0	48	230	357	0	0	220	209
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.88	1.00	0.94	0.90	1.00	1.00	0.94	0.93	0.93
Lanes:	0.00	0.00	0.00	0.81	0.00	0.19	1.00	1.00	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	1286	0	323	1615	1800	0	0	863	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.14	0.20	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.20	0.60	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.50	0.71	0.33	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	18.1	29.7	6.2	0.0	0.0	16.5	16.5
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:	0.0	0.0	0.0	18.1	0.0	18.1	29.7	6.2	0.0	0.0	16.5	16.5
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	4	6	3	0	0	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	145	0	0	73	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	167	0	0	84	0
Added Vol:	45	0	95	0	0	0	0	112	60	127	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	95	0	0	0	0	279	60	127	168	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:	47	0	100	0	0	0	0	293	63	134	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	100	0	0	0	0	293	63	134	177	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
FinalVolume:	47	0	100	0	0	0	0	293	63	134	177	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.04	0.08	0.10	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.43	0.43	0.22	0.65	0.00
Volume/Cap:	0.12	0.00	0.26	0.00	0.00	0.00	0.00	0.38	0.10	0.38	0.15	0.00
Delay/Veh:	17.5	0.0	18.4	0.0	0.0	0.0	0.0	11.9	10.2	20.6	4.1	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:	17.5	0.0	18.4	0.0	0.0	0.0	0.0	11.9	10.2	20.6	4.1	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	4	1	3	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 60 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 1	0 1	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	208	0	0	76	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	239	0	0	87	0
Added Vol:	111	0	236	0	0	0	0	184	98	209	208	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	236	0	0	0	0	423	98	209	295	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:	117	0	248	0	0	0	0	445	103	220	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	248	0	0	0	0	445	103	220	311	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
FinalVolume:	117	0	248	0	0	0	0	445	103	220	311	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.07	0.14	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.37	0.37	0.21	0.58	0.00
Volume/Cap:	0.23	0.00	0.51	0.00	0.00	0.00	0.00	0.66	0.18	0.66	0.30	0.00
Delay/Veh:	15.2	0.0	17.4	0.0	0.0	0.0	0.0	18.1	12.8	26.8	6.6	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:	15.2	0.0	17.4	0.0	0.0	0.0	0.0	18.1	12.8	26.8	6.6	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	8	1	5	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 70 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	145	0	0	73	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	167	0	0	84	0
Added Vol:	28	0	140	0	0	0	0	170	37	186	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	140	0	0	0	0	337	37	186	267	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:	29	0	147	0	0	0	0	354	39	196	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	147	0	0	0	0	354	39	196	281	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
FinalVolume:	29	0	147	0	0	0	0	354	39	196	281	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.03	0.12	0.16	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.40	0.40	0.25	0.65	0.00
Volume/Cap:	0.07	0.00	0.37	0.00	0.00	0.00	0.00	0.49	0.06	0.49	0.24	0.00
Delay/Veh:	19.5	0.0	21.7	0.0	0.0	0.0	0.0	16.0	12.8	23.4	5.1	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:	19.5	0.0	21.7	0.0	0.0	0.0	0.0	16.0	12.8	23.4	5.1	0.0
LOS by Move:	B	A	C	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	1	4	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 70 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:	Split Phase			Split Phase			Permitted				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	15	0	15	0	0	0	0	15	15		10	15	0	
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	0 1		1	0 1	0	0
Volume Module:														
Base Vol:	0	0	0	0	0	0	0	208	0		0	76	0	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0	0	0	0	0	239	0		0	87	0	
Added Vol:	69	0	347	0	0	0	0	359	61		307	348	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	69	0	347	0	0	0	0	598	61		307	435	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:	73	0	365	0	0	0	0	630	64		323	458	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	73	0	365	0	0	0	0	630	64		323	458	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	
FinalVolume:	73	0	365	0	0	0	0	630	64		323	458	0	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85		0.90	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530		1615	1800	0	
Capacity Analysis Module:														
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.35	0.04		0.20	0.25	0.00	
Crit Moves:			****					****			****			
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.41	0.41		0.23	0.64	0.00	
Volume/Cap:	0.16	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.10		0.86	0.40	0.00	
Delay/Veh:	19.3	0.0	40.5	0.0	0.0	0.0	0.0	29.4	13.0		44.0	6.4	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:	19.3	0.0	40.5	0.0	0.0	0.0	0.0	29.4	13.0		44.0	6.4	0.0	
LOS by Move:	B	A	D	A	A	A	A	C	B		D	A	A	
HCM2kAvgQ:	1	0	11	0	0	0	0	16	1		10	5	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	408	44	76	87	67	124	539	26	66	949	231
Added Vol:	0	0	11	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	408	55	76	87	67	124	539	26	81	949	231
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:	46	430	58	80	92	70	131	568	28	85	999	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	430	58	80	92	70	131	568	28	85	999	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	430	58	80	92	70	131	568	28	85	999	243
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.92	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.20	1.80	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.61	0.39
Final Sat.:	344	3217	1530	1661	1759	1530	1615	3408	167	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.05	0.05	0.05	0.08	0.17	0.17	0.05	0.36	0.36
Crit Moves:		****			****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.17	0.17	0.17	0.11	0.43	0.43	0.16	0.48	0.48
Volume/Cap:	0.74	0.74	0.21	0.28	0.31	0.27	0.74	0.39	0.39	0.32	0.74	0.74
Delay/Veh:	55.0	55.0	45.8	47.4	47.7	47.6	71.5	25.9	25.9	48.7	29.1	29.1
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:	55.0	55.0	45.8	47.4	47.7	47.6	71.5	25.9	25.9	48.7	29.1	29.1
LOS by Move:	E	E	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	11	11	2	3	3	3	7	8	8	3	21	21

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	132	41	212	191	87	200	1441	64	45	772	115
Added Vol:	0	0	28	0	0	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	132	69	212	191	87	200	1441	64	70	772	115
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:	34	139	73	223	201	92	211	1517	68	74	812	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	139	73	223	201	92	211	1517	68	74	812	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	139	73	223	201	92	211	1517	68	74	812	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.93	0.99	0.85	0.92	0.97	0.85	0.90	0.99	0.99	0.90	0.98	0.98
Lanes:	0.41	1.59	1.00	1.08	0.92	1.00	1.00	1.91	0.09	1.00	1.74	0.26
Final Sat.:	690	2834	1530	1788	1613	1530	1615	3425	153	1615	3074	458
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.06	0.13	0.44	0.44	0.05	0.26	0.26
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.52	0.52	0.08	0.40	0.40
Volume/Cap:	0.29	0.29	0.28	0.74	0.74	0.36	0.66	0.85	0.85	0.59	0.66	0.66
Delay/Veh:	47.5	47.5	47.7	56.2	56.2	48.6	53.0	30.3	30.3	65.4	32.8	32.8
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:	47.5	47.5	47.7	56.2	56.2	48.6	53.0	30.3	30.3	65.4	32.8	32.8
LOS by Move:	D	D	D	E	E	D	D	C	C	E	C	C
HCM2kAvgQ:	3	3	3	10	10	3	9	29	29	4	16	16

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	11	11	0	0	15	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	487	20	24	146	6	12	35	29	13	61	114
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:	29	513	21	25	154	6	12	36	30	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	513	21	25	154	6	12	36	30	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	513	21	25	154	6	12	36	30	13	64	120
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:	0.05	0.91	0.04	0.14	0.83	0.03	0.15	0.46	0.39	0.07	0.32	0.61
Final Sat.:	37	658	26	86	519	20	84	251	209	40	193	361
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.30	0.30	0.30	0.14	0.14	0.14	0.33	0.33	0.33
Crit Moves:		****		****			****				****	
Delay/Veh:	22.2	22.2	22.2	10.5	10.5	10.5	9.7	9.7	9.7	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	10.5	10.5	10.5	9.7	9.7	9.7	10.8	10.8	10.8
LOS by Move:	C	C	C	B	B	B	A	A	A	B	B	B
ApproachDel:		22.2			10.5			9.7			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.2			10.5			9.7			10.8	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	2.9	2.9	2.9	0.4	0.4	0.4	0.1	0.1	0.1	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	28	28	0	0	25	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	210	22	68	239	15	13	97	39	43	48	35
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:	39	221	23	71	251	16	13	102	41	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	221	23	71	251	16	13	102	41	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	221	23	71	251	16	13	102	41	45	51	36
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:	0.14	0.78	0.08	0.21	0.74	0.05	0.09	0.65	0.26	0.34	0.39	0.27
Final Sat.:	93	523	54	144	505	32	51	387	155	197	223	159
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.50	0.50	0.50	0.26	0.26	0.26	0.23	0.23	0.23
Crit Moves:	****				****			****				****
Delay/Veh:	11.5	11.5	11.5	12.7	12.7	12.7	10.2	10.2	10.2	10.0	10.0	10.0
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:	11.5	11.5	11.5	12.7	12.7	12.7	10.2	10.2	10.2	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.5			12.7			10.2			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			12.7			10.2			10.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.9	0.9	0.9	0.3	0.3	0.3	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.1
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	63	193	168	29	229	365	154	551	53	174	973	18
Added Vol:	0	17	6	0	22	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	210	174	29	251	365	154	551	53	181	973	18
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	221	183	30	264	384	162	580	56	190	1024	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	221	183	30	264	384	162	580	56	190	1024	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	221	183	30	264	384	162	580	56	190	1024	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.09	0.91	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1836	1519	1615	3600	1530	3040	4863	467	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.02	0.07	0.25	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.40	0.40	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.45	0.30	0.30	0.18	0.17	0.60	0.59	0.38	0.38	0.63	0.60	0.60
Delay/Veh:	49.6	22.3	22.3	45.2	20.0	26.2	51.3	29.3	29.3	51.9	31.7	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:	49.6	22.3	22.3	45.2	20.0	26.2	51.3	29.3	29.3	51.9	31.7	31.7
LOS by Move:	D	C	C	D	B	C	D	C	C	D	C	C
HCM2kAvgQ:	3	5	5	1	3	10	4	6	6	5	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	120	375	245	110	271	255	444	988	89	302	765	28
Added Vol:	0	42	14	0	37	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	417	259	110	308	255	444	988	89	314	765	28
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	439	273	116	325	269	467	1040	93	331	805	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	439	273	116	325	269	467	1040	93	331	805	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	439	273	116	325	269	467	1040	93	331	805	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.90	0.10
Final Sat.:	1615	2094	1301	1615	3600	1530	3040	4896	439	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.07	0.09	0.18	0.15	0.21	0.21	0.11	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.36	0.36	0.13	0.29	0.29
Volume/Cap:	0.85	0.61	0.61	0.78	0.26	0.51	0.78	0.60	0.60	0.82	0.53	0.53
Delay/Veh:	84.7	30.7	30.7	70.8	25.9	29.3	48.1	29.5	29.5	58.6	33.1	33.1
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:	84.7	30.7	30.7	70.8	25.9	29.3	48.1	29.5	29.5	58.6	33.1	33.1
LOS by Move:	F	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	10	10	6	4	8	10	11	11	8	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	304	82	36	395	4	13	115	28	216	224	49
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	350	94	41	454	5	15	132	32	248	258	56
Added Vol:	11	22	11	0	30	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	372	105	41	484	5	15	132	47	263	258	56
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:	38	391	111	44	510	5	16	139	50	277	271	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	391	111	44	510	5	16	139	50	277	271	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	391	111	44	510	5	16	139	50	277	271	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.37	0.97	0.97	0.38	1.00	1.00	0.50	1.00	0.85	0.62	1.00	0.85
Lanes:	1.00	1.56	0.44	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	675	2713	769	690	3563	34	896	1800	1530	1112	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.06	0.14	0.14	0.02	0.08	0.03	0.25	0.15	0.04
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.14	0.35	0.35	0.15	0.34	0.34	0.03	0.15	0.06	0.48	0.29	0.08
Delay/Veh:	11.0	12.1	12.1	11.1	12.1	12.1	7.2	7.7	7.3	10.0	8.4	7.3
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:	11.0	12.1	12.1	11.1	12.1	12.1	7.2	7.7	7.3	10.0	8.4	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	3	3	1	3	3	0	1	0	4	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	608	247	87	494	28	39	176	10	135	90	63
Added Vol:	28	56	28	0	49	0	0	0	25	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	664	275	87	544	28	39	176	35	160	90	63
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:	42	699	290	92	572	29	41	185	37	168	94	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	699	290	92	572	29	41	185	37	168	94	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	699	290	92	572	29	41	185	37	168	94	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.36	0.96	0.96	0.21	0.99	0.99	0.66	1.00	0.85	0.55	1.00	0.85
Lanes:	1.00	1.41	0.59	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	654	2433	1008	379	3402	173	1180	1800	1530	983	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.24	0.17	0.17	0.03	0.10	0.02	0.17	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.12	0.54	0.54	0.46	0.32	0.32	0.09	0.26	0.06	0.43	0.13	0.11
Delay/Veh:	7.1	9.5	9.5	10.3	7.9	7.9	11.3	12.2	11.1	13.8	11.5	11.4
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:	7.1	9.5	9.5	10.3	7.9	7.9	11.3	12.2	11.1	13.8	11.5	11.4
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	7	7	2	3	3	1	2	0	3	1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D[27.4]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	45	11	0	60	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	488	77	12	783	0	0	0	0	107	0	26
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	513	81	12	825	0	0	0	0	113	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	513	81	12	825	0	0	0	0	113	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	594	xxxx	xxxxx	xxxx	xxxx	xxxxx	950	1362	257
Potent Cap.:	xxxx	xxxx	xxxxx	992	xxxx	xxxxx	xxxx	xxxx	xxxxx	262	149	749
Move Cap.:	xxxx	xxxx	xxxxx	992	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	147	749
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	298	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.4		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 80 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	45	11	0	60	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	488	77	12	783	0	0	0	0	107	0	26
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	513	81	12	825	0	0	0	0	113	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	513	81	12	825	0	0	0	0	113	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	513	81	12	825	0	0	0	0	113	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1289	0	319
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.05	0.01	0.23	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.49	0.13	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.29	0.11	0.06	0.37	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Delay/Veh:	0.0	12.3	11.2	31.0	7.9	0.0	0.0	0.0	0.0	21.0	0.0	21.0
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	12.3	11.2	31.0	7.9	0.0	0.0	0.0	0.0	21.0	0.0	21.0
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	5	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[58.3]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	111	28	0	98	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	947	115	9	728	0	0	0	0	73	0	31
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	997	121	10	767	0	0	0	0	77	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	997	121	10	767	0	0	0	0	77	0	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx	1400	1783	498
Potent Cap.:	xxxx	xxxx	xxxxx	632	xxxx	xxxxx	xxxx	xxxx	xxxxx	134	83	523
Move Cap.:	xxxx	xxxx	xxxxx	632	xxxx	xxxxx	xxxx	xxxx	xxxxx	132	81	523
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.8	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	xxxx	170	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	58.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			58.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 80 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	111	28	0	98	0	0	0	0	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	947	115	9	728	0	0	0	0	73	0	31
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	997	121	10	767	0	0	0	0	77	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	997	121	10	767	0	0	0	0	77	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	997	121	10	767	0	0	0	0	77	0	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1126	0	477
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.08	0.01	0.21	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.49	0.13	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.57	0.16	0.05	0.35	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Delay/Veh:	0.0	15.0	11.5	30.9	7.7	0.0	0.0	0.0	0.0	20.5	0.0	20.5
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:	0.0	15.0	11.5	30.9	7.7	0.0	0.0	0.0	0.0	20.5	0.0	20.5
LOS by Move:	A	B	B	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	2	0	5	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.291
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 204.2
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	22	56	101	0	75	0	0	0	30	134	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	445	225	92	589	209	57	91	144	446	207	62
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:	183	468	237	97	620	220	61	96	151	469	218	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	468	237	97	620	220	61	96	151	469	218	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	468	237	97	620	220	61	96	151	469	218	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	0.22	0.52	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	350	895	453	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.06	0.34	0.14	0.04	0.05	0.10	0.29	0.16	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.35	0.35	0.35	0.23	0.23	0.23	0.15	0.15	0.15	0.20	0.20	0.20
Volume/Cap:	1.48	1.48	1.48	0.26	1.48	0.62	0.24	0.35	0.64	1.48	0.83	0.83
Delay/Veh:	265.1	265	265.1	41.0	277	47.9	48.9	49.9	57.6	282.8	65.5	65.5
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:	265.1	265	265.1	41.0	277	47.9	48.9	49.9	57.6	282.8	65.5	65.5
LOS by Move:	F	F	F	D	F	D	D	D	E	F	E	E
HCM2kAvgQ:	72	72	72	3	50	9	2	4	7	41	13	13

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 110 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:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	22	56	101	0	75	0	0	0	30	134	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	445	225	92	589	209	57	91	144	446	207	62
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:	183	468	237	97	620	220	61	96	151	469	218	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	468	237	97	620	220	61	96	151	469	218	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	468	237	97	620	220	61	96	151	469	218	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.84	0.97	0.97
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.77	0.23
Final Sat.:	1615	1800	1530	1615	1800	1530	1615	1800	1530	3040	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.15	0.06	0.34	0.14	0.04	0.05	0.10	0.15	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.41	0.60	0.14	0.42	0.42	0.12	0.18	0.18	0.19	0.25	0.25
Volume/Cap:	0.82	0.63	0.26	0.42	0.82	0.34	0.30	0.29	0.54	0.82	0.66	0.66
Delay/Veh:	67.1	27.3	10.5	44.0	35.4	22.0	44.8	39.4	43.1	52.1	41.1	41.1
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:	67.1	27.3	10.5	44.0	35.4	22.0	44.8	39.4	43.1	52.1	41.1	41.1
LOS by Move:	E	C	B	D	D	C	D	D	D	D	D	D
HCM2kAvgQ:	9	13	4	4	21	5	2	3	5	11	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.668
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 317.1
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	56	139	250	0	123	0	0	0	49	221	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	757	423	90	616	95	183	247	156	374	103	123
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:	150	796	445	94	649	100	192	260	164	394	109	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	796	445	94	649	100	192	260	164	394	109	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	796	445	94	649	100	192	260	164	394	109	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.95	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	0.11	0.57	0.32	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	183	975	545	1615	1800	1530	1615	1800	1530	1615	756	898
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.06	0.36	0.07	0.12	0.14	0.11	0.24	0.14	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.19	0.19	0.19	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.87	1.87	1.87	0.30	1.87	0.34	0.77	0.94	0.70	1.58	0.94	0.94
Delay/Veh:	431.4	431	431.4	45.5	453	46.0	66.9	92.5	61.0	336.3	93.9	93.9
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:	431.4	431	431.4	45.5	453	46.0	66.9	92.5	61.0	336.3	93.9	93.9
LOS by Move:	F	F	F	D	F	D	E	F	E	F	F	F
HCM2kAvgQ:	134	134	134	4	63	4	10	14	8	37	13	13

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 110 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:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	56	139	250	0	123	0	0	0	49	221	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	757	423	90	616	95	183	247	156	374	103	123
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:	150	796	445	94	649	100	192	260	164	394	109	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	796	445	94	649	100	192	260	164	394	109	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	796	445	94	649	100	192	260	164	394	109	130
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.84	0.92	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.46	0.54
Final Sat.:	1615	1800	1530	1615	1800	1530	1615	1800	1530	3040	756	898
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.29	0.06	0.36	0.07	0.12	0.14	0.11	0.13	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.51	0.65	0.09	0.48	0.48	0.13	0.18	0.18	0.15	0.20	0.20
Volume/Cap:	0.76	0.87	0.44	0.64	0.76	0.14	0.91	0.80	0.59	0.87	0.72	0.72
Delay/Veh:	62.3	33.4	9.6	57.6	27.7	16.3	85.7	55.7	44.6	62.8	48.9	48.9
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:	62.3	33.4	9.6	57.6	27.7	16.3	85.7	55.7	44.6	62.8	48.9	48.9
LOS by Move:	E	C	A	E	C	B	F	E	D	E	D	D
HCM2kAvgQ:	7	27	7	4	19	2	10	10	6	10	9	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.279
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 376.8
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	84	179	0	0	238	0	0	0	0	149	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	598	0	0	728	450	0	0	0	394	0	246
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:	111	629	0	0	766	473	0	0	0	415	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	629	0	0	766	473	0	0	0	415	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	629	0	0	766	473	0	0	0	415	0	259
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:	0.15	0.85	0.00	0.00	0.62	0.38	0.00	0.00	0.00	0.62	0.00	0.38
Final Sat.:	79	445	0	0	336	208	0	0	0	333	0	208
Capacity Analysis Module:												
Vol/Sat:	1.41	1.41	xxxx	xxxx	2.28	2.28	xxxx	xxxx	xxxx	1.24	xxxx	1.24
Crit Moves:	****				****							****
Delay/Veh:	217.7	218	0.0	0.0	597	596.9	0.0	0.0	0.0	146.8	0.0	146.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	217.7	218	0.0	0.0	597	596.9	0.0	0.0	0.0	146.8	0.0	146.8
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:	217.7			596.9			xxxxxx			146.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	217.7			596.9			xxxxxx			146.8		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	30.2	30.2	30.2	88.7	88.7	88.7	0.0	0.0	0.0	20.6	20.6	20.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 70 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	84	179	0	0	238	0	0	0	0	149	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	598	0	0	728	450	0	0	0	394	0	246
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:	111	629	0	0	766	473	0	0	0	415	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	629	0	0	766	473	0	0	0	415	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	629	0	0	766	473	0	0	0	415	0	259
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3600	0	0	3600	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.00	0.00	0.21	0.31	0.00	0.00	0.00	0.26	0.00	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.14	0.56	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.48	0.31	0.00	0.00	0.50	0.73	0.00	0.00	0.00	0.73	0.00	0.48
Delay/Veh:	29.2	8.1	0.0	0.0	15.2	21.3	0.0	0.0	0.0	24.9	0.0	18.5
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:	29.2	8.1	0.0	0.0	15.2	21.3	0.0	0.0	0.0	24.9	0.0	18.5
LOS by Move:	C	A	A	A	B	C	A	A	A	C	A	B
HCM2kAvgQ:	3	4	0	0	6	10	0	0	0	10	0	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 562.9
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	208	444	0	0	393	0	0	0	0	246	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1079	0	0	779	367	0	0	0	286	0	241
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:	237	1136	0	0	820	386	0	0	0	301	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1136	0	0	820	386	0	0	0	301	0	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
FinalVolume:	237	1136	0	0	820	386	0	0	0	301	0	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:	0.17	0.83	0.00	0.00	0.68	0.32	0.00	0.00	0.00	0.54	0.00	0.46
Final Sat.:	90	433	0	0	368	173	0	0	0	296	0	250
Capacity Analysis Module:												
Vol/Sat:	2.62	2.62	xxxx	xxxx	2.23	2.23	xxxx	xxxx	xxxx	1.02	xxxx	1.02
Crit Moves:		****				****				****		
Delay/Veh:	752.0	752	0.0	0.0	575	575.5	0.0	0.0	0.0	68.5	0.0	68.5
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:	752.0	752	0.0	0.0	575	575.5	0.0	0.0	0.0	68.5	0.0	68.5
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:	752.0			575.5			xxxxxx			68.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	752.0			575.5			xxxxxx			68.5		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	108	108	107.8	85.0	85.0	85.0	0.0	0.0	0.0	8.9	8.9	8.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 70 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	208	444	0	0	393	0	0	0	0	246	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1079	0	0	779	367	0	0	0	286	0	241
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:	237	1136	0	0	820	386	0	0	0	301	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1136	0	0	820	386	0	0	0	301	0	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
FinalVolume:	237	1136	0	0	820	386	0	0	0	301	0	254
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3600	0	0	3600	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.00	0.00	0.23	0.25	0.00	0.00	0.00	0.19	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.24	0.61	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.61	0.52	0.00	0.00	0.61	0.68	0.00	0.00	0.00	0.61	0.00	0.55
Delay/Veh:	26.7	8.0	0.0	0.0	18.8	21.9	0.0	0.0	0.0	23.2	0.0	21.7
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:	26.7	8.0	0.0	0.0	18.8	21.9	0.0	0.0	0.0	23.2	0.0	21.7
LOS by Move:	C	A	A	A	B	C	A	A	A	C	A	C
HCM2kAvgQ:	6	7	0	0	8	8	0	0	0	7	0	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.075
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	302.7
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	263	112	0	387	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	479	175	308	814	0	224	0	153	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	504	184	324	856	0	236	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	504	184	324	856	0	236	0	161	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
FinalVolume:	0	504	184	324	856	0	236	0	161	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	0.73	0.27	0.27	0.73	0.00	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	0	431	158	156	413	0	322	0	220	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.17	1.17	2.08	2.08	xxxx	0.73	xxxx	0.73	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	116	115.6	505.1	505	0.0	25.7	0.0	25.7	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	116	115.6	505.1	505	0.0	25.7	0.0	25.7	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	D	*	D	*	*	*
ApproachDel:		115.6			505.1			25.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		115.6			505.1			25.7			xxxxxx	
LOS by Appr:		F			F			D			*	
AllWayAvgQ:	17.4	17.4	17.4	78.4	78.4	78.4	2.4	2.4	2.4	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 70 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	263	112	0	387	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	479	175	308	814	0	224	0	153	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	504	184	324	856	0	236	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	504	184	324	856	0	236	0	161	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
FinalVolume:	0	504	184	324	856	0	236	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1530	1615	3600	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.20	0.24	0.00	0.15	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.29	0.36	0.65	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.42	0.55	0.37	0.00	0.55	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	21.0	18.9	5.7	0.0	23.7	0.0	21.8	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	21.1	21.0	18.9	5.7	0.0	23.7	0.0	21.8	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	4	7	4	0	5	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.722
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	573.1
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	653	278	0	639	0	0	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	939	459	270	795	0	366	0	222	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	989	483	284	837	0	385	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	989	483	284	837	0	385	0	234	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
FinalVolume:	0	989	483	284	837	0	385	0	234	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	0.67	0.33	0.25	0.75	0.00	0.62	0.00	0.38	0.00	0.00	0.00
Final Sat.:	0	363	177	132	389	0	337	0	204	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	2.72	2.72	2.15	2.15	xxxx	1.14	xxxx	1.14	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	794	793.6	540.0	540	0.0	108.8	0.0	108.8	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	794	793.6	540.0	540	0.0	108.8	0.0	108.8	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		793.6			540.0			108.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		793.6			540.0			108.8			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	118	118	117.7	76.8	76.8	76.8	14.9	14.9	14.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 70 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	653	278	0	639	0	0	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	939	459	270	795	0	366	0	222	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	989	483	284	837	0	385	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	989	483	284	837	0	385	0	234	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
FinalVolume:	0	989	483	284	837	0	385	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1530	1615	3600	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.32	0.18	0.23	0.00	0.24	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.40	0.40	0.22	0.62	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.80	0.80	0.38	0.00	0.80	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	19.2	26.1	37.8	6.8	0.0	31.7	0.0	21.3	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	19.2	26.1	37.8	6.8	0.0	31.7	0.0	21.3	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	12	9	5	0	10	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.784
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 213.2
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	1 0	0	0	0	0	0	1 0	0	0	1! 0	0	0	0	0	0
Volume Module:																
Base Vol:	16	153	0		0	330	77		90	0	51		0	0	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	18	176	0		0	379	89		103	0	59		0	0	0	
Added Vol:	93	168	0		0	224	276		207	0	102		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	111	344	0		0	604	365		311	0	161		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:	117	362	0		0	635	384		327	0	169		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	362	0		0	635	384		327	0	169		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	
FinalVolume:	117	362	0		0	635	384		327	0	169		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:	0.24	0.76	0.00		0.00	0.62	0.38		0.66	0.00	0.34		0.00	0.00	0.00	
Final Sat.:	131	404	0		0	356	215		360	0	186		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.90	0.90	xxxx	xxxx	1.78	1.78	0.91	xxxx	0.91	xxxx	xxxx	xxxx				
Crit Moves:		****				****	****									
Delay/Veh:	42.5	42.5	0.0	0.0	376	375.7	44.2	0.0	44.2	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:	42.5	42.5	0.0	0.0	376	375.7	44.2	0.0	44.2	0.0	0.0	0.0				
LOS by Move:	E	E	*	*	F	F	E	*	E	*	*	*				
ApproachDel:		42.5			375.7			44.2			xxxxxx					
Delay Adj:		1.00			1.00			1.00			xxxxx					
ApprAdjDel:		42.5			375.7			44.2			xxxxxx					
LOS by Appr:		E			F			E			*					
AllWayAvgQ:	4.9	4.9	4.9	58.1	58.1	58.1	5.2	5.2	5.2	0.0	0.0	0.0				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0 1	0	0	0	0 1	0 1	2 0	0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	93	168	0	0	224	276	207	0	102	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	344	0	0	604	365	311	0	161	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:	117	362	0	0	635	384	327	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	362	0	0	635	384	327	0	169	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
FinalVolume:	117	362	0	0	635	384	327	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1800	1530	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.00	0.00	0.35	0.25	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.44	0.31	0.00	0.00	0.73	0.52	0.43	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	23.6	4.8	0.0	0.0	15.6	11.3	19.3	0.0	19.8	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:	23.6	4.8	0.0	0.0	15.6	11.3	19.3	0.0	19.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	11	5	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.023
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 440.0
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	200	417	0	0	369	455	514	0	192	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	726	0	0	528	491	672	0	236	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:	289	765	0	0	555	516	707	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	765	0	0	555	516	707	0	248	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
FinalVolume:	289	765	0	0	555	516	707	0	248	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:	0.27	0.73	0.00	0.00	0.52	0.48	0.74	0.01	0.25	0.00	0.00	0.00
Final Sat.:	143	378	0	0	284	264	395	0	139	0	0	0
Capacity Analysis Module:												
Vol/Sat:	2.02	2.02	xxxx	xxxx	1.95	1.95	1.79	0.00	1.79	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	482.6	483	0.0	0.0	452	451.6	379.9	380	379.9	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:	482.6	483	0.0	0.0	452	451.6	379.9	380	379.9	0.0	0.0	0.0
LOS by Move:	F	F	*	*	F	F	F	F	F	*	*	*
ApproachDel:	482.6			451.6			379.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	482.6			451.6			379.9			xxxxxx		
LOS by Appr:	F			F			F			*		
AllWayAvgQ:	68.4	68.4	68.4	67.4	67.4	67.4	54.9	54.9	54.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 60 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:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	200	417	0	0	369	455	514	0	192	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	726	0	0	528	491	672	0	236	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:	289	765	0	0	555	516	707	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	765	0	0	555	516	707	0	248	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
FinalVolume:	289	765	0	0	555	516	707	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1800	1530	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.00	0.00	0.31	0.34	0.23	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.22	0.62	0.00	0.00	0.41	0.41	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.83	0.68	0.00	0.00	0.76	0.83	0.83	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	38.1	9.3	0.0	0.0	20.0	25.4	27.4	0.0	20.6	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:	38.1	9.3	0.0	0.0	20.0	25.4	27.4	0.0	20.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	8	10	0	0	11	12	10	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	169	0	0	381	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	194	0	0	438	0
Added Vol:	0	0	0	129	0	11	15	132	0	0	155	171
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	0	11	15	326	0	0	593	171
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	136	0	12	16	344	0	0	624	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	12	16	344	0	0	624	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	0	12	16	344	0	0	624	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.19	0.00	0.00	0.35	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.65	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.03	0.06	0.29	0.00	0.00	0.72	0.24
Delay/Veh:	0.0	0.0	0.0	18.9	0.0	17.0	21.1	4.7	0.0	0.0	15.2	9.2
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	0.0	0.0	18.9	0.0	17.0	21.1	4.7	0.0	0.0	15.2	9.2
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	0	0	3	0	0	11	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	334	0	0	176	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	384	0	0	202	0
Added Vol:	0	0	0	319	0	28	25	298	0	0	278	283
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	319	0	28	25	682	0	0	480	283
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	336	0	29	26	718	0	0	506	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	29	26	718	0	0	506	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	29	26	718	0	0	506	298
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.02	0.02	0.40	0.00	0.00	0.28	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.17	0.59	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.06	0.10	0.68	0.00	0.00	0.67	0.46
Delay/Veh:	0.0	0.0	0.0	21.3	0.0	14.5	21.3	10.3	0.0	0.0	16.2	13.0
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	0.0	0.0	21.3	0.0	14.5	21.3	10.3	0.0	0.0	16.2	13.0
LOS by Move:	A	A	A	C	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	7	0	0	1	10	0	0	9	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	169	0	0	381	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	194	0	0	438	0
Added Vol:	0	0	0	95	0	17	22	52	0	0	39	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	17	22	246	0	0	477	127
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	100	0	18	23	259	0	0	502	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	18	23	259	0	0	502	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	0	18	23	259	0	0	502	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.14	0.00	0.00	0.28	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.65	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.05	0.09	0.22	0.00	0.00	0.58	0.18
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	17.1	21.3	4.4	0.0	0.0	12.1	8.9
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	0.0	0.0	18.3	0.0	17.1	21.3	4.4	0.0	0.0	12.1	8.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	0	0	2	0	0	7	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	15	0	15	10	15	0		0	15	15	
Lanes:	0	0	0	0	0	1	0	0	1		1	0	1	0	0		0	0	1	0	1
Volume Module:														
Base Vol:	0	0	0	0	0	0	0	334	0		0	176	0	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0	0	0	0	0	384	0		0	202	0	
Added Vol:	0	0	0	236	0	42	37	86	0		0	97	209	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	236	0	42	37	470	0		0	299	209	
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	248	0	44	39	495	0		0	315	220	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	248	0	44	39	495	0		0	315	220	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0	248	0	44	39	495	0		0	315	220	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00		0.94	1.00	0.85	
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	1615	0	1530	1615	1800	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.03	0.02	0.27	0.00		0.00	0.18	0.14	
Crit Moves:				****			****					****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.17	0.56	0.00		0.00	0.39	0.39	
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.08	0.14	0.49	0.00		0.00	0.45	0.37	
Delay/Veh:	0.0	0.0	0.0	15.9	0.0	13.4	21.6	8.5	0.0		0.0	14.0	13.4	
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:	0.0	0.0	0.0	15.9	0.0	13.4	21.6	8.5	0.0		0.0	14.0	13.4	
LOS by Move:	A	A	A	B	A	B	C	A	A		A	B	B	
HCM2kAvgQ:	0	0	0	4	0	1	1	6	0		0	5	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

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			0 0 1! 0 0			1 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	211	0	0	696	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	243	0	0	800	0
Added Vol:	0	0	0	0	0	0	0	101	0	0	134	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	344	0	0	934	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	0	0	0	0	0	0	362	0	0	984	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	362	0	0	984	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1345	1345	984	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	153	304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	169	153	304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

****

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

****

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			0 0 1! 0 0			1 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	476	0	0	333	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	547	0	0	383	0
Added Vol:	0	0	0	0	0	0	0	250	0	0	221	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	797	0	0	604	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	0	0	0	0	0	0	839	0	0	636	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	839	0	0	636	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1475	1475	636	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	128	482	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	141	128	482	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
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	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	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	67	50	50	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	553	131	212	0	0	381	16
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	583	137	223	0	0	401	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	583	137	223	0	0	401	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	583	137	223	0	0	401	17
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	493	0	599	462	494	0	0	508	563
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	xxxx	0.97	0.30	0.45	xxxx	xxxx	0.79	0.03
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	10.2	0.0	53.8	13.5	15.4	0.0	0.0	30.2	9.2
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	10.2	0.0	53.8	13.5	15.4	0.0	0.0	30.2	9.2
LOS by Move:	*	*	*	B	*	F	B	C	*	*	D	A
ApproachDel:	xxxxxx			52.4			14.7			29.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			52.4			14.7			29.3		
LOS by Appr:	*			F			B			D		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	7.5	0.4	0.8	0.0	0.0	2.9	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 70 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
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	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	67	50	50	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	553	131	212	0	0	381	16
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	583	137	223	0	0	401	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	583	137	223	0	0	401	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	583	137	223	0	0	401	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.38	0.09	0.12	0.00	0.00	0.22	0.01
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.14	0.50	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.92	0.60	0.25	0.00	0.00	0.62	0.03
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	38.0	32.3	10.1	0.0	0.0	20.5	14.7
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:	0.0	0.0	0.0	12.2	0.0	38.0	32.3	10.1	0.0	0.0	20.5	14.7
LOS by Move:	A	A	A	B	A	D	C	B	A	A	C	B
HCM2kAvgQ:	0	0	0	0	0	17	4	3	0	0	8	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
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	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	24	0	172	274	202	0	0	161	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	28	0	198	315	232	0	0	185	28
Added Vol:	0	0	0	0	0	111	125	125	0	0	111	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	309	440	357	0	0	296	28
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	29	0	325	463	376	0	0	312	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	325	463	376	0	0	312	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	0	325	463	376	0	0	312	29
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	458	0	543	537	577	0	0	521	565
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.60	0.86	0.65	xxxx	xxxx	0.60	0.05
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	17.6	37.5	19.4	0.0	0.0	18.7	9.1
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	10.8	0.0	17.6	37.5	19.4	0.0	0.0	18.7	9.1
LOS by Move:	*	*	*	B	*	C	E	C	*	*	C	A
ApproachDel:	xxxxxx			17.1			29.4			17.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.1			29.4			17.9		
LOS by Appr:	*			C			D			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	1.3	4.2	1.7	0.0	0.0	1.3	0.0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 70 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
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	16	0	172	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	198	81	162	0	0	314	16
Added Vol:	0	0	0	0	0	111	125	125	0	0	111	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	309	206	287	0	0	425	16
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	325	216	302	0	0	447	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	325	216	302	0	0	447	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	325	216	302	0	0	447	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.21	0.13	0.17	0.00	0.00	0.25	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.14	0.50	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.43	0.94	0.34	0.00	0.00	0.70	0.03
Delay/Veh:	0.0	0.0	0.0	9.1	0.0	11.8	71.8	10.7	0.0	0.0	22.6	14.7
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:	0.0	0.0	0.0	9.1	0.0	11.8	71.8	10.7	0.0	0.0	22.6	14.7
LOS by Move:	A	A	A	A	A	B	E	B	A	A	C	B
HCM2kAvgQ:	0	0	0	0	0	5	9	4	0	0	10	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.142
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	5	5	43	5	8	14	25	26	8	30	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	5	43	5	8	14	25	26	8	30	90
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:	12	5	5	45	5	8	15	27	28	8	31	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	5	45	5	8	15	27	28	8	31	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	5	45	5	8	15	27	28	8	31	94
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:	0.56	0.22	0.22	0.77	0.08	0.15	0.21	0.39	0.40	0.06	0.23	0.71
Final Sat.:	441	176	176	608	66	115	185	340	355	60	221	664
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.08	0.08	0.08	0.14	0.14	0.14
Crit Moves:		****			****				****		****	
Delay/Veh:	7.4	7.4	7.4	7.7	7.7	7.7	7.3	7.3	7.3	7.3	7.3	7.3
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:	7.4	7.4	7.4	7.7	7.7	7.7	7.3	7.3	7.3	7.3	7.3	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			7.7			7.3			7.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			7.7			7.3			7.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.083
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	8	8	10	15	2	5	6	46	6	5	44	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	10	15	2	5	6	46	6	5	44	24
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:	8	8	11	16	2	5	6	48	6	5	46	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	11	16	2	5	6	48	6	5	46	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	11	16	2	5	6	48	6	5	46	25
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:	0.30	0.30	0.40	0.68	0.11	0.21	0.10	0.80	0.10	0.06	0.61	0.33
Final Sat.:	264	264	339	567	87	175	88	704	88	58	552	305
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.07	0.07	0.07	0.08	0.08	0.08
Crit Moves:			****	****			****			****		
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
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:	7.2	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.2			7.3			7.3			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.2			7.3			7.3			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 35.5 Worst Case Level Of Service: F[72.1]

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 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	282	35	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	0	0	321	0	19	0	81	2	297	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	19	0	81	2	297	36	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	712	713	36	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	402	360	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	342	290	1042	xxxx	xxxx	xxxxx	1526	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.94	0.00	0.02	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	356	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	72.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			72.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	120	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0 0	1	0 1	1	0 1 0 0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	77	2	282	35	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	0	0	321	0	19	0	81	2	297	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	19	0	81	2	297	36	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
FinalVolume:	0	0	0	321	0	19	0	81	2	297	36	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3053	0	174	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.05	0.00	0.18	0.02	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.13	0.13	0.51	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.36	0.00	0.36	0.01	0.36	0.03	0.00
Delay/Veh:	0.0	0.0	0.0	32.1	0.0	32.3	0.0	49.0	45.9	17.7	8.0	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	0.0	0.0	32.1	0.0	32.3	0.0	49.0	45.9	17.7	8.0	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	B	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	3	0	7	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 570.2 Worst Case Level Of Service: F[894.5]

****

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		0 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	308	63	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	0	0	834	0	30	0	103	2	324	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	834	0	30	0	103	2	324	67	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	820	821	67	xxxx	xxxx	xxxxx	105	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	348	312	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	290	244	1003	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.88	0.00	0.03	xxxx	xxxx	xxxx	0.22	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	297	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	75.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	895	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			894.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0	0 1	0 1	1 0	1 0 0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	98	2	308	63	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	0	0	834	0	30	0	103	2	324	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	30	0	103	2	324	67	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
FinalVolume:	0	0	0	834	0	30	0	103	2	324	67	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.94	0.00	0.06	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3124	0	110	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.28	0.00	0.06	0.00	0.20	0.04	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.48	0.00	0.13	0.13	0.35	0.47	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.58	0.00	0.46	0.01	0.58	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	23.2	0.0	50.2	46.0	33.5	17.4	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	0.0	0.0	22.8	0.0	23.2	0.0	50.2	46.0	33.5	17.4	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	C	B	A
HCM2kAvgQ:	0	0	0	12	0	13	0	4	0	11	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[12.8]

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 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	5	0	145	0	0	0	30	302	0	0			0	270	586			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15	1.15			
Initial Bse:	6	0	167	0	0	0	35	347	0	0			0	311	674			
Added Vol:	0	0	0	0	0	0	0	0	0	0			0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0			0	0	0			
Initial Fut:	6	0	167	0	0	0	35	347	0	0			0	311	674			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00			
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	0.95			
PHF Volume:	6	0	176	0	0	0	36	366	0	0			0	327	709			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0			0	0	0			
FinalVolume:	6	0	176	0	0	0	36	366	0	0			0	327	709			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1120	1474	366	xxxx	xxxx	xxxxx	1036	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	231	128	684	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	221	121	684	xxxx	xxxx	xxxxx	679	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.03	0.00	0.26	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	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	639	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	12.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*						
ApproachDel:		12.8			xxxxxx			xxxxxx			xxxxxx							
ApproachLOS:		B			*			*			*							

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	15	0	0	15	15
Lanes:	0 0	1! 0	0	0 0	0 0	0 0	1 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	5	0	145	0	0	0	30	302	0	0	270	586
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	6	0	167	0	0	0	35	347	0	0	311	674
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	167	0	0	0	35	347	0	0	311	674
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:	6	0	176	0	0	0	36	366	0	0	327	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	176	0	0	0	36	366	0	0	327	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	176	0	0	0	36	366	0	0	327	709
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	0.04	0.00	0.96	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	52	0	1506	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.02	0.10	0.00	0.00	0.18	0.46
Crit Moves:	****						****					****
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.13	0.76	0.00	0.00	0.64	0.64
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.18	0.13	0.00	0.00	0.28	0.73
Delay/Veh:	42.0	0.0	42.0	0.0	0.0	0.0	31.8	2.5	0.0	0.0	6.5	12.4
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:	42.0	0.0	42.0	0.0	0.0	0.0	31.8	2.5	0.0	0.0	6.5	12.4
LOS by Move:	D	A	D	A	A	A	C	A	A	A	A	B
HCM2kAvgQ:	6	0	6	0	0	0	1	1	0	0	4	13

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 18.1 Worst Case Level Of Service: F[109.3]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1! 0	0	0	0 0 0	0	1	0 1	0	0			0	0 1	0	1		
Volume Module:																		
Base Vol:	8	0	280	0	0	0	32	742	0	0			315	380				
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15				
Initial Bse:	9	0	322	0	0	0	37	853	0	0			362	437				
Added Vol:	0	0	0	0	0	0	0	0	0	0			0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0			0	0				
Initial Fut:	9	0	322	0	0	0	37	853	0	0			362	437				
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:	10	0	339	0	0	0	39	898	0	0			381	460				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0			0	0				
FinalVolume:	10	0	339	0	0	0	39	898	0	0			381	460				
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx			xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx			xxxx	xxxxx				
Capacity Module:																		
Cnflict Vol:	1587	1817	898	xxxx	xxxx	xxxxx	841	xxxx	xxxxx	xxxx			xxxx	xxxxx				
Potent Cap.:	120	79	341	xxxx	xxxx	xxxxx	803	xxxx	xxxxx	xxxx			xxxx	xxxxx				
Move Cap.:	116	75	341	xxxx	xxxx	xxxxx	803	xxxx	xxxxx	xxxx			xxxx	xxxxx				
Volume/Cap:	0.08	0.00	0.99	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx			xxxx	xxxx				
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx			xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx			xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	A	*	*	*			*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -			LTR -	RT				
Shared Cap.:	xxxx	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx			xxxx	xxxxx				
SharedQueue:	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx			xxxx	xxxxx				
Shrd ConDel:	xxxxx	109	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx			xxxx	xxxxx				
Shared LOS:	*	F	*	*	*	*	*	*	*	*			*	*				
ApproachDel:	109.3			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	F			*			*			*								

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	15	0	0	15	15
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	8	0	280	0	0	0	32	742	0	0	315	380
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	0	322	0	0	0	37	853	0	0	362	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	322	0	0	0	37	853	0	0	362	437
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:	10	0	339	0	0	0	39	898	0	0	381	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	339	0	0	0	39	898	0	0	381	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	339	0	0	0	39	898	0	0	381	460
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	1.00	0.87	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	0.03	0.00	0.97	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	43	0	1517	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.02	0.25	0.00	0.00	0.21	0.30
Crit Moves:			****				****					****
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.13	0.58	0.00	0.00	0.46	0.46
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.19	0.43	0.00	0.00	0.46	0.66
Delay/Veh:	25.3	0.0	25.3	0.0	0.0	0.0	31.8	9.4	0.0	0.0	15.3	19.0
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:	25.3	0.0	25.3	0.0	0.0	0.0	31.8	9.4	0.0	0.0	15.3	19.0
LOS by Move:	C	A	C	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	8	0	8	0	0	0	1	6	0	0	7	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[18.2]

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	60	0	33	18	143	0	0	486	51
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	69	0	38	21	164	0	0	559	59
Added Vol:	0	0	0	0	0	0	0	45	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	38	21	209	0	0	619	59
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	73	0	40	22	220	0	0	651	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	40	22	220	0	0	651	62
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	916	xxxx	651	713	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	305	xxxx	472	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	299	xxxx	472	896	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.8	xxxx	13.3	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[20.0]

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	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0	64	0	15	25	325	0	0	227	59								
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15								
Initial Bse:	0	0	0	74	0	17	29	374	0	0	261	68								
Added Vol:	0	0	0	0	0	0	0	111	0	0	98	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	74	0	17	29	485	0	0	359	68								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	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	77	0	18	30	510	0	0	378	71								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	77	0	18	30	510	0	0	378	71								
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	949	xxxx	378	449	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	292	xxxx	673	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	286	xxxx	673	1122	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.27	xxxx	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	1.1	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	22.2	xxxx	10.5	8.3	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	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			20.0			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	142	109	42	29	93	160	83	258	106	41	554	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	163	125	48	33	107	184	95	297	122	47	637	55
Added Vol:	0	37	0	22	28	0	0	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	162	48	55	135	184	95	297	122	47	637	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	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	172	171	51	58	142	194	100	312	128	50	671	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	171	51	58	142	194	100	312	128	50	671	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	171	51	58	142	194	100	312	128	50	671	90
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.59	0.97	0.97	0.56	1.00	0.85	0.29	1.00	0.85	0.47	0.98	0.98
Lanes:	1.00	1.54	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1061	2680	797	1013	1800	1530	518	1800	1530	840	3118	417
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.06	0.06	0.08	0.13	0.19	0.17	0.08	0.06	0.22	0.22
Crit Moves:	****										****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.40	0.16	0.16	0.14	0.19	0.31	0.36	0.32	0.16	0.11	0.40	0.40
Delay/Veh:	15.4	13.3	13.3	13.3	13.6	14.5	10.1	9.2	8.3	8.1	9.7	9.7
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:	15.4	13.3	13.3	13.3	13.6	14.5	10.1	9.2	8.3	8.1	9.7	9.7
LOS by Move:	B	B	B	B	B	B	B	A	A	A	A	A
HCM2kAvgQ:	3	2	2	1	2	3	2	4	1	1	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	129	130	83	62	121	118	171	689	162	50	448	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	150	95	71	139	136	197	792	186	57	515	57
Added Vol:	0	61	0	56	69	0	0	0	0	0	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	211	95	127	208	136	197	792	186	57	515	107
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:	156	222	100	134	219	143	207	834	196	61	542	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	222	100	134	219	143	207	834	196	61	542	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	222	100	134	219	143	207	834	196	61	542	112
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	0.95	0.95	0.47	1.00	0.85	0.35	1.00	0.85	0.17	0.97	0.97
Lanes:	1.00	1.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34
Final Sat.:	840	2360	1070	845	1800	1530	634	1800	1530	297	2906	601
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.16	0.12	0.09	0.33	0.46	0.13	0.20	0.19	0.19
Crit Moves:	****							****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.57	0.29	0.29	0.48	0.37	0.28	0.53	0.75	0.21	0.33	0.30	0.30
Delay/Veh:	22.1	17.6	17.6	20.1	18.4	17.7	9.1	12.7	6.1	7.6	6.5	6.5
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:	22.1	17.6	17.6	20.1	18.4	17.7	9.1	12.7	6.1	7.6	6.5	6.5
LOS by Move:	C	B	B	C	B	B	A	B	A	A	A	A
HCM2kAvgQ:	4	3	3	3	4	2	4	14	2	1	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	150	53	35	96	22	21	14	26	67	23	84
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	173	61	40	110	25	24	16	30	77	26	97
Added Vol:	0	22	0	11	17	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	195	61	51	127	25	24	16	30	77	26	112
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:	27	205	64	54	134	27	25	17	31	81	28	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	205	64	54	134	27	25	17	31	81	28	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	205	64	54	134	27	25	17	31	81	28	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.58	0.90	0.90	0.69	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.19	0.81
Final Sat.:	1615	1800	1530	1615	3600	1530	1047	569	1057	1239	303	1279
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.04	0.03	0.04	0.02	0.02	0.03	0.03	0.07	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.10	0.29	0.11	0.23	0.10	0.05	0.06	0.08	0.08	0.17	0.24	0.24
Delay/Veh:	24.6	15.1	13.9	27.1	15.0	14.7	13.6	13.7	13.7	14.3	14.7	14.7
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:	24.6	15.1	13.9	27.1	15.0	14.7	13.6	13.7	13.7	14.3	14.7	14.7
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	1	1	0	0	1	1	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 70 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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		21		21		10		21		21		27		27		27		27		27		27	
Lanes:	1	0	1	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	40		235		80		43		198		40		33		35		47		68		15		67	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	46		270		92		49		228		46		38		40		54		78		17		77	
Added Vol:	0		37		0		28		42		0		0		0		0		0		0		25	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	46		307		92		77		270		46		38		40		54		78		17		102	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	48		323		97		82		284		48		40		42		57		82		18		107	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	48		323		97		82		284		48		40		42		57		82		18		107	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	48		323		97		82		284		48		40		42		57		82		18		107	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		0.85		0.90		1.00		0.85		0.61		0.91		0.91		0.64		0.87		0.87	
Lanes:	1.00		1.00		1.00		1.00		2.00		1.00		1.00		0.43		0.57		1.00		0.14		0.86	
Final Sat.:	1615		1800		1530		1615		3600		1530		1090		702		943		1153		227		1343	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.18		0.06		0.05		0.08		0.03		0.04		0.06		0.06		0.07		0.08		0.08	
Crit Moves:			****				****														****			
Green/Cycle:	0.17		0.39		0.39		0.14		0.36		0.36		0.39		0.39		0.39		0.39		0.39		0.39	
Volume/Cap:	0.18		0.47		0.16		0.35		0.22		0.09		0.10		0.16		0.16		0.19		0.21		0.21	
Delay/Veh:	25.1		16.6		14.2		28.0		15.7		15.0		13.8		14.2		14.2		14.4		14.5		14.5	
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:	25.1		16.6		14.2		28.0		15.7		15.0		13.8		14.2		14.2		14.4		14.5		14.5	
LOS by Move:	C		B		B		C		B		B		B		B		B		B		B		B	
HCM2kAvgQ:	1		6		1		2		2		1		1		1		1		1		2		2	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	94	138	37	39	145	141	55	122	171	43	392	52
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	108	159	43	45	167	162	63	140	197	49	451	60
Added Vol:	15	0	0	0	0	15	11	22	11	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	159	43	45	167	177	74	162	208	49	481	60
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:	130	167	45	47	176	186	78	171	219	52	506	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	167	45	47	176	186	78	171	219	52	506	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	167	45	47	176	186	78	171	219	52	506	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2748	737	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.03	0.10	0.12	0.05	0.09	0.14	0.03	0.28	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.64	0.21	0.21	0.23	0.34	0.42	0.39	0.28	0.42	0.22	0.78	0.11
Delay/Veh:	40.1	21.7	21.7	32.1	22.9	23.8	33.4	19.5	20.9	30.5	28.4	17.0
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:	40.1	21.7	21.7	32.1	22.9	23.8	33.4	19.5	20.9	30.5	28.4	17.0
LOS by Move:	D	C	C	C	C	C	C	B	C	C	C	B
HCM2kAvgQ:	4	2	2	1	4	4	2	3	4	1	13	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	166	178	63	91	199	95	120	296	183	71	199	48
Added Vol:	25	0	0	0	0	25	28	56	28	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	178	63	91	199	120	148	352	211	71	248	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	188	67	96	209	127	155	370	222	75	261	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	188	67	96	209	127	155	370	222	75	261	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	188	67	96	209	127	155	370	222	75	261	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.06	0.12	0.08	0.10	0.21	0.15	0.05	0.15	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.33	0.33	0.14	0.29	0.29	0.13	0.30	0.30	0.13	0.30	0.30
Volume/Cap:	0.68	0.22	0.22	0.41	0.40	0.29	0.74	0.68	0.48	0.37	0.49	0.11
Delay/Veh:	36.6	19.6	19.6	32.5	23.5	22.5	46.6	27.8	23.4	33.3	23.7	20.4
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:	36.6	19.6	19.6	32.5	23.5	22.5	46.6	27.8	23.4	33.3	23.7	20.4
LOS by Move:	D	B	B	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	6	2	2	3	4	3	6	9	5	2	6	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 100 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						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	25	25		25			25	25		25			25	25		25			25	25		25		
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	17	91		17			15	92		224			111	185		19			16	429		48		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	20	105		20			17	106		258			128	213		22			18	493		55		
Added Vol:	0	0		0			0	0		0			0	22		0			0	30		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	20	105		20			17	106		258			128	235		22			18	523		55		
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:	21	110		21			18	111		271			134	247		23			19	551		58		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	21	110		21			18	111		271			134	247		23			19	551		58		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	21	110		21			18	111		271			134	247		23			19	551		58		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.57	1.00		0.85			0.57	1.00		0.85			0.90	1.00		0.85			0.90	1.00		0.85		
Lanes:	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 Sat.:	1025	1800		1530			1028	1800		1530			1615	1800		1530			1615	1800		1530		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.06		0.01			0.02	0.06		0.18			0.08	0.14		0.02			0.01	0.31		0.04		
Crit Moves:										****			****							****				
Green/Cycle:	0.25	0.25		0.25			0.25	0.25		0.25			0.59	0.34		0.34			0.71	0.44		0.44		
Volume/Cap:	0.08	0.24		0.05			0.07	0.24		0.70			0.24	0.40		0.04			0.02	0.70		0.09		
Delay/Veh:	28.6	30.0		28.3			28.5	30.0		39.5			10.3	25.4		21.9			4.9	25.7		16.5		
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:	28.6	30.0		28.3			28.5	30.0		39.5			10.3	25.4		21.9			4.9	25.7		16.5		
LOS by Move:	C		C		C		C		C		D		B		C		C		A		C		B	
HCM2kAvgQ:	1		3		0		0		3		9		2		6		0		0		15		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	37
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	160	48	48	159	175	282	618	21	37	400	43
Added Vol:	0	0	0	0	0	0	0	56	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	160	48	48	159	175	282	674	21	37	449	43
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:	18	168	51	51	167	184	297	709	22	39	473	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	168	51	51	167	184	297	709	22	39	473	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	168	51	51	167	184	297	709	22	39	473	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	1.00	0.85	0.47	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	848	1800	1530	845	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.03	0.06	0.09	0.12	0.18	0.39	0.01	0.02	0.26	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.60	0.35	0.35
Volume/Cap:	0.09	0.37	0.13	0.24	0.37	0.48	0.45	0.90	0.03	0.08	0.74	0.08
Delay/Veh:	28.9	31.5	29.3	30.5	31.5	32.9	9.8	38.6	15.9	11.6	33.1	21.6
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:	28.9	31.5	29.3	30.5	31.5	32.9	9.8	38.6	15.9	11.6	33.1	21.6
LOS by Move:	C	C	C	C	C	C	A	D	B	B	C	C
HCM2kAvgQ:	1	4	1	2	4	5	5	24	0	1	14	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	7	93	60	14	89	26	25	91	13	82	161	26
Added Vol:	0	0	0	0	0	0	0	11	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	93	60	14	89	26	25	102	13	82	176	26
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:	7	98	63	15	93	28	27	107	13	86	185	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	98	63	15	93	28	27	107	13	86	185	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	98	63	15	93	28	27	107	13	86	185	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.59	0.37	0.11	0.69	0.20	0.18	0.73	0.09	0.29	0.62	0.09
Final Sat.:	29	393	252	70	447	133	122	489	61	204	441	66
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.21	0.21	0.21	0.22	0.22	0.22	0.42	0.42	0.42
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	9.4	9.4	9.3	9.3	9.3	9.3	9.3	9.3	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	9.3	9.3	9.3	9.3	9.3	9.3	11.1	11.1	11.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.4			9.3			9.3			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			9.3			9.3			11.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
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	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	155	131	22	129	43	37	118	26	62	110	30
Added Vol:	0	0	0	0	0	0	0	28	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	155	131	22	129	43	37	146	26	62	135	30
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:	11	163	138	23	136	45	39	154	28	65	143	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	163	138	23	136	45	39	154	28	65	143	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	163	138	23	136	45	39	154	28	65	143	31
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:	0.03	0.53	0.44	0.11	0.67	0.22	0.17	0.70	0.13	0.27	0.60	0.13
Final Sat.:	23	340	287	68	399	132	104	414	75	163	356	79
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.34	0.34	0.34	0.37	0.37	0.37	0.40	0.40	0.40
Crit Moves:		****			****			****			****	
Delay/Veh:	12.5	12.5	12.5	11.0	11.0	11.0	11.5	11.5	11.5	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.0	11.0	11.0	11.5	11.5	11.5	11.8	11.8	11.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		12.5			11.0			11.5			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			11.0			11.5			11.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #47 California St. (NS) / County Line Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
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	0		1	0	0	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	16		61		15		19		40		66		43		191		13		10		377		22	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	18		70		17		22		46		76		49		220		15		12		434		25	
Added Vol:	0		0		0		0		0		0		0		11		0		0		15		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	18		70		17		22		46		76		49		231		15		12		449		25	
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:	19		74		18		23		48		80		52		243		16		12		472		27	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	19		74		18		23		48		80		52		243		16		12		472		27	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	19		74		18		23		48		80		52		243		16		12		472		27	
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:	0.17		0.67		0.16		1.00		0.38		0.62		0.17		0.78		0.05		0.02		0.93		0.05	
Final Sat.:	88		335		82		455		195		321		107		498		32		16		636		36	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.22		0.22		0.05		0.25		0.25		0.49		0.49		0.49		0.74		0.74		0.74	
Crit Moves:	****						****						****						****					
Delay/Veh:	10.8		10.8		10.8		10.2		10.7		10.7		13.1		13.1		13.1		20.6		20.6		20.6	
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:	10.8		10.8		10.8		10.2		10.7		10.7		13.1		13.1		13.1		20.6		20.6		20.6	
LOS by Move:	B		B		B		B		B		B		B		B		B		C		C		C	
ApproachDel:			10.8						10.7						13.1						20.6			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			10.8						10.7						13.1						20.6			
LOS by Appr:			B						B						B						C			
AllWayAvgQ:	0.2		0.2		0.2		0.0		0.3		0.3		0.8		0.8		0.8		2.4		2.4		2.4	

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 70 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	0	0	11	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	76	49	231	15	12	449	25
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:	19	74	18	23	48	80	52	243	16	12	472	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	80	52	243	16	12	472	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	80	52	243	16	12	472	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.78	0.91	0.91	0.83	0.88	0.88	0.93	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.38	0.62	0.18	0.77	0.05	0.03	0.92	0.05
Final Sat.:	289	1100	270	1409	616	1017	262	1222	79	42	1636	92
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.08	0.08	0.20	0.20	0.20	0.29	0.29	0.29
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.21	0.21	0.21	0.05	0.25	0.25	0.32	0.32	0.32	0.46	0.46	0.46
Delay/Veh:	17.8	17.8	17.8	16.8	18.1	18.1	6.2	6.2	6.2	7.1	7.1	7.1
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:	17.8	17.8	17.8	16.8	18.1	18.1	6.2	6.2	6.2	7.1	7.1	7.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	2	2	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 52.8
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	0	0	28	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	99	108	506	47	14	284	17
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:	34	107	21	22	70	104	114	533	50	15	299	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	104	114	533	50	15	299	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	104	114	533	50	15	299	18
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:	0.21	0.66	0.13	1.00	0.40	0.60	0.16	0.77	0.07	0.04	0.91	0.05
Final Sat.:	102	320	62	437	198	294	103	483	45	25	515	31
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.05	0.35	0.35	1.10	1.10	1.10	0.58	0.58	0.58
Crit Moves:	****				****		****				****	
Delay/Veh:	13.4	13.4	13.4	11.0	13.3	13.3	90.1	90.1	90.1	17.0	17.0	17.0
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:	13.4	13.4	13.4	11.0	13.3	13.3	90.1	90.1	90.1	17.0	17.0	17.0
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		13.4			13.1			90.1			17.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			13.1			90.1			17.0	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.5	0.5	14.3	14.3	14.3	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 70 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	0	0	28	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	99	108	506	47	14	284	17
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:	34	107	21	22	70	104	114	533	50	15	299	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	104	114	533	50	15	299	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	104	114	533	50	15	299	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.77	0.91	0.91	0.83	0.88	0.88	0.91	0.96	0.96
Lanes:	0.22	0.65	0.13	1.00	0.40	0.60	0.17	0.76	0.07	0.05	0.90	0.05
Final Sat.:	340	1069	206	1385	660	978	257	1202	112	76	1560	95
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.11	0.11	0.44	0.44	0.44	0.19	0.19	0.19
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.32	0.32	0.32	0.05	0.34	0.34	0.71	0.71	0.71	0.30	0.30	0.30
Delay/Veh:	18.6	18.6	18.6	16.8	18.8	18.8	11.0	11.0	11.0	6.1	6.1	6.1
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:	18.6	18.6	18.6	16.8	18.8	18.8	11.0	11.0	11.0	6.1	6.1	6.1
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	0	3	3	11	11	11	3	3	3

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[166.1]

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:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	616	0	32				0	0	0				0	37	82				54	166	0			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	708	0	37				0	0	0				0	43	94				62	191	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	708	0	37				0	0	0				0	43	94				62	191	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:	746	0	39				0	0	0				0	45	99				65	201	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	746	0	39				0	0	0				0	45	99				65	201	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	426	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				144	xxxx	xxxxx									
Potent Cap.:	589	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1451	xxxx	xxxxx									
Move Cap.:	569	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1451	xxxx	xxxxx									
Volume/Cap:	1.31	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.05	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	31.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Control Del:	174.3	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx									
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*									
ApproachDel:	166.1			xxxxxx			xxxxxx						xxxxxx											
ApproachLOS:	F			*			*						*											

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	39	0	0	0	0	45	99	65	201	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
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.09	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.34	0.00
Volume/Cap:	0.76	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.49	0.33	0.00
Delay/Veh:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	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:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	0.0
LOS by Move:	C	A	A	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	22	0	1	0	0	0	0	4	4	3	5	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.8]

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:	1 0	0 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	676	xxxx	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	651	xxxx	xxxxx
Potent Cap.:	422	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Move Cap.:	398	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	21.6	xxxx	11.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		18.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	67	0	0	0	0	188	464	69	119	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
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.08	0.76	0.00
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.51	0.09	0.00
Delay/Veh:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	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:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	13	13	3	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	288	347	53	30	260	229	137	56	145	61	138	28
Added Vol:	0	0	0	0	0	7	6	6	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	347	53	30	260	236	143	62	145	61	145	28
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:	303	366	56	31	274	248	150	66	153	64	153	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	366	56	31	274	248	150	66	153	64	153	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	366	56	31	274	248	150	66	153	64	153	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.04	0.02	0.08	0.16	0.09	0.04	0.10	0.04	0.08	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.81	0.30	0.11	0.13	0.30	0.63	0.81	0.12	0.32	0.35	0.27	0.06
Delay/Veh:	45.8	22.1	20.5	33.6	27.2	33.2	62.4	22.1	23.9	38.2	23.6	21.8
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:	45.8	22.1	20.5	33.6	27.2	33.2	62.4	22.1	23.9	38.2	23.6	21.8
LOS by Move:	D	C	C	C	C	C	E	C	C	D	C	C
HCM2kAvgQ:	11	4	1	1	3	7	7	1	3	2	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	131	285	31	55	346	145	253	170	175	41	94	57
Added Vol:	0	0	0	0	0	12	14	14	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	285	31	55	346	157	267	184	175	41	106	57
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:	138	300	33	58	364	165	281	194	184	44	112	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	300	33	58	364	165	281	194	184	44	112	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	300	33	58	364	165	281	194	184	44	112	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.04	0.10	0.11	0.17	0.11	0.12	0.03	0.06	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.75	0.32	0.08	0.32	0.40	0.42	0.75	0.27	0.30	0.19	0.20	0.13
Delay/Veh:	54.8	27.3	25.5	37.9	28.0	28.7	40.6	18.4	18.7	34.4	22.9	22.4
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:	54.8	27.3	25.5	37.9	28.0	28.7	40.6	18.4	18.7	34.4	22.9	22.4
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	6	4	1	2	4	4	9	4	4	1	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	117	206	52	43	150	162	92	248	81	71	467	51
Added Vol:	0	0	0	0	0	7	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	206	52	43	150	169	98	248	81	71	467	51
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:	123	217	54	45	157	178	103	261	85	75	491	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	217	54	45	157	178	103	261	85	75	491	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	217	54	45	157	178	103	261	85	75	491	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.51	0.97	0.97	0.33	1.00	0.85	0.93	0.99	0.85	0.93	0.98	0.98
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.29	0.71	1.00	0.25	1.58	0.17
Final Sat.:	909	1395	351	597	1800	1530	494	1252	1530	425	2781	301
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.16	0.08	0.09	0.12	0.21	0.21	0.06	0.18	0.18	0.18
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.36	0.36	0.36	0.30	0.30	0.30
Volume/Cap:	0.51	0.58	0.58	0.28	0.33	0.43	0.58	0.58	0.15	0.58	0.58	0.58
Delay/Veh:	29.6	30.4	30.4	27.0	26.8	28.0	24.6	24.6	19.6	27.2	27.2	27.2
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:	29.6	30.4	30.4	27.0	26.8	28.0	24.6	24.6	19.6	27.2	27.2	27.2
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	4	7	7	1	4	4	9	9	2	8	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 90 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:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	1	0	0	1	0		1	0	1	0	1		0	1	0	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	87	133		44			39	195		59			131	416		106			67	268		20		
Growth Adj:	1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15			1.15	1.15		1.15		
Initial Bse:	100	153		51			45	224		68			151	478		122			77	308		23		
Added Vol:	0	0		0			0	0		12			14	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	100	153		51			45	224		80			165	478		122			77	308		23		
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:	105	161		53			47	236		84			173	504		128			81	324		24		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	105	161		53			47	236		84			173	504		128			81	324		24		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	105	161		53			47	236		84			173	504		128			81	324		24		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.34	0.96		0.96			0.38	1.00		0.85			0.93	0.99		0.85			0.93	0.98		0.98		
Lanes:	1.00	0.75		0.25			1.00	1.00		1.00			0.27	0.73		1.00			0.40	1.49		0.11		
Final Sat.:	615	1302		431			683	1800		1530			448	1302		1530			661	2642		197		
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.12		0.12			0.07	0.13		0.05			0.39	0.39		0.08			0.12	0.12		0.12		
Crit Moves:	****													****					****					
Green/Cycle:	0.23	0.23		0.23			0.23	0.23		0.23			0.47	0.47		0.47			0.23	0.23		0.23		
Volume/Cap:	0.73	0.53		0.53			0.30	0.56		0.24			0.83	0.83		0.18			0.53	0.53		0.53		
Delay/Veh:	49.6	31.5		31.5			29.5	32.2		28.3			28.0	28.0		14.1			30.8	30.8		30.8		
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:	49.6	31.5		31.5			29.5	32.2		28.3			28.0	28.0		14.1			30.8	30.8		30.8		
LOS by Move:	D		C		C		C		C		C		C		C		B		C		C		C	
HCM2kAvgQ:	5		6		6		1		6		2		19		19		2		6		6		6	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	15	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	56	46	169	18	30	439	132
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:	46	92	13	29	117	59	48	178	19	31	462	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	59	48	178	19	31	462	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	59	48	178	19	31	462	139
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:	0.30	0.61	0.09	0.14	0.57	0.29	0.19	0.73	0.08	0.05	0.73	0.22
Final Sat.:	154	307	44	75	304	154	111	413	45	33	490	147
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.39	0.39	0.39	0.43	0.43	0.43	0.94	0.94	0.94
Crit Moves:		****		****				****		****		
Delay/Veh:	12.3	12.3	12.3	13.0	13.0	13.0	13.1	13.1	13.1	44.0	44.0	44.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	13.0	13.0	13.0	13.1	13.1	13.1	44.0	44.0	44.0
LOS by Move:	B	B	B	B	B	B	B	B	B	E	E	E
ApproachDel:		12.3			13.0			13.1			44.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.3			13.0			13.1			44.0	
LOS by Appr:		B			B			B			E	
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.5	0.5	0.7	0.7	0.7	6.6	6.6	6.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	15	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	56	46	169	18	30	439	132
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:	46	92	13	29	117	59	48	178	19	31	462	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	59	48	178	19	31	462	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	59	48	178	19	31	462	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.81	0.86	0.86	0.86	0.91	0.91	0.80	0.85	0.85	0.90	0.95	0.95
Lanes:	0.31	0.60	0.09	0.15	0.56	0.29	0.20	0.72	0.08	0.05	0.73	0.22
Final Sat.:	463	926	134	230	930	470	295	1096	119	85	1247	376
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.16	0.16	0.16	0.37	0.37	0.37
Crit Moves:					****						****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.42	0.42	0.42	0.53	0.53	0.53	0.23	0.23	0.23	0.53	0.53	0.53
Delay/Veh:	20.2	20.2	20.2	21.4	21.4	21.4	3.4	3.4	3.4	4.9	4.9	4.9
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:	20.2	20.2	20.2	21.4	21.4	21.4	3.4	3.4	3.4	4.9	4.9	4.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.961
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	25	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	114	60	394	63	25	256	76
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:	71	53	68	71	94	120	63	415	67	27	270	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	120	63	415	67	27	270	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	120	63	415	67	27	270	80
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:	0.37	0.28	0.35	0.25	0.33	0.42	0.12	0.76	0.12	0.07	0.72	0.21
Final Sat.:	167	124	158	122	161	204	66	432	69	37	377	112
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.58	0.58	0.58	0.96	0.96	0.96	0.72	0.72	0.72
Crit Moves:	****			****					****			****
Delay/Veh:	15.0	15.0	15.0	18.3	18.3	18.3	52.3	52.3	52.3	22.9	22.9	22.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	18.3	18.3	18.3	52.3	52.3	52.3	22.9	22.9	22.9
LOS by Move:	C	C	C	C	C	C	F	F	F	C	C	C
ApproachDel:		15.0			18.3			52.3			22.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			18.3			52.3			22.9	
LOS by Appr:		C			C			F			C	
AllWayAvgQ:	0.6	0.6	0.6	1.1	1.1	1.1	6.8	6.8	6.8	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	25	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	114	60	394	63	25	256	76
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:	71	53	68	71	94	120	63	415	67	27	270	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	120	63	415	67	27	270	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	120	63	415	67	27	270	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.75	0.79	0.79	0.80	0.84	0.84	0.86	0.91	0.91	0.88	0.93	0.93
Lanes:	0.39	0.27	0.34	0.26	0.33	0.41	0.12	0.76	0.12	0.07	0.72	0.21
Final Sat.:	516	385	490	375	495	627	190	1242	199	118	1193	353
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.19	0.19	0.19	0.33	0.33	0.33	0.23	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.41	0.41	0.41	0.56	0.56	0.56	0.56	0.56	0.56	0.38	0.38	0.38
Delay/Veh:	15.8	15.8	15.8	17.6	17.6	17.6	8.2	8.2	8.2	6.6	6.6	6.6
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:	15.8	15.8	15.8	17.6	17.6	17.6	8.2	8.2	8.2	6.6	6.6	6.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	5	5	5	7	7	7	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	41	22	39	43	72	47	184	21	17	355	39
Added Vol:	0	0	0	0	0	7	6	6	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	41	22	39	43	79	53	190	21	17	362	39
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	44	23	41	45	84	56	200	22	18	381	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	23	41	45	84	56	200	22	18	381	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	23	41	45	84	56	200	22	18	381	41
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:	0.26	0.48	0.26	0.24	0.26	0.50	0.20	0.72	0.08	0.04	0.87	0.09
Final Sat.:	139	263	139	143	155	290	133	477	52	29	612	66
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.29	0.29	0.29	0.42	0.42	0.42	0.62	0.62	0.62
Crit Moves:		****			****		****				****	
Delay/Veh:	9.8	9.8	9.8	10.5	10.5	10.5	11.6	11.6	11.6	15.3	15.3	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	10.5	10.5	10.5	11.6	11.6	11.6	15.3	15.3	15.3
LOS by Move:	A	A	A	B	B	B	B	B	B	C	C	C
ApproachDel:		9.8			10.5			11.6			15.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.5			11.6			15.3	
LOS by Appr:		A			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.6	0.6	0.6	1.4	1.4	1.4

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + West Oak Center (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	26	66	18	21	43	59	92	353	47	9	187	9
Added Vol:	0	0	0	0	0	12	14	14	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	66	18	21	43	71	106	367	47	9	199	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:	28	69	19	22	45	74	112	386	50	10	210	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	69	19	22	45	74	112	386	50	10	210	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	69	19	22	45	74	112	386	50	10	210	10
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:	0.24	0.59	0.17	0.15	0.32	0.53	0.20	0.71	0.09	0.04	0.92	0.04
Final Sat.:	128	318	89	87	179	297	146	505	65	27	584	27
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.25	0.25	0.25	0.76	0.76	0.76	0.36	0.36	0.36
Crit Moves:	****				****				****	****		
Delay/Veh:	10.4	10.4	10.4	10.3	10.3	10.3	21.4	21.4	21.4	11.1	11.1	11.1
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:	10.4	10.4	10.4	10.3	10.3	10.3	21.4	21.4	21.4	11.1	11.1	11.1
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:		10.4			10.3			21.4			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.4			10.3			21.4			11.1	
LOS by Appr:		B			B			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	2.7	2.7	2.7	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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APPENDIX 5.11

2020 With West Oak Center Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+WOC**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/09/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,600** vpd

Minor Street Future ADT = **4,850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **5,600**	*1* **4,850**	9,600	6,720	2,400 *	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **5,600**	*1* **4,850**	14,400	10,080	1,200 *	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	A 58% B 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+WOC
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Outer Hwy. 10 South**
Minor Street: **Alta Vista Drive**
Critical Approach Speed (Major) 30 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,700** vpd
Minor Street Future ADT = **600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,700**	*1* **600**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,700**	*1* **600**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 25% B 50%

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+WOC**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **16th Street**

Minor Street: **Ave. E**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,300** vpd

Minor Street Future ADT = **1,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,300**	*1* **1,450**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,300**	*1* **1,450**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 60% **B** 44%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM				
				TRAFFIC CONDITIONS		**2015 E+A+WOC**	
				CALC	Michael Lu	DATE	05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE	05/01/08
Major Street:	**16th Street**				Critical Approach Speed (Major)		35 mph
Minor Street:	**Dunlap Blvd.**				Critical Approach Speed (Minor)		40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **7,050** vpd Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,050**	*1* **2,900**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,050**	*1* **2,900**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	88% / 59%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM		TRAFFIC CONDITIONS	2015 E+A+WOC
				CALC	Michael Lu	DATE 05/09/08
Jurisdiction: Yucaipa				CHK	Tom Huang	DATE 05/01/08
Major Street: **Outer Hwy. 10 South**					Critical Approach Speed (Major)	35 mph
Minor Street: **16th St.**					Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **9,750** vpd Minor Street Future ADT = **4,100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied:	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **9,750** / 1 **4,100**	8,000 *	5,600	2,400 *	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **9,750** / 1 **4,100**	12,000	8,400	1,200 *	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 81%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+WOC**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Highway 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **West Oak village Rd. North** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **11,050** vpd Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,050**	1 **3,450**	8,000 *	5,600	2,400 *	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,050**	1 **3,450**	12,000	8,400	1,200 *	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 92%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM		TRAFFIC CONDITIONS	2015 E+A+WOC
				CALC	Michael Lu	DATE 05/09/08
Jurisdiction:	Yucaipa			CHK	Tom Huang	DATE 05/01/08
Major Street:	**Outer Highway 10 South**				Critical Approach Speed (Major)	35 mph
Minor Street:	**West Oak village Rd. South**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,900** vpd Minor Street Future ADT = **4,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied: XX	*1* **14,900**	*1* **4,150**	8,000 *	5,600	2,400 *	1,680
Not Satisfied	*2* +	*1*	9,600	6,720	2,400	1,680
	2 +	*2* +	9,600	6,720	3,200	2,240
	1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX	Major Street	Minor Street	Urban	Rural	Urban	Rural
Not Satisfied	*1* **14,900**	*1* **4,150**	12,000 *	8,400	1,200 *	850
	2 +	*1*	14,400	10,080	1,200	850
	2 +	*2* +	14,000	10,080	1,600	1,120
	1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B						
Satisfied: XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
Not Satisfied						
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 100%	**B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+WOC**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **14th St.**

Minor Street: **Avenue E**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,750** vpd

Minor Street Future ADT = **1,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,750** / *1* **1,750**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **7,750** / *1* **1,750**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 73% B: 65%				

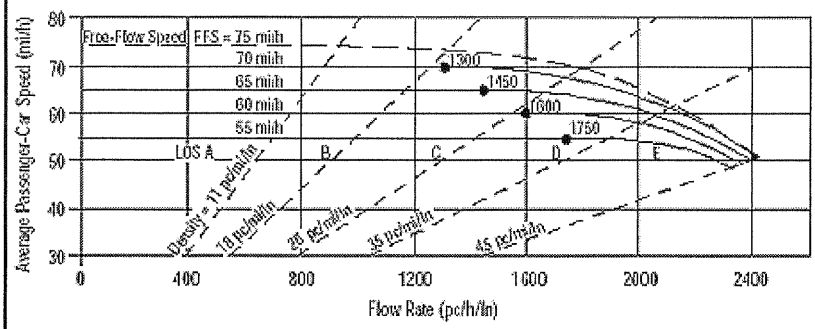
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.12

2020 With West Oak Center Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5922*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1862*	pc/h/ln
S	*67.1*	mi/h
D = v_p / S	*27.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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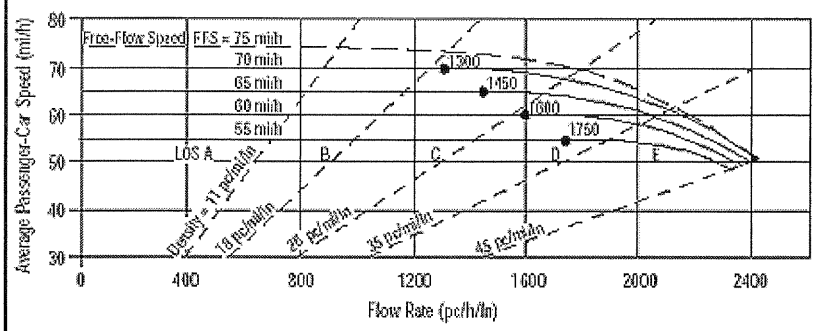
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6042*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1900*	pc/h/ln
S	*66.6*	mi/h
D = v_p / S	*28.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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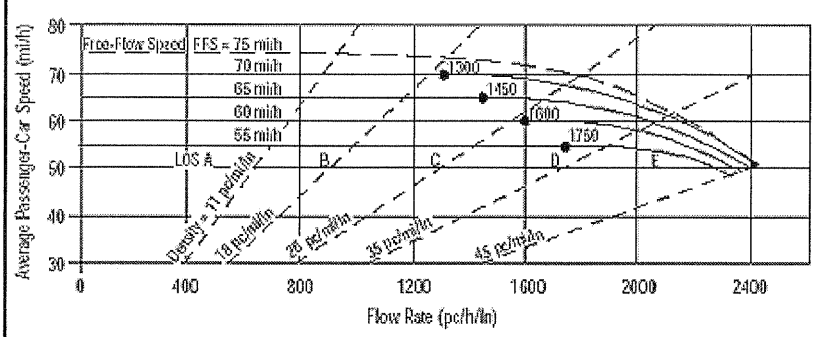
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4717*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1787*	pc/h/ln
S	*68.0*	mi/h
D = v_p / S	*26.3*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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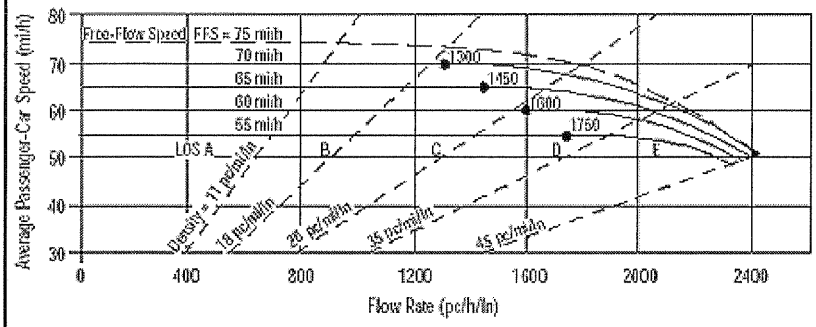
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4789*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1815*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*67.7*	mi/h	S		mi/h
D = v_p / S	*26.8*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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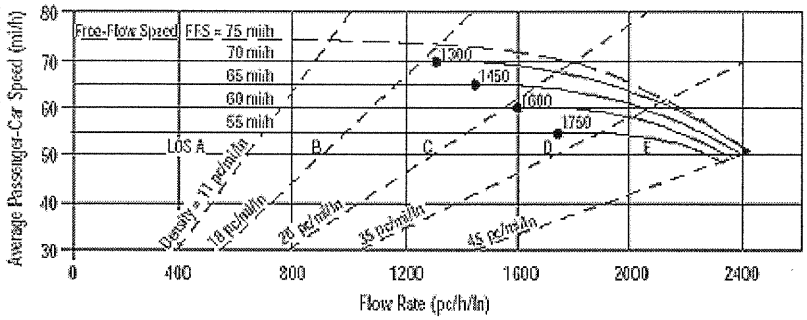

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*Live Oak/County Line (3)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4423*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1676*	pc/h/ln
S	*69.0*	mi/h
D = v_p / S	*24.3*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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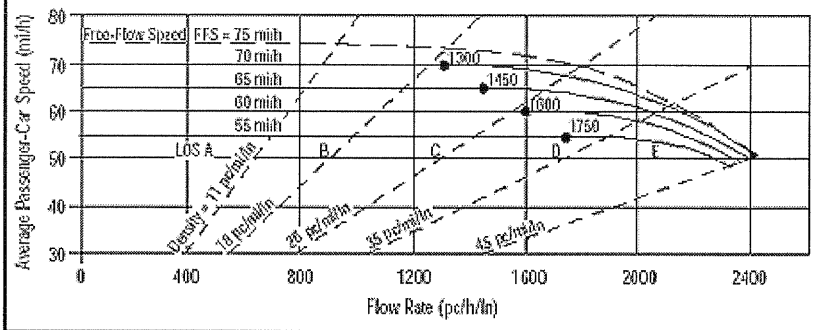
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4589*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1739*	pc/h/ln
S	*68.5*	mi/h
D = v_p / S	*25.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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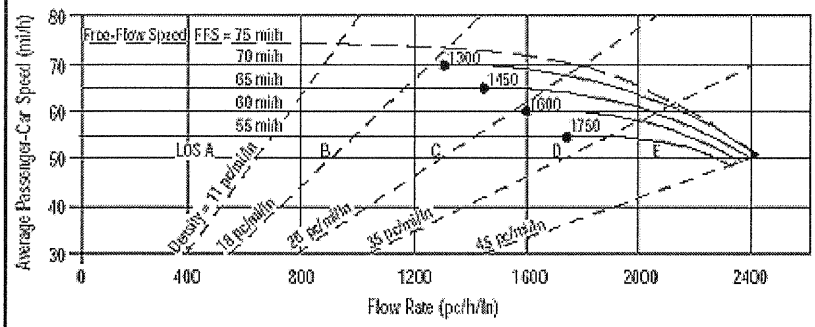

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4089*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1550*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*69.6*	mi/h	S		mi/h
D = v_p / S	*22.3*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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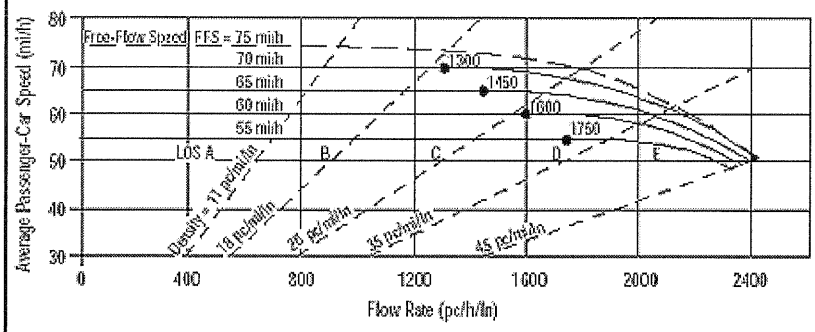

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*East of County Line (4)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4255*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1612*	pc/h/ln
S	*69.4*	mi/h
D = v_p / S	*23.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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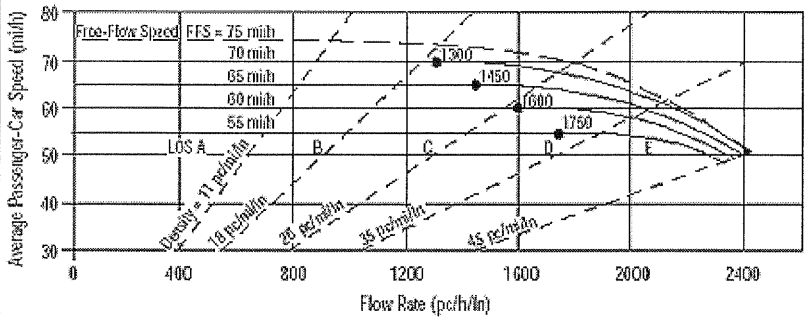

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4016*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1522*	pc/h/ln
S	*69.7*	mi/h
D = v_p / S	*21.8*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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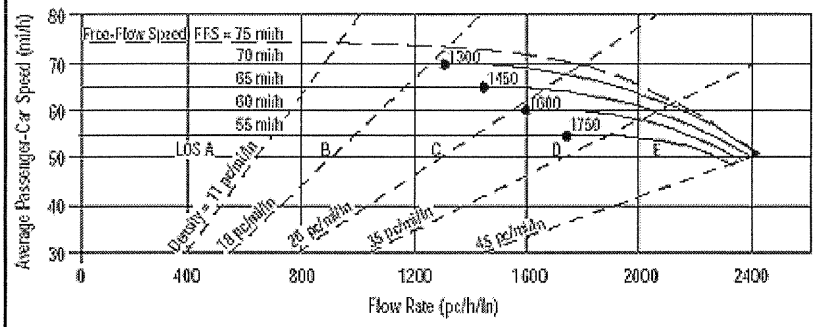

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4295*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1628*	pc/h/ln
S	*69.3*	mi/h
D = v_p / S	*23.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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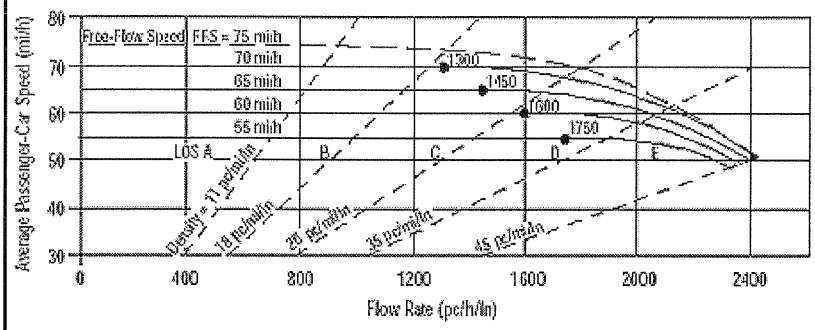

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4342*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1645*	pc/h/ln	Design LOS		
S	*69.2*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*23.8*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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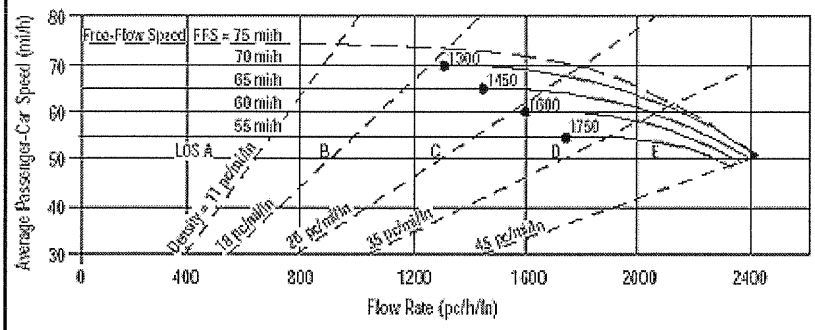

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*County Line/Live Oak (6)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4640*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1758*	pc/h/ln
S	*68.3*	mi/h
D = v_p / S	*25.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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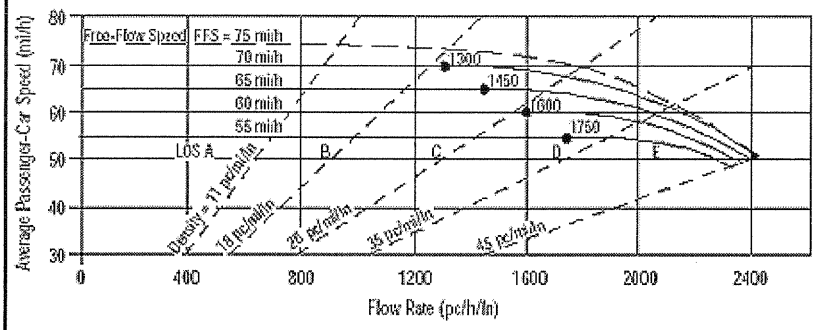

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4562*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1729*	pc/h/ln	Design LOS		
S	*68.6*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*25.2*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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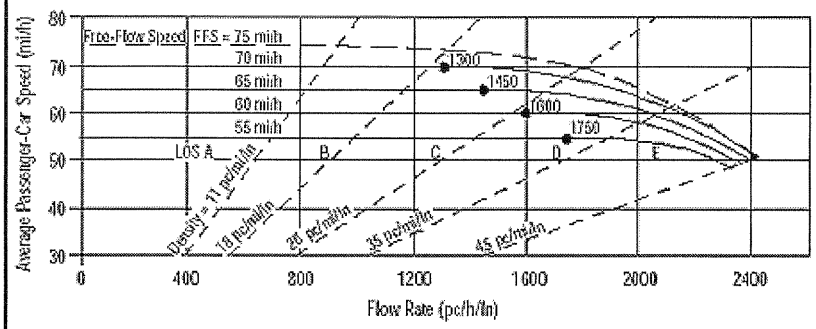

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4901*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1857*	pc/h/ln
S	*67.2*	mi/h
D = v_p / S	*27.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)		
Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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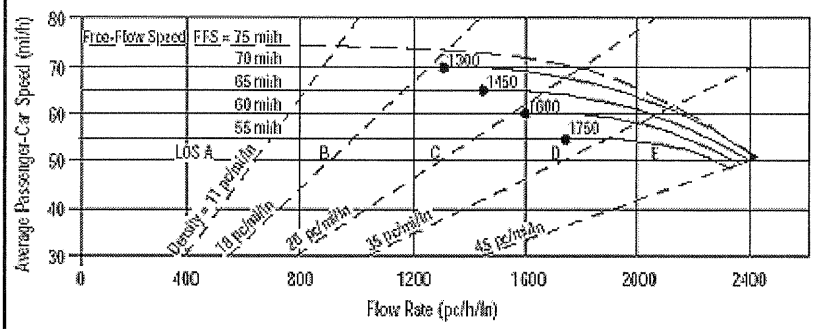

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*West of Yucaipa (8)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5718*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2137*	pc/h/ln
S	*61.8*	mi/h
D = v_p / S	*34.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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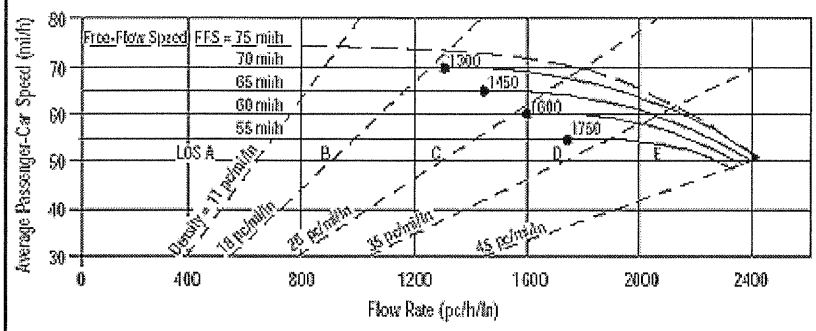

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/West Oak Center*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6053*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2262*	pc/h/ln
S	*58.2*	mi/h
D = v_p / S	*38.8*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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APPENDIX 5.13

2020 With Robinson Ranch Specific Plan Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.766	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	212.0	
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	43	43	0	0	0	0	0	50	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	193	83	405	5	2	5	3	382	2	154
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:	1	734	203	88	426	5	2	5	4	402	2	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	203	88	426	5	2	5	4	402	2	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	203	88	426	5	2	5	4	402	2	162
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:	0.01	0.78	0.21	0.17	0.82	0.01	0.22	0.45	0.33	0.71	0.01	0.28
Final Sat.:	1	415	115	88	426	5	89	178	134	372	2	149
Capacity Analysis Module:												
Vol/Sat:	1.77	1.77	1.77	1.00	1.00	1.00	0.03	0.03	0.03	1.08	1.08	1.08
Crit Moves:		****				****		****			****	
Delay/Veh:	369.3	369	369.3	65.7	65.7	65.7	12.2	12.2	12.2	89.3	89.3	89.3
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:	369.3	369	369.3	65.7	65.7	65.7	12.2	12.2	12.2	89.3	89.3	89.3
LOS by Move:	F	F	F	F	F	F	B	B	B	F	F	F
ApproachDel:	369.3			65.7			12.2			89.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	369.3			65.7			12.2			89.3		
LOS by Appr:	F			F			B			F		
AllWayAvgQ:	53.0	53.0	53.0	8.0	8.0	8.0	0.0	0.0	0.0	11.5	11.5	11.5

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	697	150	40	405	5	2	5	3	332	2	103
Added Vol:	0	0	43	43	0	0	0	0	0	50	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	697	193	83	405	5	2	5	3	382	2	154
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:	1	734	203	88	426	5	2	5	4	402	2	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	734	203	88	426	5	2	5	4	402	2	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	734	203	88	426	5	2	5	4	402	2	162
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.60	0.64	0.64	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.56	0.43	0.35	1.63	0.02	0.23	0.44	0.33	1.00	0.01	0.99
Final Sat.:	4	2604	719	386	1876	21	373	746	559	1615	23	1511
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.23	0.23	0.23	0.01	0.01	0.01	0.25	0.11	0.11
Crit Moves:		****						****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.20	0.20	0.20	0.34	0.34	0.34
Volume/Cap:	0.73	0.73	0.73	0.59	0.59	0.59	0.03	0.03	0.03	0.73	0.31	0.31
Delay/Veh:	23.3	23.3	23.3	20.7	20.7	20.7	25.8	25.8	25.8	28.2	19.8	19.8
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:	23.3	23.3	23.3	20.7	20.7	20.7	25.8	25.8	25.8	28.2	19.8	19.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	11	11	11	6	6	6	0	0	0	11	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.626
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	254.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	87	87	0	0	0	0	0	84	0	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	424	128	723	7	12	6	1	245	1	124
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:	2	507	446	135	761	7	12	6	1	258	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	446	135	761	7	12	6	1	258	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	446	135	761	7	12	6	1	258	1	131
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:	0.01	0.53	0.46	0.15	0.84	0.01	0.63	0.31	0.06	0.66	0.01	0.33
Final Sat.:	1	312	274	84	472	4	246	123	25	345	2	175
Capacity Analysis Module:												
Vol/Sat:	1.63	1.63	1.63	1.61	1.61	1.61	0.05	0.05	0.05	0.75	0.75	0.75
Crit Moves:		****			****			****			****	
Delay/Veh:	306.1	306	306.1	301.8	302	301.8	12.1	12.1	12.1	27.4	27.4	27.4
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:	306.1	306	306.1	301.8	302	301.8	12.1	12.1	12.1	27.4	27.4	27.4
LOS by Move:	F	F	F	F	F	F	B	B	B	D	D	D
ApproachDel:	306.1			301.8			12.1			27.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	306.1			301.8			12.1			27.4		
LOS by Appr:	F			F			B			D		
AllWayAvgQ:	48.5	48.5	48.5	45.5	45.5	45.5	0.0	0.0	0.0	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	2	482	337	41	723	7	12	6	1	161	1	40
Added Vol:	0	0	87	87	0	0	0	0	0	84	0	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	482	424	128	723	7	12	6	1	245	1	124
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:	2	507	446	135	761	7	12	6	1	258	1	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	507	446	135	761	7	12	6	1	258	1	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	507	446	135	761	7	12	6	1	258	1	131
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.61	0.65	0.65	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.06	0.93	0.31	1.67	0.02	0.64	0.30	0.06	1.00	0.01	0.99
Final Sat.:	8	1693	1489	345	1943	19	1043	522	104	1615	14	1518
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.39	0.39	0.39	0.01	0.01	0.01	0.16	0.09	0.09
Crit Moves:					****		****			****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.20	0.20	0.20	0.21	0.21	0.21
Volume/Cap:	0.58	0.58	0.58	0.76	0.76	0.76	0.06	0.06	0.06	0.76	0.41	0.41
Delay/Veh:	14.0	14.0	14.0	18.4	18.4	18.4	26.0	26.0	26.0	39.4	28.2	28.2
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:	14.0	14.0	14.0	18.4	18.4	18.4	26.0	26.0	26.0	39.4	28.2	28.2
LOS by Move:	B	B	B	B	B	B	C	C	C	D	C	C
HCM2kAvgQ:	9	9	9	11	11	11	0	0	0	8	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 90 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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	146	185	55	18	209	139	52	350	36	87	591	52
Added Vol:	0	0	0	0	0	0	0	18	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	185	55	18	209	139	52	368	36	87	613	52
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:	154	195	58	19	220	146	54	387	38	92	645	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	195	58	19	220	146	54	387	38	92	645	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	195	58	19	220	146	54	387	38	92	645	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.03	0.01	0.12	0.08	0.03	0.21	0.02	0.05	0.36	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.42	0.42	0.42
Volume/Cap:	0.35	0.42	0.13	0.04	0.48	0.32	0.13	0.85	0.08	0.13	0.85	0.07
Delay/Veh:	27.9	28.6	25.9	25.3	29.2	27.5	26.0	45.5	25.7	15.9	32.0	15.5
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:	27.9	28.6	25.9	25.3	29.2	27.5	26.0	45.5	25.7	15.9	32.0	15.5
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	5	1	0	6	3	1	13	1	2	19	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.3
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	72	221	87	26	199	86	151	703	99	38	370	20
Added Vol:	0	0	0	0	0	0	0	37	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	221	87	26	199	86	151	740	99	38	405	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	232	92	28	209	91	159	779	104	40	427	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	232	92	28	209	91	159	779	104	40	427	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	232	92	28	209	91	159	779	104	40	427	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.02	0.12	0.05	0.09	0.43	0.06	0.02	0.24	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.18	0.51	0.20	0.06	0.46	0.20	0.22	1.00	0.13	0.10	0.97	0.05
Delay/Veh:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	57.2	15.4	26.4	68.6	26.0
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:	26.3	29.5	26.5	25.4	28.9	26.5	16.1	57.2	15.4	26.4	68.6	26.0
LOS by Move:	C	C	C	C	C	C	B	E	B	C	E	C
HCM2kAvgQ:	2	6	2	1	5	2	3	29	2	1	17	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	217	138	72	87	103	5	20	298	163	82	899	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	138	72	87	103	5	20	298	163	82	899	31
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:	229	145	76	92	109	5	21	314	172	86	947	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	145	76	92	109	5	21	314	172	86	947	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	145	76	92	109	5	21	314	172	86	947	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.51	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1030	1800	1530	916	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.08	0.05	0.10	0.06	0.00	0.01	0.17	0.11	0.05	0.53	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.48	0.48	0.21	0.59	0.59
Volume/Cap:	0.89	0.32	0.20	0.40	0.24	0.01	0.13	0.36	0.23	0.25	0.89	0.04
Delay/Veh:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
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:	65.1	31.0	29.9	32.4	30.2	28.2	41.4	16.6	15.3	33.4	27.3	8.6
LOS by Move:	E	C	C	C	C	C	D	B	B	C	C	A
HCM2kAvgQ:	10	4	2	3	3	0	1	6	3	2	29	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	63	154	44	63	10	25	509	111	99	403	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	85	72	177	51	72	12	29	585	128	114	463	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	72	177	51	72	12	29	585	128	114	463	12
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:	90	76	186	53	76	12	30	616	134	120	488	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	76	186	53	76	12	30	616	134	120	488	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	76	186	53	76	12	30	616	134	120	488	12
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.63	1.00	0.85	0.63	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1139	1800	1530	1139	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.12	0.05	0.04	0.01	0.02	0.34	0.09	0.07	0.27	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.19	0.57	0.57	0.12	0.50	0.50
Volume/Cap:	0.31	0.17	0.49	0.19	0.17	0.03	0.10	0.60	0.15	0.60	0.54	0.02
Delay/Veh:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
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:	31.2	29.5	33.0	29.8	29.5	28.4	33.9	15.3	10.4	46.7	17.5	12.4
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	2	5	1	2	0	1	13	2	5	10	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	22	25	0	0	9	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	212	39	28	129	124	114	258	44	60	343	32
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:	75	224	41	29	135	131	120	271	47	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	224	41	29	135	131	120	271	47	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	224	41	29	135	131	120	271	47	63	361	34
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:	0.22	0.66	0.12	1.00	0.51	0.49	1.00	0.85	0.15	1.00	0.91	0.09
Final Sat.:	94	281	52	388	218	210	412	379	65	423	416	39
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.07	0.62	0.62	0.29	0.72	0.72	0.15	0.87	0.87
Crit Moves:	****				****				****			****
Delay/Veh:	33.9	33.9	33.9	12.2	21.4	21.4	14.4	26.5	26.5	12.5	41.2	41.2
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:	33.9	33.9	33.9	12.2	21.4	21.4	14.4	26.5	26.5	12.5	41.2	41.2
LOS by Move:	D	D	D	B	C	C	B	D	D	B	E	E
ApproachDel:		33.9			20.5			23.2			37.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.9			20.5			23.2			37.3	
LOS by Appr:		D			C			C			E	
AllWayAvgQ:	2.7	2.7	2.7	0.1	1.3	1.3	0.4	2.0	2.0	0.2	3.9	3.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	49	187	39	28	120	124	114	258	26	60	343	32
Added Vol:	22	25	0	0	9	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	212	39	28	129	124	114	258	44	60	343	32
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:	75	224	41	29	135	131	120	271	47	63	361	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	224	41	29	135	131	120	271	47	63	361	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	224	41	29	135	131	120	271	47	63	361	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	0.87	0.87	0.71	0.93	0.93	0.90	0.98	0.98	0.90	0.99	0.99
Lanes:	0.23	0.65	0.12	1.00	0.51	0.49	1.00	0.85	0.15	1.00	0.91	0.09
Final Sat.:	342	1017	187	1283	848	819	1615	1501	259	1615	1624	153
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.02	0.16	0.16	0.07	0.18	0.18	0.04	0.22	0.22
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.18	0.35	0.35
Volume/Cap:	0.57	0.57	0.57	0.06	0.42	0.42	0.45	0.54	0.54	0.21	0.63	0.63
Delay/Veh:	16.0	16.0	16.0	11.7	14.0	14.0	23.7	17.4	17.4	21.1	18.5	18.5
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:	16.0	16.0	16.0	11.7	14.0	14.0	23.7	17.4	17.4	21.1	18.5	18.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	6	6	6	0	4	4	3	5	5	1	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
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 0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	35	27	0	0	37	0	0	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	170	22	10	235	74	148	252	85	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	179	23	11	247	77	156	265	90	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	179	23	11	247	77	156	265	90	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	179	23	11	247	77	156	265	90	23	121	8
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:	0.23	0.68	0.09	1.00	0.76	0.24	1.00	0.75	0.25	1.00	0.93	0.07
Final Sat.:	113	330	43	464	390	122	484	399	135	423	423	30
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.02	0.63	0.63	0.32	0.66	0.66	0.05	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	17.5	17.5	17.5	10.3	19.6	19.6	13.2	20.5	20.5	11.0	12.6	12.6
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:	17.5	17.5	17.5	10.3	19.6	19.6	13.2	20.5	20.5	11.0	12.6	12.6
LOS by Move:	C	C	C	B	C	C	B	C	C	B	B	B
ApproachDel:		17.5			19.3			18.2			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.5			19.3			18.2			12.4	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	1.0	1.0	1.0	0.0	1.4	1.4	0.4	1.7	1.7	0.0	0.3	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	143	22	10	198	74	148	252	48	22	115	8
Added Vol:	35	27	0	0	37	0	0	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	170	22	10	235	74	148	252	85	22	115	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	179	23	11	247	77	156	265	90	23	121	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	179	23	11	247	77	156	265	90	23	121	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	179	23	11	247	77	156	265	90	23	121	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.82	0.86	0.86	0.80	0.96	0.96	0.90	0.96	0.96	0.90	0.99	0.99
Lanes:	0.24	0.67	0.09	1.00	0.76	0.24	1.00	0.75	0.25	1.00	0.93	0.07
Final Sat.:	357	1043	134	1433	1321	414	1615	1293	438	1615	1665	117
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.01	0.19	0.19	0.10	0.20	0.20	0.01	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.35	0.35	0.17	0.33	0.33
Volume/Cap:	0.45	0.45	0.45	0.02	0.49	0.49	0.52	0.59	0.59	0.09	0.22	0.22
Delay/Veh:	14.3	14.3	14.3	11.5	14.6	14.6	23.8	17.4	17.4	21.3	14.6	14.6
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:	14.3	14.3	14.3	11.5	14.6	14.6	23.8	17.4	17.4	21.3	14.6	14.6
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	4	4	4	0	5	5	4	6	6	0	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 176.7
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	17	27	0	0	0	25	0	32	41	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	22	108	16	93	109	272	17	34	867	192
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:	68	18	23	113	17	98	115	287	18	36	912	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	23	113	17	98	115	287	18	36	912	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	23	113	17	98	115	287	18	36	912	202
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:	0.62	0.17	0.21	0.87	0.13	1.00	0.29	0.71	1.00	0.04	0.96	1.00
Final Sat.:	264	71	88	373	56	496	147	367	580	21	539	623
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.30	0.30	0.20	0.78	0.78	0.03	1.69	1.69	0.32
Crit Moves:			****		****			****			****	
Delay/Veh:	13.7	13.7	13.7	14.2	14.2	11.3	29.5	29.5	9.0	335.6	336	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	14.2	14.2	11.3	29.5	29.5	9.0	335.6	336	11.1
LOS by Move:	B	B	B	B	B	B	D	D	A	F	F	B
ApproachDel:		13.7			13.0			28.6			278.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.7			13.0			28.6			278.6	
LOS by Appr:		B			B			D			F	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.2	2.8	2.8	0.0	50.8	50.8	0.5

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 120 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	64	17	5	81	16	93	109	247	17	2	826	145
Added Vol:	0	0	17	27	0	0	0	25	0	32	41	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	17	22	108	16	93	109	272	17	34	867	192
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:	68	18	23	113	17	98	115	287	18	36	912	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	18	23	113	17	98	115	287	18	36	912	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	18	23	113	17	98	115	287	18	36	912	202
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.63	0.67	0.67	0.77	0.87	0.87	0.22	0.99	0.99	0.92	0.98	0.85
Lanes:	0.64	0.16	0.20	1.00	0.15	0.85	1.00	0.94	0.06	0.04	0.96	1.00
Final Sat.:	727	195	244	1387	231	1338	391	1678	106	67	1688	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.07	0.07	0.29	0.17	0.17	0.54	0.54	0.13
Crit Moves:		****									****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.79	0.79	0.79	0.79	0.79	0.79
Volume/Cap:	0.53	0.53	0.53	0.47	0.42	0.42	0.37	0.22	0.22	0.68	0.68	0.17
Delay/Veh:	47.7	47.7	47.7	45.9	45.1	45.1	4.4	3.2	3.2	7.1	7.1	3.1
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:	47.7	47.7	47.7	45.9	45.1	45.1	4.4	3.2	3.2	7.1	7.1	3.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	4	4	4	2	3	3	16	16	2

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	51	74	0	0	0	67	0	43	58	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	52	219	16	66	77	445	38	45	268	148
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:	17	28	55	230	17	69	81	469	40	48	283	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	55	230	17	69	81	469	40	48	283	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	55	230	17	69	81	469	40	48	283	156
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:	0.17	0.28	0.55	0.93	0.07	1.00	0.15	0.85	1.00	0.14	0.86	1.00
Final Sat.:	72	118	233	410	30	512	77	446	576	73	430	562
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.56	0.56	0.13	1.05	1.05	0.07	0.66	0.66	0.28
Crit Moves:		****		****				****			****	
Delay/Veh:	13.4	13.4	13.4	20.2	20.2	10.6	79.4	79.4	9.3	21.9	21.9	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	20.2	20.2	10.6	79.4	79.4	9.3	21.9	21.9	11.3
LOS by Move:	B	B	B	C	C	B	F	F	A	C	C	B
ApproachDel:		13.4			18.1			74.7			18.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			18.1			74.7			18.5	
LOS by Appr:		B			C			F			C	
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	0.1	10.1	10.1	0.1	1.7	1.7	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 120 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	26	1	145	16	66	77	378	38	2	210	85
Added Vol:	0	0	51	74	0	0	0	67	0	43	58	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	26	52	219	16	66	77	445	38	45	268	148
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:	17	28	55	230	17	69	81	469	40	48	283	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	28	55	230	17	69	81	469	40	48	283	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	28	55	230	17	69	81	469	40	48	283	156
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.69	0.88	0.88	0.46	0.99	0.99	0.83	0.88	0.85
Lanes:	0.18	0.28	0.54	1.00	0.20	0.80	1.00	0.92	0.08	0.15	0.85	1.00
Final Sat.:	269	441	870	1234	312	1272	823	1639	140	228	1350	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.19	0.05	0.05	0.10	0.29	0.29	0.21	0.21	0.10
Crit Moves:				****				****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.17	0.17	0.17	0.49	0.14	0.14	0.17	0.49	0.49	0.36	0.36	0.17
Delay/Veh:	24.6	24.6	24.6	29.0	24.4	24.4	11.6	14.8	14.8	13.3	13.3	11.6
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:	24.6	24.6	24.6	29.0	24.4	24.4	11.6	14.8	14.8	13.3	13.3	11.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	2	2	2	7	2	2	2	11	11	6	6	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 90 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:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	1	3	253	1	35	31	231	3	10	908	343
Added Vol:	0	0	0	25	0	0	0	70	0	0	120	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1	3	278	1	35	31	301	3	10	1029	384
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:	17	1	4	293	1	36	33	317	4	11	1083	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	4	293	1	36	33	317	4	11	1083	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	4	293	1	36	33	317	4	11	1083	404
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.89	0.01	0.10	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	1339	96	287	1516	6	188	1700	3559	41	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.19	0.19	0.19	0.02	0.09	0.09	0.01	0.60	0.22
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.76	0.76	0.76	0.17	0.20	0.20	0.03	1.06	0.40
Delay/Veh:	25.5	25.5	25.5	42.4	42.4	42.4	38.2	13.2	13.2	26.7	58.6	8.2
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:	25.5	25.5	25.5	42.4	42.4	42.4	38.2	13.2	13.2	26.7	58.6	8.2
LOS by Move:	C	C	C	D	D	D	D	B	B	C	E	A
HCM2kAvgQ:	0	0	0	10	10	10	1	2	2	0	43	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	3	1	3	301	1	23	40	501	10	1	245	199
Added Vol:	0	0	0	67	0	0	0	192	0	0	164	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	368	1	23	40	693	10	1	409	257
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:	4	1	4	388	1	24	42	730	11	1	430	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	4	388	1	24	42	730	11	1	430	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	4	388	1	24	42	730	11	1	430	270
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.94	0.01	0.05	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	752	251	752	1601	5	100	1700	3547	53	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.02	0.21	0.21	0.00	0.24	0.15
Crit Moves:					****		****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.11	0.34	0.34	0.18	0.41	0.41
Volume/Cap:	0.01	0.01	0.01	0.59	0.59	0.59	0.22	0.60	0.60	0.00	0.59	0.37
Delay/Veh:	13.7	13.7	13.7	21.5	21.5	21.5	39.2	25.7	25.7	30.4	21.7	17.8
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:	13.7	13.7	13.7	21.5	21.5	21.5	39.2	25.7	25.7	30.4	21.7	17.8
LOS by Move:	B	B	B	C	C	C	D	C	C	C	C	B
HCM2kAvgQ:	0	0	0	9	9	9	1	8	8	0	9	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	60	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	106	657	0	0	118	1036	0	0	0	25	0	170
Added Vol:	56	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	657	0	0	118	1036	0	0	0	25	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	170	691	0	0	125	0	0	0	0	27	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	691	0	0	125	0	0	0	0	27	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	691	0	0	125	0	0	0	0	27	0	179
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.24	0.00	1.76
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	352	0	2737
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.08	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.37	0.64	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.29	0.30	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.29	0.00	0.25
Delay/Veh:	13.6	5.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	17.8	0.0	17.5
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:	13.6	5.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0	17.8	0.0	17.5
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	3	3	0	0	1	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.1
Optimal Cycle:	60	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	90 1412	0		0 185	643		0	0	0	23	0	146
Growth Adj:	1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15		1.15 1.15	1.15	
Initial Bse:	103 1624	0		0 213	739		0	0	0	26	0	168
Added Vol:	139 0	0		0 0	0		0	0	0	0	0	0
PasserByVol:	0 0	0		0 0	0		0	0	0	0	0	0
Initial Fut:	243 1624	0		0 213	739		0	0	0	26	0	168
User Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.00		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	255 1709	0		0 224	0		0	0	0	28	0	177
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
Reduced Vol:	255 1709	0		0 224	0		0	0	0	28	0	177
PCE Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	0.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	255 1709	0		0 224	0		0	0	0	28	0	177
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800		1800 1800	1800		1800 1800	1800		1800 1800	1800	
Adjustment:	0.90 1.00	1.00		0.94 1.00	1.00		0.94 1.00	1.00		0.82 1.00	0.86	
Lanes:	1.00 2.00	0.00		0.00 2.00	1.00		0.00 0.00	0.00		0.25 0.00	1.75	
Final Sat.:	1615 3600	0		0 3600	1800		0	0	0	367	0	2721
Capacity Analysis Module:												
Vol/Sat:	0.16 0.47	0.00		0.00 0.06	0.00		0.00 0.00	0.00		0.08 0.00	0.06	
Crit Moves:	****									****		
Green/Cycle:	0.52 0.78	0.00		0.00 0.27	0.00		0.00 0.00	0.00		0.12 0.00	0.12	
Volume/Cap:	0.31 0.61	0.00		0.00 0.23	0.00		0.00 0.00	0.00		0.65 0.00	0.56	
Delay/Veh:	8.5 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
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:	8.5 3.1	0.0		0.0 17.3	0.0		0.0 0.0	0.0		30.0 0.0	26.9	
LOS by Move:	A A	A		A B	A		A A	A		C A	C	
HCM2kAvgQ:	3 7	0		0 2	0		0 0	0		3 0	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	115	47	80	45	0	548	0	83	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	132	54	92	52	0	630	0	95	0	0	0
Added Vol:	0	56	0	0	0	0	0	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	188	54	92	52	0	630	0	170	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	198	57	97	54	0	663	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	198	57	97	54	0	663	0	179	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
FinalVolume:	0	198	57	97	54	0	663	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.55	0.45	1.00	2.00	0.00	1.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	0	2797	803	1700	3600	0	2825	0	609	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.06	0.02	0.00	0.23	0.00	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.16	0.16	0.13	0.29	0.00	0.67	0.00	0.67	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.44	0.44	0.05	0.00	0.35	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	49.9	49.9	53.8	33.4	0.0	9.6	0.0	10.5	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	49.9	49.9	53.8	33.4	0.0	9.6	0.0	10.5	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	A	A	B	A	A	A
HCM2kAvgQ:	0	5	5	4	1	0	7	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	141	13	134	74	0	1361	0	302	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	162	15	154	85	0	1565	0	347	0	0	0
Added Vol:	0	139	0	0	0	0	0	0	123	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	301	15	154	85	0	1565	0	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	317	16	162	90	0	1648	0	495	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	16	162	90	0	1648	0	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
FinalVolume:	0	317	16	162	90	0	1648	0	495	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	1.64	0.00	0.36	0.00	0.00	0.00
Final Sat.:	0	3430	170	1700	3600	0	2784	0	652	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.10	0.02	0.00	0.59	0.00	0.76	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.09	0.24	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	1.07	0.10	0.00	0.83	0.00	1.07	0.00	0.00	0.00
Delay/Veh:	0.0	53.1	53.1	151.8	38.2	0.0	15.8	0.0	60.2	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	53.1	53.1	151.8	38.2	0.0	15.8	0.0	60.2	0.0	0.0	0.0
LOS by Move:	A	D	D	F	D	A	B	A	E	A	A	A
HCM2kAvgQ:	0	7	7	12	1	0	32	0	69	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	5	1	133	2	12	8	3	2	1	5	174
Added Vol:	0	0	0	75	0	0	0	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	208	2	12	8	3	2	1	5	230
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:	1	5	1	219	2	12	8	4	2	1	5	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	219	2	12	8	4	2	1	5	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	219	2	12	8	4	2	1	5	242
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:	0.17	0.66	0.17	0.99	0.01	1.00	0.58	0.25	0.17	0.01	0.02	0.97
Final Sat.:	118	472	118	624	7	798	411	176	117	4	17	844
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.35	0.35	0.02	0.02	0.02	0.02	0.29	0.29	0.29
Crit Moves:	****			****				****			****	
Delay/Veh:	7.8	7.8	7.8	11.1	11.1	7.1	7.9	7.9	7.9	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	11.1	11.1	7.1	7.9	7.9	7.9	8.5	8.5	8.5
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
ApproachDel:		7.8			10.9			7.9			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			10.9			7.9			8.5	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	1	3	2	394	8	30	32	17	1	1	5	141
Added Vol:	0	0	0	123	0	0	0	0	0	0	0	139
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	517	8	30	32	17	1	1	5	280
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:	1	4	2	545	8	31	34	18	1	1	5	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	2	545	8	31	34	18	1	1	5	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	4	2	545	8	31	34	18	1	1	5	295
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:	0.17	0.50	0.33	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.01	0.98
Final Sat.:	99	296	197	594	9	755	354	190	13	3	11	666
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.92	0.92	0.04	0.10	0.10	0.10	0.44	0.44	0.44
Crit Moves:			****		****			****				****
Delay/Veh:	8.7	8.7	8.7	41.9	41.9	7.6	9.8	9.8	9.8	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	41.9	41.9	7.6	9.8	9.8	9.8	11.9	11.9	11.9
LOS by Move:	A	A	A	E	E	A	A	A	A	B	B	B
ApproachDel:		8.7			40.1			9.8			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			40.1			9.8			11.9	
LOS by Appr:		A			E			A			B	
AllWayAvgQ:	0.0	0.0	0.0	5.6	5.6	0.0	0.1	0.1	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.9]

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	0	14	0	0	0	0	122	16	22	163	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	14	0	0	0	0	197	16	22	219	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:	17	0	15	0	0	0	0	207	17	23	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	0	15	0	0	0	0	207	17	23	231	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	493	493	216	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	xxxx	xxxxx
Potent Cap.:	539	480	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx
Move Cap.:	532	472	829	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1356	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	638	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[15.4]

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	0	14	0	0	0	0	398	16	17	128	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	14	0	0	0	0	521	16	17	267	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:	21	0	15	0	0	0	0	548	17	18	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	15	0	0	0	0	548	17	18	281	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	874	874	557	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	565	xxxx	xxxxx
Potent Cap.:	323	290	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Move Cap.:	318	285	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	382	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		15.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 23.5 Worst Case Level Of Service: F[222.9]

****

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	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	50	0	0	0	0	0	0	51	67	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	0	24	0	0	0	0	463	122	12	1294	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:	209	0	25	0	0	0	0	487	129	12	1362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	209	0	25	0	0	0	0	487	129	12	1362	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1257	1938	308	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	xxxxx
Potent Cap.:	166	66	694	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx
Move Cap.:	164	65	694	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx
Volume/Cap:	1.27	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	179	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	223	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	222.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1	1 0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	0	24	0	0	0	0	412	55	12	1151	0
Added Vol:	50	0	0	0	0	0	0	51	67	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	0	24	0	0	0	0	463	122	12	1294	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:	209	0	25	0	0	0	0	487	129	12	1362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	25	0	0	0	0	487	129	12	1362	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
FinalVolume:	209	0	25	0	0	0	0	487	129	12	1362	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.97	0.97	0.90	1.00	1.00
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.58	0.42	1.00	2.00	0.00
Final Sat.:	1437	0	175	0	0	0	0	2760	729	1615	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.18	0.01	0.38	0.00
Crit Moves:	****										****	
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.24	0.24	0.36	0.60	0.00
Volume/Cap:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.74	0.74	0.02	0.63	0.00
Delay/Veh:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	31.9	31.9	16.4	10.9	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:	21.9	0.0	21.9	0.0	0.0	0.0	0.0	31.9	31.9	16.4	10.9	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	B	B	A
HCM2kAvgQ:	5	0	5	0	0	0	0	9	9	0	11	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 38.0 Worst Case Level Of Service: F[289.5]

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 1! 0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																		
Base Vol:	76	0	16	0	0	0	0		557	76				15	280		0	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15				1.15	1.15		1.15	
Initial Bse:	87	0	18	0	0	0	0		641	87				17	322		0	
Added Vol:	125	0	0	0	0	0	0		205	111				0	149		0	
PasserByVol:	0	0	0	0	0	0	0		0	0				0	0		0	
Initial Fut:	212	0	18	0	0	0	0		846	198				17	471		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:	224	0	19	0	0	0	0		890	209				18	496		0	
Reduct Vol:	0	0	0	0	0	0	0		0	0				0	0		0	
FinalVolume:	224	0	19	0	0	0	0		890	209				18	496		0	
Critical Gap Module:																		
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx		
Capacity Module:																		
Cnflict Vol:	1279	1527	549	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1099	xxxx	xxxxx		
Potent Cap.:	161	119	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					643	xxxx	xxxxx		
Move Cap.:	157	115	484	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					643	xxxx	xxxxx		
Volume/Cap:	1.42	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.03	xxxx	xxxx		
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					10.8	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*					B	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT					LT -	LTR -	RT		
Shared Cap.:	xxxx	166	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	15.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	289	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	*	*	*	*	*					*	*	*		
ApproachDel:	289.5			xxxxxx			xxxxxx							xxxxxx				
ApproachLOS:	F			*			*							*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 80 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:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	26	0	26		0	0	0		0	19	19		10	19	0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	76	0	16		0	0	0		0	557	76		15	280	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	87	0	18		0	0	0		0	641	87		17	322	0	
Added Vol:	125	0	0		0	0	0		0	205	111		0	149	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	212	0	18		0	0	0		0	846	198		17	471	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:	224	0	19		0	0	0		0	890	209		18	496	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	224	0	19		0	0	0		0	890	209		18	496	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	
FinalVolume:	224	0	19		0	0	0		0	890	209		18	496	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	1.00	0.95		0.94	1.00	1.00		0.94	0.97	0.97		0.90	1.00	1.00	
Lanes:	0.92	0.00	0.08		0.00	0.00	0.00		0.00	1.62	0.38		1.00	2.00	0.00	
Final Sat.:	1486	0	129		0	0	0		0	2834	665		1615	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.15		0.00	0.00	0.00		0.00	0.31	0.31		0.01	0.14	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.33	0.00	0.33		0.00	0.00	0.00		0.00	0.48	0.48		0.13	0.60	0.00	
Volume/Cap:	0.46	0.00	0.46		0.00	0.00	0.00		0.00	0.66	0.66		0.09	0.23	0.00	
Delay/Veh:	22.1	0.0	22.1		0.0	0.0	0.0		0.0	17.1	17.1		31.2	7.5	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:	22.1	0.0	22.1		0.0	0.0	0.0		0.0	17.1	17.1		31.2	7.5	0.0	
LOS by Move:	C	A	C		A	A	A		A	B	B		C	A	A	
HCM2kAvgQ:	5	0	5		0	0	0		0	11	11		0	3	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

****

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	14	17	43	1	20	28	117	638	8				31	1095	1			
Added Vol:	11	50	0	0	67	0	0	10	15				0	30	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	25	67	43	1	87	28	117	648	23				31	1125	1			
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	71	45	1	91	29	123	682	24				33	1184	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	26	71	45	1	91	29	123	682	24				33	1184	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1644	2192	353	1874	2204	593	1185	xxxx	xxxxx				707	xxxx	xxxxx			
Potent Cap.:	67	46	649	45	45	454	596	xxxx	xxxxx				901	xxxx	xxxxx			
Move Cap.:	0	35	649	0	34	454	596	xxxx	xxxxx				901	xxxx	xxxxx			
Volume/Cap:	xxxx	2.02	0.07	xxxx	2.64	0.06	0.21	xxxx	xxxx				0.04	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.6	xxxx	xxxxx				9.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 120 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		10		23		23		10		23		23	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	12		15		37		1		17		24		102		555		7		27		952		1	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	14		17		43		1		20		28		117		638		8		31		1095		1	
Added Vol:	11		50		0		0		67		0		0		10		15		0		30		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		67		43		1		87		28		117		648		23		31		1125		1	
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		71		45		1		91		29		123		682		24		33		1184		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	26		71		45		1		91		29		123		682		24		33		1184		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	26		71		45		1		91		29		123		682		24		33		1184		1	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.85		0.90		0.90		0.91		0.97		0.97		0.90		1.00		1.00		0.90		1.00		1.00	
Lanes:	0.19		0.50		0.31		0.01		0.75		0.24		1.00		1.93		0.07		1.00		1.99		0.01	
Final Sat.:	294		798		505		17		1305		416		1615		3459		123		1615		3596		4	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.09		0.09		0.07		0.07		0.07		0.08		0.20		0.20		0.02		0.33		0.33	
Crit Moves:			****										****								****			
Green/Cycle:	0.22		0.22		0.22		0.22		0.22		0.22		0.14		0.52		0.52		0.22		0.60		0.60	
Volume/Cap:	0.41		0.41		0.41		0.32		0.32		0.32		0.55		0.38		0.38		0.09		0.55		0.55	
Delay/Veh:	41.2		41.2		41.2		40.1		40.1		40.1		51.3		17.7		17.7		37.6		15.0		15.0	
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:	41.2		41.2		41.2		40.1		40.1		40.1		51.3		17.7		17.7		37.6		15.0		15.0	
LOS by Move:	D		D		D		D		D		D		D		B		B		D		B		B	
HCM2kAvgQ:	5		5		5		4		4		4		5		8		8		1		13		13	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

****

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:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1!	0 0	0 0	1!	0 0	1 0	1	1	0		1 0	1	1	0	
Volume Module:																
Base Vol:	5	11	30	1	6	68	53	1437	13	25	720	4				
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15				
Initial Bse:	6	13	35	1	7	78	61	1653	15	29	828	5				
Added Vol:	28	125	0	0	111	0	0	42	25	0	30	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	34	138	35	1	118	78	61	1695	40	29	858	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	36	145	36	1	124	82	64	1784	42	30	903	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	36	145	36	1	124	82	64	1784	42	30	903	5				
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	2507	2902	913	2059	2920	454	908	xxxx	xxxxx	1826	xxxx	xxxxx				
Potent Cap.:	15	16	280	33	16	559	758	xxxx	xxxxx	339	xxxx	xxxxx				
Move Cap.:	0	13	280	0	13	559	758	xxxx	xxxxx	339	xxxx	xxxxx				
Volume/Cap:	xxxx	10.84	0.13	xxxx	9.55	0.15	0.08	xxxx	xxxx	0.09	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.3	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	16.6	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	B	*	*	C	*	*				
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT				
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	F			F			*			*						

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	26	26	26	26	26	26	10	23	23		10	23	23	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	5	11	30	1	6	68	53	1437	13		25	720	4	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	6	13	35	1	7	78	61	1653	15		29	828	5	
Added Vol:	28	125	0	0	111	0	0	42	25		0	30	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	34	138	35	1	118	78	61	1695	40		29	858	5	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	36	145	36	1	124	82	64	1784	42		30	903	5	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	36	145	36	1	124	82	64	1784	42		30	903	5	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	145	36	1	124	82	64	1784	42		30	903	5	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.80	0.85	0.85	0.89	0.95	0.95	0.90	1.00	1.00		0.90	1.00	1.00	
Lanes:	0.17	0.66	0.17	0.01	0.60	0.39	1.00	1.95	0.05		1.00	1.99	0.01	
Final Sat.:	247	1008	253	10	1018	675	1615	3507	83		1615	3577	19	
Capacity Analysis Module:														
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.04	0.51	0.51		0.02	0.25	0.25	
Crit Moves:		****						****			****			
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.18	0.65	0.65		0.08	0.55	0.55	
Volume/Cap:	0.66	0.66	0.66	0.56	0.56	0.56	0.22	0.78	0.78		0.22	0.46	0.46	
Delay/Veh:	48.0	48.0	48.0	43.9	43.9	43.9	42.2	16.7	16.7		52.2	16.3	16.3	
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:	48.0	48.0	48.0	43.9	43.9	43.9	42.2	16.7	16.7		52.2	16.3	16.3	
LOS by Move:	D	D	D	D	D	D	D	B	B		D	B	B	
HCM2kAvgQ:	8	8	8	7	7	7	2	25	25		1	10	10	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[12.6]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	13	30	10	6	35	6	1	31	15	37	68	6
Added Vol:	0	61	16	5	82	0	0	0	0	30	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	91	26	11	117	6	1	31	15	67	68	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:	13	96	28	11	123	6	1	33	16	70	71	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	96	28	11	123	6	1	33	16	70	71	22
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:	129	xxxx	xxxxx	123	xxxx	xxxxx	331	298	126	309	288	110
Potent Cap.:	1470	xxxx	xxxxx	1476	xxxx	xxxxx	626	617	930	648	626	949
Move Cap.:	1470	xxxx	xxxxx	1476	xxxx	xxxxx	550	607	930	603	615	949
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.05	0.02	0.12	0.12	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	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	xxxx	680	xxxxx	xxxx	640	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.7			12.6		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[15.7]

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 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	40	38	12	20	9	1	70	10	8	40	8
Added Vol:	0	153	49	21	135	0	0	0	0	40	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	193	87	33	155	9	1	70	10	48	40	23
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:	11	203	92	34	163	10	1	74	11	51	42	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	203	92	34	163	10	1	74	11	51	42	24
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:	172	xxxx	xxxxx	295	xxxx	xxxxx	540	553	168	549	512	249
Potent Cap.:	1417	xxxx	xxxxx	1278	xxxx	xxxxx	456	444	882	449	468	794
Move Cap.:	1417	xxxx	xxxxx	1278	xxxx	xxxxx	399	429	882	375	452	794
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.17	0.01	0.13	0.09	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	7.9	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	xxxx	458	xxxxx	xxxx	452	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.7			15.7		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: D[30.8]

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 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	9
Growth Adj:	1.15 1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	43	40	13	74	25	5	21	6	186	198	10
Added Vol:	0	73	0	0	97	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	116	40	13	171	25	5	21	6	186	198	10
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	0.95
PHF Volume:	12	122	42	13	180	27	5	22	6	196	208	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	122	42	13	180	27	5	22	6	196	208	11
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	743	646	25	722	643	214	219	xxxx	xxxxx	28	xxxx	xxxxx
Potent Cap.:	333	393	1057	344	394	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Move Cap.:	169	338	1057	214	339	831	1362	xxxx	xxxxx	1599	xxxx	xxxxx
Volume/Cap:	0.07	0.36	0.04	0.06	0.53	0.03	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	310	xxxx	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.1	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	25.2	xxxx	xxxxx	xxxxx	30.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	21.2			30.8			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: B[14.6]

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 1	0	0 1	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	23	67	146	18	30	5	20	72	20	20	45	15
Added Vol:	0	181	0	0	160	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	248	146	18	190	5	20	72	20	20	45	15
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:	24	261	154	19	200	5	21	76	21	21	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	261	154	19	200	5	21	76	21	21	47	16
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	326	232	87	431	234	55	63	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	631	672	978	538	670	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	469	654	978	306	652	1017	1553	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.05	0.40	0.16	0.06	0.31	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	632	xxxx	xxxxx	xxxx	598	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.3	xxxx	xxxxx	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	15.3	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.2			14.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: C[18.9]

****

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 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	97	0	0	0	75	0	0	56	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	0	193	83	169	0	0	128	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	0.95	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	203	87	178	0	0	135	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	178	0	203	87	178	0	0	135	89
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	532	532	180	224	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	512	456	868	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	485	425	868	1356	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.23	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	634	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			18.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0	0 0	0	0 1!	0 0	1 0	1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	72	0	193	83	94	0	0	72	12
Added Vol:	0	0	0	97	0	0	0	75	0	0	56	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	169	0	193	83	169	0	0	128	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	0.95	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	203	87	178	0	0	135	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	203	87	178	0	0	135	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	178	0	203	87	178	0	0	135	89
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.90	1.00	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	0.48	0.00	0.52	1.00	1.00	0.00	0.00	0.60	0.40
Final Sat.:	0	0	0	742	0	846	1615	1800	0	0	1027	676
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.05	0.10	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.72	0.32	0.17	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	22.4	22.7	6.3	0.0	0.0	12.7	12.7
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:	0.0	0.0	0.0	22.4	0.0	22.4	22.7	6.3	0.0	0.0	12.7	12.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	8	0	8	2	2	0	0	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 28.9 Worst Case Level Of Service: F[142.3]

****

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 0 1!	0 0		0 1 0	0 0		0 0 0	1 0	
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	160	0	0	0	123	0	0	139	181
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	46	218	339	0	0	209	198
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	193	0	48	230	357	0	0	220	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	193	0	48	230	357	0	0	220	209
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1142	1142	325	429	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	224	202	721	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	184	155	721	1141	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.05	0.00	0.07	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	216	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	142	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			142.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0	0 0	0	0 1!	0	1 0	1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	23	0	46	218	216	0	0	70	17
Added Vol:	0	0	0	160	0	0	0	123	0	0	139	181
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	183	0	46	218	339	0	0	209	198
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	193	0	48	230	357	0	0	220	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	48	230	357	0	0	220	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	193	0	48	230	357	0	0	220	209
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.88	1.00	0.94	0.90	1.00	1.00	0.94	0.93	0.93
Lanes:	0.00	0.00	0.00	0.81	0.00	0.19	1.00	1.00	0.00	0.00	0.51	0.49
Final Sat.:	0	0	0	1286	0	323	1615	1800	0	0	863	818
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.14	0.20	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.20	0.60	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.50	0.71	0.33	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	18.1	0.0	18.1	29.7	6.2	0.0	0.0	16.5	16.5
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:	0.0	0.0	0.0	18.1	0.0	18.1	29.7	6.2	0.0	0.0	16.5	16.5
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	4	6	3	0	0	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 60 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:	Split Phase				Split Phase				Permitted				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	15	0	15		0	0	0		0	15	15		10	15	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	145	0		0	73	0	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0		0	0	0		0	167	0		0	84	0	
Added Vol:	45	0	95		0	0	0		0	112	60		127	84	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	45	0	95		0	0	0		0	279	60		127	168	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:	47	0	100		0	0	0		0	293	63		134	177	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	0	100		0	0	0		0	293	63		134	177	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	
FinalVolume:	47	0	100		0	0	0		0	293	63		134	177	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85		0.94	1.00	1.00		0.94	1.00	0.85		0.90	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1615	0	1530		0	0	0		0	1800	1530		1615	1800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.07		0.00	0.00	0.00		0.00	0.16	0.04		0.08	0.10	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.48	0.48		0.17	0.65	0.00	
Volume/Cap:	0.12	0.00	0.26		0.00	0.00	0.00		0.00	0.34	0.09		0.50	0.15	0.00	
Delay/Veh:	17.5	0.0	18.4		0.0	0.0	0.0		0.0	9.8	8.4		24.2	4.1	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:	17.5	0.0	18.4		0.0	0.0	0.0		0.0	9.8	8.4		24.2	4.1	0.0	
LOS by Move:	B	A	B		A	A	A		A	A	A		C	A	A	
HCM2kAvgQ:	1	0	2		0	0	0		0	4	1		3	1	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	60	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	208	0	0	76	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	239	0	0	87	0
Added Vol:	111	0	236	0	0	0	0	184	98	209	208	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	236	0	0	0	0	423	98	209	295	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:	117	0	248	0	0	0	0	445	103	220	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	248	0	0	0	0	445	103	220	311	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
FinalVolume:	117	0	248	0	0	0	0	445	103	220	311	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.07	0.14	0.17	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.42	0.42	0.23	0.65	0.00
Volume/Cap:	0.29	0.00	0.65	0.00	0.00	0.00	0.00	0.59	0.16	0.59	0.27	0.00
Delay/Veh:	18.6	0.0	24.1	0.0	0.0	0.0	0.0	14.7	11.0	23.0	4.6	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:	18.6	0.0	24.1	0.0	0.0	0.0	0.0	14.7	11.0	23.0	4.6	0.0
LOS by Move:	B	A	C	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	2	0	5	0	0	0	0	7	1	5	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 0 1	1	0	1 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	145	0	0	73	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	167	0	0	84	0
Added Vol:	28	0	140	0	0	0	0	170	37	186	183	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	0	140	0	0	0	0	337	37	186	267	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:	29	0	147	0	0	0	0	354	39	196	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	147	0	0	0	0	354	39	196	281	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
FinalVolume:	29	0	147	0	0	0	0	354	39	196	281	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.03	0.12	0.16	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.46	0.46	0.28	0.74	0.00
Volume/Cap:	0.10	0.00	0.51	0.00	0.00	0.00	0.00	0.43	0.06	0.43	0.21	0.00
Delay/Veh:	27.0	0.0	30.8	0.0	0.0	0.0	0.0	15.1	12.2	24.2	3.3	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:	27.0	0.0	30.8	0.0	0.0	0.0	0.0	15.1	12.2	24.2	3.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	6	1	5	2	0

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	208	0	0	76	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	239	0	0	87	0
Added Vol:	69	0	347	0	0	0	0	359	61	307	348	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	347	0	0	0	0	598	61	307	435	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:	73	0	365	0	0	0	0	630	64	323	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	365	0	0	0	0	630	64	323	458	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
FinalVolume:	73	0	365	0	0	0	0	630	64	323	458	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.35	0.04	0.20	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.41	0.41	0.23	0.65	0.00
Volume/Cap:	0.16	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.10	0.85	0.39	0.00
Delay/Veh:	21.9	0.0	42.4	0.0	0.0	0.0	0.0	30.8	14.6	46.0	7.0	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:	21.9	0.0	42.4	0.0	0.0	0.0	0.0	30.8	14.6	46.0	7.0	0.0
LOS by Move:	C	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	1	0	12	0	0	0	0	17	1	11	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	408	44	76	87	67	124	539	26	66	949	231
Added Vol:	30	143	11	0	51	0	0	0	10	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	551	55	76	138	67	124	539	36	81	949	231
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:	78	580	58	80	146	70	131	568	38	85	999	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	580	58	80	146	70	131	568	38	85	999	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	580	58	80	146	70	131	568	38	85	999	243
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.99	0.85	0.93	0.98	0.85	0.90	0.99	0.99	0.90	0.97	0.97
Lanes:	0.25	1.75	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.61	0.39
Final Sat.:	419	3135	1530	1671	1769	1530	1615	3342	226	1615	2811	685
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.05	0.08	0.05	0.08	0.17	0.17	0.05	0.36	0.36
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.17	0.17	0.17	0.10	0.39	0.39	0.15	0.44	0.44
Volume/Cap:	0.81	0.81	0.16	0.28	0.49	0.27	0.81	0.44	0.44	0.35	0.81	0.81
Delay/Veh:	53.4	53.4	40.4	47.3	49.7	47.6	82.3	29.4	29.4	50.4	34.9	34.9
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:	53.4	53.4	40.4	47.3	49.7	47.6	82.3	29.4	29.4	50.4	34.9	34.9
LOS by Move:	D	D	D	D	D	D	F	C	C	D	C	C
HCM2kAvgQ:	14	14	2	3	6	3	7	9	9	3	23	23

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.6
Optimal Cycle: 130 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	22	22	22		22	22	22		10	26	26		10	26	26	
Lanes:	0	1 1	0	1	1	1 0	0	1	1	0	1 1	0	1	0	1 1	0
Volume Module:																
Base Vol:	28	115	36		184	166	76		174	1253	56		39	671	100	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	32	132	41		212	191	87		200	1441	64		45	772	115	
Added Vol:	30	149	28		0	205	0		0	0	42		25	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	281	69		212	396	87		200	1441	106		70	772	115	
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:	65	296	73		223	417	92		211	1517	112		74	812	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	296	73		223	417	92		211	1517	112		74	812	121	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	65	296	73		223	417	92		211	1517	112		74	812	121	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.99	0.85		0.93	0.98	0.85		0.90	0.99	0.99		0.90	0.98	0.98	
Lanes:	0.38	1.62	1.00		1.00	1.00	1.00		1.00	1.86	0.14		1.00	1.74	0.26	
Final Sat.:	639	2891	1530		1671	1769	1530		1615	3319	245		1615	3074	458	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.05		0.13	0.24	0.06		0.13	0.46	0.46		0.05	0.26	0.26	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.17	0.17	0.17		0.24	0.24	0.24		0.18	0.46	0.46		0.08	0.36	0.36	
Volume/Cap:	0.61	0.61	0.28		0.57	1.00	0.26		0.74	1.00	1.00		0.59	0.74	0.74	
Delay/Veh:	51.8	51.8	47.7		44.5	85.4	40.8		60.6	57.7	57.7		65.4	38.8	38.8	
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:	51.8	51.8	47.7		44.5	85.4	40.8		60.6	57.7	57.7		65.4	38.8	38.8	
LOS by Move:	D	D	D		D	F	D		E	E	E		E	D	D	
HCM2kAvgQ:	8	8	3		9	22	3		10	40	40		4	17	17	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.113
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 58.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	41	184	0	0	76	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	660	20	24	207	6	12	35	39	13	61	114
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:	60	695	21	25	218	6	12	36	41	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	695	21	25	218	6	12	36	41	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	695	21	25	218	6	12	36	41	13	64	120
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:	0.08	0.89	0.03	0.10	0.88	0.02	0.13	0.41	0.46	0.07	0.32	0.61
Final Sat.:	54	624	18	62	531	15	71	214	241	39	186	348
Capacity Analysis Module:												
Vol/Sat:	1.11	1.11	1.11	0.41	0.41	0.41	0.17	0.17	0.17	0.34	0.34	0.34
Crit Moves:		****		****					****		****	
Delay/Veh:	90.6	90.6	90.6	12.6	12.6	12.6	10.7	10.7	10.7	12.1	12.1	12.1
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:	90.6	90.6	90.6	12.6	12.6	12.6	10.7	10.7	10.7	12.1	12.1	12.1
LOS by Move:	F	F	F	B	B	B	B	B	B	B	B	B
ApproachDel:		90.6			12.6			10.7			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		90.6			12.6			10.7			12.1	
LOS by Appr:		F			B			B			B	
AllWayAvgQ:	16.0	16.0	16.0	0.6	0.6	0.6	0.2	0.2	0.2	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	16	476	20	24	131	6	12	35	14	13	61	114
Added Vol:	41	184	0	0	76	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	660	20	24	207	6	12	35	39	13	61	114
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:	60	695	21	25	218	6	12	36	41	13	64	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	695	21	25	218	6	12	36	41	13	64	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	695	21	25	218	6	12	36	41	13	64	120
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.86	0.92	0.92	0.85	0.90	0.90	0.85	0.90	0.90
Lanes:	0.08	0.89	0.03	0.11	0.87	0.02	0.14	0.40	0.46	0.07	0.32	0.61
Final Sat.:	133	1538	46	167	1431	40	218	654	735	109	526	983
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.15	0.15	0.15	0.06	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.69	0.69	0.69	0.23	0.23	0.23	0.20	0.20	0.20	0.43	0.43	0.43
Delay/Veh:	8.6	8.6	8.6	4.4	4.4	4.4	16.5	16.5	16.5	18.2	18.2	18.2
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:	8.6	8.6	8.6	4.4	4.4	4.4	16.5	16.5	16.5	18.2	18.2	18.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	10	10	10	2	2	2	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	58	207	0	0	271	0	0	0	67	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	389	22	68	485	15	13	97	81	43	48	35
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:	71	409	23	71	510	16	13	102	85	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	409	23	71	510	16	13	102	85	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	409	23	71	510	16	13	102	85	45	51	36
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:	0.14	0.81	0.05	0.12	0.85	0.03	0.07	0.51	0.42	0.34	0.39	0.27
Final Sat.:	82	474	27	72	514	16	33	249	208	155	176	126
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.99	0.99	0.99	0.41	0.41	0.41	0.29	0.29	0.29
Crit Moves:		****		****					****	****		
Delay/Veh:	34.9	34.9	34.9	58.9	58.9	58.9	14.4	14.4	14.4	13.1	13.1	13.1
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:	34.9	34.9	34.9	58.9	58.9	58.9	14.4	14.4	14.4	13.1	13.1	13.1
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:		34.9			58.9			14.4			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.9			58.9			14.4			13.1	
LOS by Appr:		D			F			B			B	
AllWayAvgQ:	4.2	4.2	4.2	8.4	8.4	8.4	0.6	0.6	0.6	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	182	22	68	214	15	13	97	14	43	48	35
Added Vol:	58	207	0	0	271	0	0	0	67	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	389	22	68	485	15	13	97	81	43	48	35
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:	71	409	23	71	510	16	13	102	85	45	51	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	409	23	71	510	16	13	102	85	45	51	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	409	23	71	510	16	13	102	85	45	51	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.85	0.90	0.90	0.87	0.93	0.93	0.80	0.85	0.85
Lanes:	0.15	0.81	0.04	0.12	0.85	0.03	0.07	0.51	0.42	0.35	0.38	0.27
Final Sat.:	220	1272	72	193	1379	43	110	843	705	510	579	413
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.37	0.37	0.37	0.12	0.12	0.12	0.09	0.09	0.09
Crit Moves:					****			****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.49	0.49	0.49	0.57	0.57	0.57	0.43	0.43	0.43	0.31	0.31	0.31
Delay/Veh:	5.8	5.8	5.8	6.6	6.6	6.6	18.1	18.1	18.1	17.3	17.3	17.3
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:	5.8	5.8	5.8	6.6	6.6	6.6	18.1	18.1	18.1	17.3	17.3	17.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	7	7	7	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	63	193	168	29	229	365	154	551	53	174	973	18
Added Vol:	21	41	9	0	32	0	0	0	8	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	234	177	29	261	365	154	551	61	183	973	18
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:	89	247	186	30	275	384	162	580	64	192	1024	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	247	186	30	275	384	162	580	64	192	1024	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	247	186	30	275	384	162	580	64	192	1024	19
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.99	0.99	0.84	1.00	1.00
Lanes:	1.00	1.14	0.86	1.00	2.00	1.00	2.00	2.70	0.30	2.00	2.94	0.06
Final Sat.:	1615	1920	1450	1615	3600	1530	3040	4789	530	3040	5284	100
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.02	0.08	0.25	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.41	0.41	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.60	0.32	0.32	0.18	0.18	0.60	0.59	0.38	0.38	0.64	0.60	0.60
Delay/Veh:	54.5	22.5	22.5	45.2	20.1	26.3	51.3	29.4	29.4	52.2	31.7	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:	54.5	22.5	22.5	45.2	20.1	26.3	51.3	29.4	29.4	52.2	31.7	31.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	5	5	1	3	10	4	6	6	5	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	120	375	245	110	271	255	444	988	89	302	765	28
Added Vol:	24	69	17	0	73	0	0	0	32	17	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	444	262	110	344	255	444	988	121	319	765	28
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:	151	467	276	116	363	269	467	1040	127	336	805	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	467	276	116	363	269	467	1040	127	336	805	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	467	276	116	363	269	467	1040	127	336	805	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	1.00	0.85	0.84	0.98	0.98	0.84	1.00	1.00
Lanes:	1.00	1.26	0.74	1.00	2.00	1.00	2.00	2.67	0.33	2.00	2.90	0.10
Final Sat.:	1615	2137	1261	1615	3600	1530	3040	4736	578	3040	5186	187
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.07	0.10	0.18	0.15	0.22	0.22	0.11	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.35	0.35	0.13	0.29	0.29
Volume/Cap:	1.01	0.63	0.63	0.78	0.29	0.51	0.78	0.62	0.62	0.82	0.53	0.53
Delay/Veh:	125.8	31.3	31.3	70.8	26.3	29.4	48.1	30.0	30.0	58.8	33.1	33.1
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:	125.8	31.3	31.3	70.8	26.3	29.4	48.1	30.0	30.0	58.8	33.1	33.1
LOS by Move:	F	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	11	11	6	4	8	10	11	11	9	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	304	82	36	395	4	13	115	28	216	224	49
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	25	350	94	41	454	5	15	132	32	248	258	56
Added Vol:	22	70	32	0	48	0	0	0	19	23	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	420	126	41	502	5	15	132	51	271	258	56
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:	50	442	133	44	529	5	16	139	54	286	271	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	442	133	44	529	5	16	139	54	286	271	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	442	133	44	529	5	16	139	54	286	271	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.36	0.97	0.97	0.34	1.00	1.00	0.50	1.00	0.85	0.62	1.00	0.85
Lanes:	1.00	1.54	0.46	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	656	2670	804	615	3564	33	896	1800	1530	1112	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.07	0.15	0.15	0.02	0.08	0.04	0.26	0.15	0.04
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.18	0.40	0.40	0.17	0.36	0.36	0.03	0.15	0.07	0.50	0.29	0.08
Delay/Veh:	11.4	12.4	12.4	11.3	12.1	12.1	7.2	7.7	7.3	10.1	8.4	7.3
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:	11.4	12.4	12.4	11.3	12.1	12.1	7.2	7.7	7.3	10.1	8.4	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	4	4	1	4	4	0	1	1	4	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	215	76	430	24	34	153	9	117	78	55
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	608	247	87	494	28	39	176	10	135	90	63
Added Vol:	40	110	52	0	122	0	0	0	41	57	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	718	299	87	617	28	39	176	51	192	90	63
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:	54	756	315	92	649	29	41	185	54	202	94	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	756	315	92	649	29	41	185	54	202	94	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	756	315	92	649	29	41	185	54	202	94	67
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.32	0.96	0.96	0.18	0.99	0.99	0.66	1.00	0.85	0.55	1.00	0.85
Lanes:	1.00	1.41	0.59	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	585	2430	1012	331	3425	153	1180	1800	1530	983	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.28	0.19	0.19	0.03	0.10	0.04	0.21	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.17	0.58	0.58	0.52	0.36	0.36	0.09	0.26	0.09	0.51	0.13	0.11
Delay/Veh:	7.5	10.0	10.0	11.8	8.2	8.2	11.3	12.2	11.3	14.7	11.5	11.4
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:	7.5	10.0	10.0	11.8	8.2	8.2	11.3	12.2	11.3	14.7	11.5	11.4
LOS by Move:	A	A	A	B	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	7	7	2	4	4	1	2	1	4	1	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[35.1]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	124	19	0	90	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	567	85	12	813	0	0	0	0	110	0	26
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	89	12	856	0	0	0	0	116	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	597	89	12	856	0	0	0	0	116	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	686	xxxx	xxxxx	xxxx	xxxx	xxxxx	1049	1477	298
Potent Cap.:	xxxx	xxxx	xxxxx	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	226	127	704
Move Cap.:	xxxx	xxxx	xxxxx	917	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	126	704
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	258	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.1		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 90 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	385	57	10	629	0	0	0	0	80	0	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	443	66	12	723	0	0	0	0	92	0	26
Added Vol:	0	124	19	0	90	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	567	85	12	813	0	0	0	0	110	0	26
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	89	12	856	0	0	0	0	116	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	597	89	12	856	0	0	0	0	116	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	597	89	12	856	0	0	0	0	116	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1297	0	312
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.06	0.01	0.24	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.53	0.11	0.65	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.31	0.11	0.07	0.37	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Delay/Veh:	0.0	11.8	10.4	36.0	7.5	0.0	0.0	0.0	0.0	25.4	0.0	25.4
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:	0.0	11.8	10.4	36.0	7.5	0.0	0.0	0.0	0.0	25.4	0.0	25.4
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	1	0	6	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: F[120.6]

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	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 727		76	8 548		0	0 0		0	42	0	27
Growth Adj:	1.15 1.15		1.15	1.15 1.15		1.15	1.15 1.15		1.15	1.15 1.15		1.15
Initial Bse:	0 836		87	9 630		0	0 0		0	48	0	31
Added Vol:	0 203		35	0 219		0	0 0		0	35	0	0
PasserByVol:	0 0		0	0 0		0	0 0		0	0	0	0
Initial Fut:	0 1039		122	9 849		0	0 0		0	83	0	31
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 1094		129	10 894		0	0 0		0	88	0	33
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 1094		129	10 894		0	0 0		0	88	0	33
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx			4.1 xxxx xxxxx			xxxxx xxxx xxxxx			6.8	6.5	6.9
FollowUpTim:	xxxxx xxxx xxxxx			2.2 xxxx xxxxx			xxxxx xxxx xxxxx			3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx			1223 xxxx xxxxx			xxxx xxxx xxxxx			1560	2007	547
Potent Cap.:	xxxx xxxx xxxxx			577 xxxx xxxxx			xxxx xxxx xxxxx			105	60	486
Move Cap.:	xxxx xxxx xxxxx			577 xxxx xxxxx			xxxx xxxx xxxxx			104	59	486
Volume/Cap:	xxxx xxxx xxxx			0.02 xxxx xxxx			xxxx xxxx xxxx			0.85	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx xxxx xxxxx			0.1 xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx		
Control Del:	xxxxx xxxx xxxxx			11.3 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			xxxx 132 xxxxx		
SharedQueue:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 6.0 xxxxx		
Shrd ConDel:	xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx 121 xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	* F		*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			120.6		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	90	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	727	76	8	548	0	0	0	0	42	0	27
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	836	87	9	630	0	0	0	0	48	0	31
Added Vol:	0	203	35	0	219	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1039	122	9	849	0	0	0	0	83	0	31
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	1094	129	10	894	0	0	0	0	88	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1094	129	10	894	0	0	0	0	88	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1094	129	10	894	0	0	0	0	88	0	33
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.94	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.74	0.00	0.26
Final Sat.:	0	3600	1530	1615	3600	0	0	0	0	1168	0	436
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.08	0.01	0.25	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.54	0.54	0.11	0.66	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.56	0.15	0.05	0.38	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Delay/Veh:	0.0	13.8	10.3	35.9	7.2	0.0	0.0	0.0	0.0	25.7	0.0	25.7
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:	0.0	13.8	10.3	35.9	7.2	0.0	0.0	0.0	0.0	25.7	0.0	25.7
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	2	0	6	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.849
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 397.0
Optimal Cycle: 130 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:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	20	20	20		20	20	20		20	20	20		20	20	20	
Lanes:	0	0	1!	0 0	1	0	1	0 1	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	132	338	108		80	447	182		50	79	99		271	180	54	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	152	389	124		92	514	209		57	91	114		312	207	62	
Added Vol:	22	65	280		28	99	8		3	69	30		662	195	73	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	174	454	404		120	613	217		60	160	144		974	402	135	
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:	183	478	425		126	645	229		64	168	151		1025	423	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	478	425		126	645	229		64	168	151		1025	423	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	183	478	425		126	645	229		64	168	151		1025	423	142	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.89	0.94	0.94		0.90	1.00	0.85		0.90	1.00	0.85		0.90	0.96	0.96	
Lanes:	0.18	0.43	0.39		1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.75	0.25	
Final Sat.:	282	736	656		1615	1800	1530		1615	1800	1530		1615	1296	436	
Capacity Analysis Module:																
Vol/Sat:	0.65	0.65	0.65		0.08	0.36	0.15		0.04	0.09	0.10		0.63	0.33	0.33	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.31	0.31	0.31		0.17	0.17	0.17		0.15	0.15	0.15		0.30	0.30	0.30	
Volume/Cap:	2.09	2.09	2.09		0.46	2.09	0.87		0.26	0.61	0.64		2.09	1.08	1.08	
Delay/Veh:	543.0	543	543.0		49.6	556	78.3		49.0	55.2	57.6		543.8	107	106.7	
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:	543.0	543	543.0		49.6	556	78.3		49.0	55.2	57.6		543.8	107	106.7	
LOS by Move:	F	F	F		D	F	E		D	E	E		F	F	F	
HCM2kAvgQ:	113	113	113		5	67	12		2	7	7		112	32	32	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.2
Optimal Cycle:	100	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:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 2	0	2	1 0 2	0	1	1 0 2	0	1	2 0 1	1	0
Volume Module:												
Base Vol:	132	338	108	80	447	182	50	79	99	271	180	54
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	152	389	124	92	514	209	57	91	114	312	207	62
Added Vol:	22	65	280	28	99	8	3	69	30	662	195	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	454	404	120	613	217	60	160	144	974	402	135
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:	183	478	425	126	645	229	64	168	151	1025	423	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	478	425	126	645	229	64	168	151	1025	423	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	478	425	126	645	229	64	168	151	1025	423	142
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.80	0.90	1.00	0.85	0.90	1.00	0.85	0.84	0.96	0.96
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.50	0.50
Final Sat.:	1615	3600	2890	1615	3600	1530	1615	3600	1530	3040	2592	871
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.15	0.08	0.18	0.15	0.04	0.05	0.10	0.34	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.22	0.61	0.11	0.20	0.20	0.20	0.20	0.20	0.39	0.39	0.39
Volume/Cap:	0.87	0.59	0.24	0.70	0.87	0.73	0.20	0.23	0.49	0.87	0.42	0.42
Delay/Veh:	73.7	36.0	9.1	54.5	49.8	45.6	34.0	33.7	36.8	36.0	22.4	22.4
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:	73.7	36.0	9.1	54.5	49.8	45.6	34.0	33.7	36.8	36.0	22.4	22.4
LOS by Move:	E	D	A	D	D	D	C	C	D	D	C	C
HCM2kAvgQ:	9	7	3	5	13	8	2	2	5	20	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 2.754
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 715.0
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	56	173	975	112	147	8	11	278	49	735	202	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	791	1148	202	640	103	194	525	156	888	306	208
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:	150	832	1208	212	674	109	204	553	164	935	322	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	832	1208	212	674	109	204	553	164	935	322	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	832	1208	212	674	109	204	553	164	935	322	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.94	0.94
Lanes:	0.07	0.38	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	113	628	912	1615	1800	1530	1615	1800	1530	1615	1005	685
Capacity Analysis Module:												
Vol/Sat:	1.32	1.32	1.32	0.13	0.37	0.07	0.13	0.31	0.11	0.58	0.32	0.32
Crit Moves:	****				****			****			****	
Green/Cycle:	0.44	0.44	0.44	0.15	0.15	0.15	0.15	0.15	0.15	0.19	0.19	0.19
Volume/Cap:	3.02	3.02	3.02	0.85	2.43	0.46	0.82	2.00	0.70	3.02	1.67	1.67
Delay/Veh:	947.9	948	947.9	77.5	711	51.5	72.5	516	61.0	968.9	366	366.2
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:	947.9	948	947.9	77.5	711	51.5	72.5	516	61.0	968.9	366	366.2
LOS by Move:	F	F	F	E	F	D	E	F	E	F	F	F
HCM2kAvgQ:	265	265	265	11	76	4	11	56	8	120	49	49

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.4
Optimal Cycle:	100	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:	Ovl			Include			Include			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 2	0	2	1 0 2	0	1	1 0 2	0	1	2 0 1	1	0
Volume Module:												
Base Vol:	75	537	150	78	429	83	159	215	93	133	90	107
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	86	618	173	90	493	95	183	247	107	153	103	123
Added Vol:	56	173	975	112	147	8	11	278	49	735	202	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	791	1148	202	640	103	194	525	156	888	306	208
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:	150	832	1208	212	674	109	204	553	164	935	322	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	832	1208	212	674	109	204	553	164	935	322	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	832	1208	212	674	109	204	553	164	935	322	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.80	0.90	1.00	0.85	0.90	1.00	0.85	0.84	0.94	0.94
Lanes:	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.19	0.81
Final Sat.:	1615	3600	2890	1615	3600	1530	1615	3600	1530	3040	2011	1369
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.42	0.13	0.19	0.07	0.13	0.15	0.11	0.31	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.25	0.58	0.14	0.26	0.26	0.21	0.20	0.20	0.33	0.33	0.33
Volume/Cap:	0.71	0.93	0.72	0.93	0.72	0.27	0.62	0.77	0.54	0.93	0.49	0.49
Delay/Veh:	52.8	52.7	16.8	83.3	36.5	29.9	39.6	42.8	37.7	47.0	27.5	27.5
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:	52.8	52.7	16.8	83.3	36.5	29.9	39.6	42.8	37.7	47.0	27.5	27.5
LOS by Move:	D	D	B	F	D	C	D	D	D	D	C	C
HCM2kAvgQ:	6	17	15	11	11	3	7	10	5	20	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	3.304
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	690.7
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	364	0	0	426	391	0	0	0	213	0	214
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	419	0	0	490	450	0	0	0	245	0	246
Added Vol:	84	353	0	0	322	469	0	0	0	149	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	772	0	0	812	919	0	0	0	394	0	260
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:	111	812	0	0	855	967	0	0	0	415	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	812	0	0	855	967	0	0	0	415	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	812	0	0	855	967	0	0	0	415	0	274
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	0.00	0.00	0.47	0.53	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	63	461	0	0	259	293	0	0	0	327	0	216
Capacity Analysis Module:												
Vol/Sat:	1.76	1.76	xxxx	xxxx	3.30	3.30	xxxx	xxxx	xxxx	1.27	xxxx	1.27
Crit Moves:	****				****							****
Delay/Veh:	368.6	369	0.0	0.0	1056	1056	0.0	0.0	0.0	156.8	0.0	156.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	368.6	369	0.0	0.0	1056	1056	0.0	0.0	0.0	156.8	0.0	156.8
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:	368.6			1055.8			xxxxxx			156.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	368.6			1055.8			xxxxxx			156.8		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	52.2	52.2	52.2	160	160	160.2	0.0	0.0	0.0	22.2	22.2	22.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 130 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				Ignore				Include				Include			
Min. Green:	10	20		0	0	20		20	0	0		0	7	0		7
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	19	364		0	0	426		391	0	0		0	213	0		214
Growth Adj:	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15
Initial Bse:	22	419		0	0	490		450	0	0		0	245	0		246
Added Vol:	84	353		0	0	322		469	0	0		0	149	0		14
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	106	772		0	0	812		919	0	0		0	394	0		260
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.00	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	111	812		0	0	855		0	0	0		0	415	0		274
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	111	812		0	0	855		0	0	0		0	415	0		274
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	111	812		0	0	855		0	0	0		0	415	0		274
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.90	1.00		1.00	0.94	1.00		1.00	0.94	1.00		1.00	0.90	1.00		0.85
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	0.00	0.00		0.00	1.00	0.00		1.00
Final Sat.:	1615	3600		0	0	3600		1800	0	0		0	1615	0		1530
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23		0.00	0.00	0.24		0.00	0.00	0.00		0.00	0.26	0.00		0.18
Crit Moves:	****					****							****			
Green/Cycle:	0.12	0.52		0.00	0.00	0.40		0.00	0.00	0.00		0.00	0.43	0.00		0.43
Volume/Cap:	0.59	0.43		0.00	0.00	0.59		0.00	0.00	0.00		0.00	0.59	0.00		0.41
Delay/Veh:	59.3	19.6		0.0	0.0	31.1		0.0	0.0	0.0		0.0	29.3	0.0		25.7
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:	59.3	19.6		0.0	0.0	31.1		0.0	0.0	0.0		0.0	29.3	0.0		25.7
LOS by Move:	E	B		A	A	C		A	A	A		A	C	A		C
HCM2kAvgQ:	5	10		0	0	13		0	0	0		0	13	0		7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 4.041
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1067.7
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	208	1151	0	0	461	470	0	0	0	246	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1786	0	0	847	837	0	0	0	286	0	295
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:	237	1880	0	0	892	881	0	0	0	301	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1880	0	0	892	881	0	0	0	301	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1880	0	0	892	881	0	0	0	301	0	310
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:	0.11	0.89	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.49	0.00	0.51
Final Sat.:	59	465	0	0	276	273	0	0	0	271	0	279
Capacity Analysis Module:												
Vol/Sat:	4.04	4.04	xxxx	xxxx	3.23	3.23	xxxx	xxxx	xxxx	1.11	xxxx	1.11
Crit Moves:		****				****				****		
Delay/Veh:	1387	1387	0.0	0.0	1021	1021	0.0	0.0	0.0	97.6	0.0	97.6
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:	1387	1387	0.0	0.0	1021	1021	0.0	0.0	0.0	97.6	0.0	97.6
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:	1387.2			1020.7			xxxxxx			97.6		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	1387.2			1020.7			xxxxxx			97.6		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	200	200	200.4	154	154	154.4	0.0	0.0	0.0	13.4	13.4	13.4

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	130	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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	15	552	0	0	336	319	0	0	0	35	0	210
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	635	0	0	386	367	0	0	0	40	0	241
Added Vol:	208	1151	0	0	461	470	0	0	0	246	0	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1786	0	0	847	837	0	0	0	286	0	295
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	1880	0	0	892	0	0	0	0	301	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1880	0	0	892	0	0	0	0	301	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1880	0	0	892	0	0	0	0	301	0	310
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3600	0	0	3600	1800	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.15	0.52	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.19	0.00	0.20
Crit Moves:		****										****
Green/Cycle:	0.51	0.76	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.29	0.69	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.94	0.00	1.02
Delay/Veh:	18.3	8.9	0.0	0.0	84.7	0.0	0.0	0.0	0.0	85.8	0.0	108.8
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:	18.3	8.9	0.0	0.0	84.7	0.0	0.0	0.0	0.0	85.8	0.0	108.8
LOS by Move:	B	A	A	A	F	A	A	A	A	F	A	F
HCM2kAvgQ:	6	20	0	0	24	0	0	0	0	16	0	18

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.435
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	399.1
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	0 1	0	0	1 0	0 0	0	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	275	112	39	432	0	162	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	491	175	347	859	0	386	0	153	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	517	184	365	904	0	407	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	517	184	365	904	0	407	0	161	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
FinalVolume:	0	517	184	365	904	0	407	0	161	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	0.74	0.26	0.29	0.71	0.00	0.72	0.00	0.28	0.00	0.00	0.00
Final Sat.:	0	397	141	150	371	0	383	0	152	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.30	1.30	2.44	2.44	xxxx	1.06	xxxx	1.06	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	171	170.8	667.3	667	0.0	82.0	0.0	82.0	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	171	170.8	667.3	667	0.0	82.0	0.0	82.0	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		170.8			667.3			82.0			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		170.8			667.3			82.0			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	24.1	24.1	24.1	95.2	95.2	95.2	10.7	10.7	10.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	268	371	0	195	0	36	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	216	63	308	427	0	224	0	41	0	0	0
Added Vol:	0	275	112	39	432	0	162	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	491	175	347	859	0	386	0	153	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	517	184	365	904	0	407	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	517	184	365	904	0	407	0	161	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
FinalVolume:	0	517	184	365	904	0	407	0	161	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1530	1615	3600	0	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.23	0.25	0.00	0.13	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.43	0.70	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.45	0.53	0.36	0.00	0.53	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	37.8	37.0	26.3	7.4	0.0	39.4	0.0	38.2	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	37.8	37.0	26.3	7.4	0.0	39.4	0.0	38.2	0.0	0.0	0.0
LOS by Move:	A	D	D	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	8	6	11	7	0	8	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.819
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	718.6
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	0 1	0	0	1 0	0 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	703	278	38	669	0	656	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	989	459	308	825	0	1022	0	222	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	1041	483	324	869	0	1075	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1041	483	324	869	0	1075	0	234	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
FinalVolume:	0	1041	483	324	869	0	1075	0	234	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	0.68	0.32	0.27	0.73	0.00	0.82	0.00	0.18	0.00	0.00	0.00
Final Sat.:	0	369	171	142	380	0	434	0	94	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	2.82	2.82	2.29	2.29	xxxx	2.48	xxxx	2.48	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	838	838.5	601.7	602	0.0	685.6	0.0	685.6	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	838	838.5	601.7	602	0.0	685.6	0.0	685.6	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		838.5			601.7			685.6			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		838.5			601.7			685.6			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	124	124	124.5	85.7	85.7	85.7	99.2	99.2	99.2	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.9
Optimal Cycle:	120	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	235	136	0	318	0	33	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	286	181	270	156	0	366	0	38	0	0	0
Added Vol:	0	703	278	38	669	0	656	0	184	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	989	459	308	825	0	1022	0	222	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	1041	483	324	869	0	1075	0	234	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1041	483	324	869	0	1075	0	234	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
FinalVolume:	0	1041	483	324	869	0	1075	0	234	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1530	1615	3600	0	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.32	0.20	0.24	0.00	0.35	0.00	0.15	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.34	0.34	0.22	0.56	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.92	0.92	0.43	0.00	0.92	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	58.5	73.5	15.2	0.0	46.2	0.0	27.1	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	41.6	58.5	73.5	15.2	0.0	46.2	0.0	27.1	0.0	0.0	0.0
LOS by Move:	A	D	E	E	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	20	21	16	9	0	25	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.877
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 238.5
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 1	0	0 0	0	0 0	1 0	0	0 1!	0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	93	180	0	0	268	276	207	0	102	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	356	0	0	648	365	311	0	161	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:	117	375	0	0	682	384	327	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	375	0	0	682	384	327	0	169	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
FinalVolume:	117	375	0	0	682	384	327	0	169	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:	0.24	0.76	0.00	0.00	0.64	0.36	0.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	128	408	0	0	363	204	358	0	185	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	xxxx	xxxx	1.88	1.88	0.91	xxxx	0.91	xxxx	xxxx	xxxx
Crit Moves:	****			****			****					
Delay/Veh:	46.5	46.5	0.0	0.0	417	417.3	44.9	0.0	44.9	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:	46.5	46.5	0.0	0.0	417	417.3	44.9	0.0	44.9	0.0	0.0	0.0
LOS by Move:	E	E	*	*	F	F	E	*	E	*	*	*
ApproachDel:	46.5			417.3			44.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	46.5			417.3			44.9			xxxxxx		
LOS by Appr:	E			F			E			*		
AllWayAvgQ:	5.5	5.5	5.5	64.3	64.3	64.3	5.3	5.3	5.3	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	2 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	176	0	0	379	89	103	0	59	0	0	0
Added Vol:	93	180	0	0	268	276	207	0	102	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	356	0	0	648	365	311	0	161	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:	117	375	0	0	682	384	327	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	375	0	0	682	384	327	0	169	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
FinalVolume:	117	375	0	0	682	384	327	0	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1800	1530	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.00	0.38	0.25	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.44	0.32	0.00	0.00	0.78	0.52	0.43	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	23.6	4.8	0.0	0.0	17.6	11.3	19.3	0.0	19.8	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:	23.6	4.8	0.0	0.0	17.6	11.3	19.3	0.0	19.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	B	A	B	A	A	A
HCM2kAvgQ:	3	3	0	0	13	5	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.121
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 465.7
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 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	200	467	0	0	399	455	514	0	192	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	776	0	0	558	491	672	0	236	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:	289	817	0	0	587	516	707	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	817	0	0	587	516	707	0	248	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
FinalVolume:	289	817	0	0	587	516	707	0	248	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:	0.26	0.74	0.00	0.00	0.53	0.47	0.74	0.01	0.25	0.00	0.00	0.00
Final Sat.:	136	385	0	0	292	257	395	0	139	0	0	0
Capacity Analysis Module:												
Vol/Sat:	2.12	2.12	xxxx	xxxx	2.01	2.01	1.79	0.00	1.79	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	527.1	527	0.0	0.0	478	478.3	379.9	380	379.9	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:	527.1	527	0.0	0.0	478	478.3	379.9	380	379.9	0.0	0.0	0.0
LOS by Move:	F	F	*	*	F	F	F	F	F	*	*	*
ApproachDel:	527.1			478.3			379.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	527.1			478.3			379.9			xxxxxx		
LOS by Appr:	F			F			F			*		
AllWayAvgQ:	74.9	74.9	74.9	71.4	71.4	71.4	54.9	54.9	54.9	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 60 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:	10	15	0	0	15	15	15	0	15	0	0	0
Lanes:	1 0	1 0	0	0	0 1	0 1	2 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	75	309	0	0	159	36	158	0	44	0	0	0
Added Vol:	200	467	0	0	399	455	514	0	192	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	776	0	0	558	491	672	0	236	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:	289	817	0	0	587	516	707	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	817	0	0	587	516	707	0	248	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
FinalVolume:	289	817	0	0	587	516	707	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.84	1.00	0.85	0.94	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1615	1800	0	0	1800	1530	3040	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.45	0.00	0.00	0.33	0.34	0.23	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.22	0.62	0.00	0.00	0.41	0.41	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.83	0.73	0.00	0.00	0.80	0.83	0.83	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	38.1	10.4	0.0	0.0	22.2	25.4	27.4	0.0	20.6	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:	38.1	10.4	0.0	0.0	22.2	25.4	27.4	0.0	20.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	C	A	C	A	A	A
HCM2kAvgQ:	8	12	0	0	12	12	10	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	169	0	0	381	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	194	0	0	438	0
Added Vol:	0	0	0	129	0	11	15	144	0	0	200	171
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	0	11	15	338	0	0	638	171
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	136	0	12	16	356	0	0	672	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	12	16	356	0	0	672	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	0	12	16	356	0	0	672	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.20	0.00	0.00	0.37	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.65	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.03	0.06	0.30	0.00	0.00	0.77	0.24
Delay/Veh:	0.0	0.0	0.0	18.9	0.0	17.0	21.1	4.7	0.0	0.0	17.1	9.2
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	0.0	0.0	18.9	0.0	17.0	21.1	4.7	0.0	0.0	17.1	9.2
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	0	0	3	0	0	12	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	15	0	15	10	15	0		0	15	15	
Lanes:	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	0	0	0	0	334	0		0	176	0	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0	0	0	0	0	384	0		0	202	0	
Added Vol:	0	0	0	319	0	28	25	348	0		0	308	283	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	319	0	28	25	732	0		0	510	283	
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	336	0	29	26	771	0		0	537	298	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	336	0	29	26	771	0		0	537	298	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0	336	0	29	26	771	0		0	537	298	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00		0.94	1.00	0.85	
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	1615	0	1530	1615	1800	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.02	0.02	0.43	0.00		0.00	0.30	0.19	
Crit Moves:				****			****					****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.17	0.60	0.00		0.00	0.43	0.43	
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.06	0.10	0.71	0.00		0.00	0.69	0.45	
Delay/Veh:	0.0	0.0	0.0	22.7	0.0	15.0	21.3	10.7	0.0		0.0	16.4	12.5	
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:	0.0	0.0	0.0	22.7	0.0	15.0	21.3	10.7	0.0		0.0	16.4	12.5	
LOS by Move:	A	A	A	C	A	B	C	B	A		A	B	B	
HCM2kAvgQ:	0	0	0	7	0	0	1	11	0		0	9	4	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	169	0	0	381	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	194	0	0	438	0
Added Vol:	0	0	0	95	0	17	22	64	0	0	84	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	17	22	258	0	0	522	127
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	100	0	18	23	272	0	0	550	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	18	23	272	0	0	550	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	100	0	18	23	272	0	0	550	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.15	0.00	0.00	0.31	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.17	0.65	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.05	0.09	0.23	0.00	0.00	0.63	0.18
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	17.1	21.3	4.4	0.0	0.0	13.0	8.9
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	0.0	0.0	18.3	0.0	17.1	21.3	4.4	0.0	0.0	13.0	8.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	0	0	2	0	0	8	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 60 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	334	0	0	176	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	384	0	0	202	0
Added Vol:	0	0	0	236	0	42	37	136	0	0	127	209
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	236	0	42	37	520	0	0	329	209
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	248	0	44	39	547	0	0	347	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	248	0	44	39	547	0	0	347	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	248	0	44	39	547	0	0	347	220
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.03	0.02	0.30	0.00	0.00	0.19	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.09	0.14	0.53	0.00	0.00	0.47	0.35
Delay/Veh:	0.0	0.0	0.0	16.8	0.0	14.1	21.6	8.3	0.0	0.0	13.5	12.6
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:	0.0	0.0	0.0	16.8	0.0	14.1	21.6	8.3	0.0	0.0	13.5	12.6
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	1	1	7	0	0	5	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

****

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: D[26.9]

****

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 1 1 0			1 0 2 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	696	0	0	211	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	800	0	0	243	0	0	0	0	0	0	0
Added Vol:	0	872	2	20	356	0	0	0	0	5	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1672	2	20	599	0	0	0	0	5	0	57
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	1760	2	21	630	0	0	0	0	5	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1760	2	21	630	0	0	0	0	5	0	60
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	1763	xxxx	xxxxx	xxxx	xxxx	xxxxx	2119	xxxx	881
Potent Cap.:	xxxx	xxxx	xxxxx	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	xxxx	294
Move Cap.:	xxxx	xxxx	xxxxx	359	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	294
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.20
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.8
Control Del:	xxxxx	xxxx	xxxxx	15.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	101.6	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.9		
ApproachLOS:	*			*			*			D		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: E[35.2]

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 1	1 0		2 0 0			0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	333	0	0	476	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	383	0	0	547	0	0	0	0	0	0	0
Added Vol:	0	966	6	78	1288	0	0	0	0	5	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1349	6	78	1835	0	0	0	0	5	0	56
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	1420	6	82	1932	0	0	0	0	5	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1420	6	82	1932	0	0	0	0	5	0	59
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	1426	xxxx	xxxxx	xxxx	xxxx	xxxxx	2553	xxxx	713
Potent Cap.:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	xxxx	379
Move Cap.:	xxxx	xxxx	xxxxx	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	379
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	0.5
Control Del:	xxxxx	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	247.9	xxxx	16.2
LOS by Move:	*	*	*	B	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.2		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.5]

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			0 0 0 0 1			1 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	211	0	0	696	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	243	0	0	800	0
Added Vol:	0	0	0	0	0	8	3	358	0	0	866	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	8	3	601	0	0	1666	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	0	0	0	0	8	3	632	0	0	1754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	3	632	0	0	1754	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	877	1754	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	296	362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	296	362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.5	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.5			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.7]

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 0 0 0 1			1 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	476	0	0	333	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	547	0	0	383	0
Added Vol:	0	0	0	0	0	8	11	1282	0	0	964	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	8	11	1829	0	0	1347	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	0	0	0	0	8	12	1926	0	0	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	8	12	1926	0	0	1418	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	709	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	381	487	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	381	487	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.7	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[30.0]

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	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	211	0	0	696	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	243	0	0	800	0
Added Vol:	0	0	0	6	0	32	12	347	0	0	834	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	32	12	590	0	0	1634	2
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	6	0	34	13	621	0	0	1720	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	34	13	621	0	0	1720	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	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	2057	xxxx	861	1723	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	49	xxxx	303	372	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	48	xxxx	303	372	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	0.11	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	91.9	xxxx	18.4	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: E[42.1]

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	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	0	0	0	0	476	0	0	333	0								
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15								
Initial Bse:	0	0	0	0	0	0	0	547	0	0	383	0								
Added Vol:	0	0	0	6	0	32	44	1237	0	0	932	8								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	6	0	32	44	1784	0	0	1315	8								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.95	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	6	0	34	46	1878	0	0	1384	8								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	6	0	34	46	1878	0	0	1384	8								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	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	2420	xxxx	696	1393	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	28	xxxx	389	498	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	26	xxxx	389	498	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.09	0.09	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	0.3	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	185.9	xxxx	15.1	13.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	xxxxxx			42.1			xxxxxx			xxxxxx										
ApproachLOS:	*			E			*			*										

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 80 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			Ovl			Ovl			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	2 0	1 0	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	530	135	0	0	52	120	62	86	206	0	186	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	135	0	18	52	606	143	248	206	0	500	16
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:	558	142	0	19	55	638	150	261	217	0	526	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	142	0	19	55	638	150	261	217	0	526	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	142	0	19	55	638	150	261	217	0	526	17
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	1.00	1.00	0.90	1.00	0.85	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	3040	1800	0	1615	1800	1530	1615	3600	1530	1700	3470	112
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.00	0.01	0.03	0.42	0.09	0.07	0.14	0.00	0.15	0.15
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.35	0.00	0.24	0.36	0.49	0.13	0.31	0.54	0.00	0.19	0.19
Volume/Cap:	0.81	0.22	0.00	0.05	0.08	0.86	0.74	0.23	0.26	0.00	0.81	0.81
Delay/Veh:	36.4	18.4	0.0	23.7	16.9	28.0	47.6	20.5	10.1	0.0	38.4	38.4
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:	36.4	18.4	0.0	23.7	16.9	28.0	47.6	20.5	10.1	0.0	38.4	38.4
LOS by Move:	D	B	A	C	B	C	D	C	B	A	D	D
HCM2kAvgQ:	10	3	0	0	1	17	6	2	3	0	9	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 80 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				Ovl				Ovl				Include			
Min. Green:	10	15	15		10	15	15		10	15	15		10	15	15	
Lanes:	2	0 1	0	0	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	0	0	0		24	0	172		274	202	0		0	161	24	
Growth Adj:	1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0		28	0	198		315	232	0		0	185	28	
Added Vol:	622	158	0		0	208	137		177	249	818		0	182	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	622	158	0		28	208	335		492	481	818		0	367	28	
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:	655	166	0		29	219	352		518	507	861		0	386	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	655	166	0		29	219	352		518	507	861		0	386	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	655	166	0		29	219	352		518	507	861		0	386	29	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.84	1.00	1.00		0.90	1.00	0.85		0.90	1.00	0.85		0.94	0.99	0.99	
Lanes:	2.00	1.00	0.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.86	0.14	
Final Sat.:	3040	1800	0		1615	1800	1530		1615	3600	1530		1700	3315	249	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.09	0.00		0.02	0.12	0.23		0.32	0.14	0.56		0.00	0.12	0.12	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.21	0.24	0.00		0.16	0.19	0.50		0.31	0.50	0.71		0.00	0.19	0.19	
Volume/Cap:	1.02	0.39	0.00		0.11	0.65	0.46		1.02	0.28	0.79		0.00	0.62	0.62	
Delay/Veh:	72.6	26.1	0.0		29.0	34.5	13.3		72.9	11.6	11.5		0.0	31.7	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:	72.6	26.1	0.0		29.0	34.5	13.3		72.9	11.6	11.5		0.0	31.7	31.7	
LOS by Move:	E	C	A		C	C	B		E	B	B		A	C	C	
HCM2kAvgQ:	15	4	0		1	6	6		21	4	16		0	6	6	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	0	1 0	0 1	0	1 0	1 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	353	0	101	137	20	52	0	0	0	0	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	0	101	137	20	52	0	0	0	0	260
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	372	0	106	144	21	55	0	0	0	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	372	0	106	144	21	55	0	0	0	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	372	0	106	144	21	55	0	0	0	0	274
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.41	0.98	0.98	0.46	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	1.00	0.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	1800	0	738	1541	225	836	1800	0	1700	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.14	0.09	0.09	0.07	0.00	0.00	0.00	0.00	0.18
Crit Moves:		****										****
Green/Cycle:	0.00	0.50	0.00	0.50	0.50	0.50	0.43	0.00	0.00	0.00	0.00	0.43
Volume/Cap:	0.00	0.41	0.00	0.29	0.19	0.19	0.15	0.00	0.00	0.00	0.00	0.41
Delay/Veh:	0.0	9.8	0.0	9.2	8.4	8.4	10.5	0.0	0.0	0.0	0.0	12.2
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	9.8	0.0	9.2	8.4	8.4	10.5	0.0	0.0	0.0	0.0	12.2
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	B
HCM2kAvgQ:	0	5	0	1	2	2	1	0	0	0	0	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	15	15	15	15	15	15
Lanes:	1 0	1 0	0	1 0	0 1	0	1 0	1 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	414	0	401	545	80	61	0	0	0	0	305
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	414	0	401	545	80	61	0	0	0	0	305
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	436	0	422	574	84	64	0	0	0	0	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	436	0	422	574	84	64	0	0	0	0	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	436	0	422	574	84	64	0	0	0	0	321
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.43	0.98	0.98	0.27	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	1.00	0.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	1800	0	772	1540	226	484	1800	0	1700	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.55	0.37	0.37	0.13	0.00	0.00	0.00	0.00	0.21
Crit Moves:				****								****
Green/Cycle:	0.00	0.67	0.00	0.67	0.67	0.67	0.26	0.00	0.00	0.00	0.00	0.26
Volume/Cap:	0.00	0.36	0.00	0.81	0.55	0.55	0.51	0.00	0.00	0.00	0.00	0.81
Delay/Veh:	0.0	4.4	0.0	16.3	5.6	5.6	22.5	0.0	0.0	0.0	0.0	32.8
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	4.4	0.0	16.3	5.6	5.6	22.5	0.0	0.0	0.0	0.0	32.8
LOS by Move:	A	A	A	B	A	A	C	A	A	A	A	C
HCM2kAvgQ:	0	4	0	9	7	7	2	0	0	0	0	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 45.8
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	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	16	0	423	70	141	0	0	273	14
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	18	0	486	81	162	0	0	314	16
Added Vol:	0	0	0	106	0	115	25	61	0	0	71	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	601	106	223	0	0	385	39
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	131	0	633	111	235	0	0	405	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	633	111	235	0	0	405	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	131	0	633	111	235	0	0	405	41
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	491	0	593	454	486	0	0	500	551
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.27	xxxx	1.07	0.24	0.48	xxxx	xxxx	0.81	0.07
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	12.5	0.0	79.5	13.0	16.6	0.0	0.0	33.5	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.5	0.0	79.5	13.0	16.6	0.0	0.0	33.5	9.7
LOS by Move:	*	*	*	B	*	F	B	C	*	*	D	A
ApproachDel:	xxxxxx			68.0			15.5			31.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			68.0			15.5			31.3		
LOS by Appr:	*			F			C			D		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	11.7	0.3	0.9	0.0	0.0	3.3	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
Lanes:	0 0	0	0 0	1	0 0	1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	157	0	0	287	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	181	0	0	330	0
Added Vol:	0	0	0	106	0	115	25	61	0	0	71	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	0	115	25	242	0	0	401	23
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	112	0	121	26	254	0	0	422	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	121	26	254	0	0	422	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	121	26	254	0	0	422	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.08	0.02	0.14	0.00	0.00	0.23	0.02
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.13	0.66	0.00	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.30	0.13	0.21	0.00	0.00	0.44	0.03
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	24.1	31.4	5.4	0.0	0.0	11.5	8.7
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:	0.0	0.0	0.0	23.7	0.0	24.1	31.4	5.4	0.0	0.0	11.5	8.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	3	1	2	0	0	6	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
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	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	24	0	172	274	202	0	0	161	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	28	0	198	315	232	0	0	185	28
Added Vol:	0	0	0	53	0	57	113	136	0	0	125	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	255	428	368	0	0	310	132
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	85	0	268	451	388	0	0	326	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	268	451	388	0	0	326	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	268	451	388	0	0	326	139
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	445	0	525	526	565	0	0	521	568
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.19	xxxx	0.51	0.86	0.69	xxxx	xxxx	0.63	0.24
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	12.2	0.0	15.6	37.3	21.4	0.0	0.0	19.9	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.2	0.0	15.6	37.3	21.4	0.0	0.0	19.9	10.7
LOS by Move:	*	*	*	B	*	C	E	C	*	*	C	B
ApproachDel:	xxxxxx			14.8			29.9			17.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.8			29.9			17.2		
LOS by Appr:	*			B			D			C		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.0	0.9	4.1	1.9	0.0	0.0	1.5	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	21	0	21	10	25	0	0	25	25
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	0	0	0	0	226	0	0	185	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	260	0	0	213	0
Added Vol:	0	0	0	53	0	57	113	136	0	0	125	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	0	57	113	396	0	0	338	104
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	56	0	60	119	417	0	0	356	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	60	119	417	0	0	356	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	60	119	417	0	0	356	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.07	0.23	0.00	0.00	0.20	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.18	0.66	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.15	0.41	0.35	0.00	0.00	0.41	0.15
Delay/Veh:	0.0	0.0	0.0	22.7	0.0	22.8	30.0	6.1	0.0	0.0	13.7	11.6
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:	0.0	0.0	0.0	22.7	0.0	22.8	30.0	6.1	0.0	0.0	13.7	11.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	3	5	0	0	6	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.170
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	12	5	5	43	5	8	14	25	26	8	30	90
Added Vol:	0	0	0	8	0	0	0	8	0	0	3	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	5	51	5	8	14	33	26	8	33	111
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:	12	5	5	53	5	8	15	35	28	8	35	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	5	53	5	8	15	35	28	8	35	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	5	53	5	8	15	35	28	8	35	117
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:	0.56	0.22	0.22	0.80	0.07	0.13	0.19	0.45	0.36	0.05	0.22	0.73
Final Sat.:	430	172	172	616	56	98	162	392	311	50	204	686
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.09	0.09	0.09	0.09	0.09	0.09	0.17	0.17	0.17
Crit Moves:		****		****				****			****	
Delay/Veh:	7.5	7.5	7.5	7.9	7.9	7.9	7.4	7.4	7.4	7.5	7.5	7.5
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:	7.5	7.5	7.5	7.9	7.9	7.9	7.4	7.4	7.4	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			7.9			7.4			7.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			7.9			7.4			7.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.125
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	21
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	8	8	10	15	2	5	6	46	6	5	44	24
Added Vol:	0	0	0	32	0	0	0	8	0	0	11	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	8	10	47	2	5	6	54	6	5	55	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:	8	8	11	49	2	5	6	57	6	5	58	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	8	11	49	2	5	6	57	6	5	58	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	8	11	49	2	5	6	57	6	5	58	51
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:	0.30	0.30	0.40	0.87	0.04	0.09	0.09	0.82	0.09	0.04	0.51	0.45
Final Sat.:	253	253	325	685	34	67	74	698	74	39	461	406
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:	****				****			****				****
Delay/Veh:	7.3	7.3	7.3	7.7	7.7	7.7	7.5	7.5	7.5	7.4	7.4	7.4
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:	7.3	7.3	7.3	7.7	7.7	7.7	7.5	7.5	7.5	7.4	7.4	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.3			7.7			7.5			7.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.3			7.7			7.5			7.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: B[12.4]

****

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		1 0 0	0 0		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	69	0	0	46	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	79	0	0	53	0
Added Vol:	0	0	0	353	0	0	0	0	0	0	0	137
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	353	0	0	0	79	0	0	53	137
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	372	0	0	0	84	0	0	56	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	372	0	0	0	84	0	0	56	144
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	139	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	859	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	859	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.43	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.4	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[15.0]

****

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 0			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	87	0	0	80	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	0	0	0	0	100	0	0	92	0
Added Vol:	0	0	0	414	0	0	0	0	0	0	0	545
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	414	0	0	0	100	0	0	92	545
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	436	0	0	0	105	0	0	97	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	436	0	0	0	105	0	0	97	574
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	202	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.55	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.0	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 188.2 Worst Case Level Of Service: F[744.3]

****

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	145	208	89	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	222	210	371	172	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	0	0	321	0	19	0	234	221	390	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	19	0	234	221	390	181	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1305	1416	181	xxxx	xxxx	xxxxx	455	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	178	139	867	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	130	90	867	xxxx	xxxx	xxxxx	1116	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.47	0.00	0.02	xxxx	xxxx	xxxx	0.35	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	136	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	29.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	744	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			744.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.6
Optimal Cycle:	90	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0	0	1 0	1	0	1 0 0
Volume Module:												
Base Vol:	0	0	0	265	0	16	0	67	2	245	30	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	305	0	18	0	77	2	282	35	0
Added Vol:	0	0	0	0	0	0	0	145	208	89	137	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	18	0	222	210	371	172	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	0	0	321	0	19	0	234	221	390	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	19	0	234	221	390	181	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
FinalVolume:	0	0	0	321	0	19	0	234	221	390	181	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3053	0	174	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.13	0.14	0.24	0.10	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.25	0.25	0.47	0.72	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.52	0.58	0.52	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	31.5	0.0	31.9	0.0	30.0	31.6	17.5	4.0	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	0.0	0.0	31.5	0.0	31.9	0.0	30.0	31.6	17.5	4.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	B	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	6	6	8	2	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 1968.2 Worst Case Level Of Service: F[5500.6]

****

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 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	171	244	44	545	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	269	246	352	608	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	0	0	834	0	30	0	283	259	371	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	834	0	30	0	283	259	371	640	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1794	1924	640	xxxx	xxxx	xxxxx	542	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	90	68	479	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	65	43	479	xxxx	xxxx	xxxxx	1037	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	12.90	0.00	0.06	xxxx	xxxx	xxxx	0.36	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	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	67	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	103	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	5501	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			5500.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	90	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	0	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0	1! 0	0 0		0	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	689	0	25	0	85	2	268	55	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	792	0	29	0	98	2	308	63	0
Added Vol:	0	0	0	0	0	0	0	171	244	44	545	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	792	0	29	0	269	246	352	608	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	0	0	834	0	30	0	283	259	371	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	834	0	30	0	283	259	371	640	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
FinalVolume:	0	0	0	834	0	30	0	283	259	371	640	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.95	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.94	0.00	0.06	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	3124	0	110	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.28	0.00	0.16	0.17	0.23	0.36	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.22	0.22	0.32	0.54	0.00
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.71	0.00	0.71	0.77	0.71	0.65	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	25.2	0.0	38.2	42.9	31.3	16.1	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	0.0	0.0	24.5	0.0	25.2	0.0	38.2	42.9	31.3	16.1	0.0
LOS by Move:	A	A	A	C	A	C	A	D	D	C	B	A
HCM2kAvgQ:	0	0	0	12	0	12	0	9	9	11	13	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[87.5]

****

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	1!	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	5	0	145	0	0	0	30	302	0		0	270	586							
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15							
Initial Bse:	6	0	167	0	0	0	35	347	0		0	311	674							
Added Vol:	81	0	19	0	0	0	0	145	0		0	145	0							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	87	0	186	0	0	0	35	492	0		0	456	674							
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:	91	0	196	0	0	0	36	518	0		0	479	709							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	91	0	196	0	0	0	36	518	0		0	479	709							
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	1425	1780	518	xxxx	xxxx	xxxxx	1189	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	151	83	561	xxxx	xxxx	xxxxx	594	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	144	78	561	xxxx	xxxx	xxxxx	594	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	0.63	0.00	0.35	xxxx	xxxx	xxxx	0.06	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.4	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	292	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	10.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	87.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	F	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	87.5			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	F			*			*				*									

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 70 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	7	0	7	0	0	0	10	15	0		0	15	15	
Lanes:	1	0 0	0 1	0	0 0	0 0	1	0 2	0 0		0	0 1	0 1	
Volume Module:														
Base Vol:	5	0	145	0	0	0	30	302	0		0	270	586	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	6	0	167	0	0	0	35	347	0		0	311	674	
Added Vol:	81	0	19	0	0	0	0	145	0		0	145	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	87	0	186	0	0	0	35	492	0		0	456	674	
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:	91	0	196	0	0	0	36	518	0		0	479	709	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	91	0	196	0	0	0	36	518	0		0	479	709	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	91	0	196	0	0	0	36	518	0		0	479	709	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.90	1.00	1.00		0.94	1.00	0.85	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00		0.00	1.00	1.00	
Final Sat.:	1615	0	1530	0	0	0	1615	3600	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.00	0.13	0.00	0.00	0.00	0.02	0.14	0.00		0.00	0.27	0.46	
Crit Moves:			****				****						****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.14	0.75	0.00		0.00	0.60	0.60	
Volume/Cap:	0.34	0.00	0.77	0.00	0.00	0.00	0.16	0.19	0.00		0.00	0.44	0.77	
Delay/Veh:	26.5	0.0	40.9	0.0	0.0	0.0	26.6	2.6	0.0		0.0	7.7	14.1	
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:	26.5	0.0	40.9	0.0	0.0	0.0	26.6	2.6	0.0		0.0	7.7	14.1	
LOS by Move:	C	A	D	A	A	A	C	A	A		A	A	B	
HCM2kAvgQ:	2	0	6	0	0	0	1	2	0		0	6	13	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 771.9 Worst Case Level Of Service: F[2993.9]

****

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 1!	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																		
Base Vol:	8	0	280	0	0	0			32	742	0			0	315	380		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15			1.15	1.15	1.15			1.15	1.15	1.15		
Initial Bse:	9	0	322	0	0	0			37	853	0			0	362	437		
Added Vol:	321	0	87	0	0	0			0	171	0			0	268	0		
PasserByVol:	0	0	0	0	0	0			0	0	0			0	0	0		
Initial Fut:	330	0	409	0	0	0			37	1024	0			0	630	437		
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:	348	0	431	0	0	0			39	1078	0			0	663	460		
Reduct Vol:	0	0	0	0	0	0			0	0	0			0	0	0		
FinalVolume:	348	0	431	0	0	0			39	1078	0			0	663	460		
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																		
Cnflict Vol:	2049	2279	1078	xxxx	xxxx	xxxxx			1123	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	62	40	268	xxxx	xxxx	xxxxx			629	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	59	38	268	xxxx	xxxx	xxxxx			629	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	5.87	0.00	1.61	xxxx	xxxx	xxxx			0.06	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			11.1	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	104	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	87.6	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	2994	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	*	*			*	*	*			*	*	*		
ApproachDel:	2993.9			xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	F			*					*					*				

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.5
Optimal Cycle:	70	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	0	7	0	0	0	10	15	0	0	15	15
Lanes:	1 0 0	0	1	0 0 0	0	0	1 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	8	0	280	0	0	0	32	742	0	0	315	380
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	9	0	322	0	0	0	37	853	0	0	362	437
Added Vol:	321	0	87	0	0	0	0	171	0	0	268	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	409	0	0	0	37	1024	0	0	630	437
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:	348	0	431	0	0	0	39	1078	0	0	663	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	431	0	0	0	39	1078	0	0	663	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	0	431	0	0	0	39	1078	0	0	663	460
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1615	0	1530	0	0	0	1615	3600	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.28	0.00	0.00	0.00	0.02	0.30	0.00	0.00	0.37	0.30
Crit Moves:			****				****				****	
Green/Cycle:	0.33	0.00	0.33	0.00	0.00	0.00	0.14	0.58	0.00	0.00	0.44	0.44
Volume/Cap:	0.64	0.00	0.84	0.00	0.00	0.00	0.17	0.52	0.00	0.00	0.84	0.69
Delay/Veh:	22.5	0.0	33.6	0.0	0.0	0.0	26.7	9.0	0.0	0.0	25.8	18.9
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:	22.5	0.0	33.6	0.0	0.0	0.0	26.7	9.0	0.0	0.0	25.8	18.9
LOS by Move:	C	A	C	A	A	A	C	A	A	A	C	B
HCM2kAvgQ:	8	0	12	0	0	0	1	7	0	0	16	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[24.3]

****

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	60	0	33	18	143	0		0	486	51							
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15							
Initial Bse:	0	0	0	69	0	38	21	164	0		0	559	59							
Added Vol:	0	0	0	8	0	8	21	159	0		0	100	3							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	0	0	0	77	0	46	42	323	0		0	659	62							
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	81	0	48	44	340	0		0	694	65							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	0	0	0	81	0	48	44	340	0		0	694	65							
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	1122	xxxx	694	758	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	230	xxxx	446	862	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	221	xxxx	446	862	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	0.11	0.05	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	0.4	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	30.4	xxxx	14.0	9.4	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	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			24.3			xxxxxx				xxxxxx									
ApproachLOS:	*			C			*				*									

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 110 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	22	0	22	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1	0 0	1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	143	0	0	486	51
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	0	0	0	69	0	38	21	164	0	0	559	59
Added Vol:	0	0	0	8	0	8	21	159	0	0	100	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	0	46	42	323	0	0	659	62
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	81	0	48	44	340	0	0	694	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	48	44	340	0	0	694	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	81	0	48	44	340	0	0	694	65
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.03	0.19	0.00	0.00	0.39	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.09	0.75	0.00	0.00	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.16	0.30	0.25	0.00	0.00	0.59	0.06
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	36.6	47.9	4.5	0.0	0.0	11.5	6.9
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	0.0	0.0	37.5	0.0	36.6	47.9	4.5	0.0	0.0	11.5	6.9
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	3	0	1	2	4	0	0	13	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[32.9]

****

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	1 0	1	0	0	0 0	1	0	1
Volume Module:														
Base Vol:	0	0	0	64	0	15	25	325	0	0	227	59		
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		
Initial Bse:	0	0	0	74	0	17	29	374	0	0	261	68		
Added Vol:	0	0	0	8	0	32	24	231	0	0	263	11		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	82	0	49	53	605	0	0	524	79		
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	86	0	52	56	637	0	0	552	83		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	0	86	0	52	56	637	0	0	552	83		
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	1299	xxxx	552	635	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx	180	xxxx	538	958	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx	172	xxxx	538	958	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.10	0.06	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	2.4	xxxx	0.3	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	45.2	xxxx	12.4	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	E	*	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	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			32.9			xxxxxx				xxxxxx			
ApproachLOS:	*			D			*				*			

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 110 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	22	0	22	10	20	0		0	20	20	
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	64	0	15	25	325	0		0	227	59	
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15		1.15	1.15	1.15	
Initial Bse:	0	0	0	74	0	17	29	374	0		0	261	68	
Added Vol:	0	0	0	8	0	32	24	231	0		0	263	11	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	82	0	49	53	605	0		0	524	79	
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	86	0	52	56	637	0		0	552	83	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	86	0	52	56	637	0		0	552	83	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0	86	0	52	56	637	0		0	552	83	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00		0.94	1.00	0.85	
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	1615	0	1530	1615	1800	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.03	0.35	0.00		0.00	0.31	0.05	
Crit Moves:				****			****					****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.09	0.75	0.00		0.00	0.65	0.65	
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.17	0.38	0.47	0.00		0.00	0.47	0.08	
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	36.7	48.7	5.8	0.0		0.0	9.8	7.0	
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	0.0	0.0	37.6	0.0	36.7	48.7	5.8	0.0		0.0	9.8	7.0	
LOS by Move:	A	A	A	D	A	D	D	A	A		A	A	A	
HCM2kAvgQ:	0	0	0	3	0	2	2	9	0		0	9	1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	142		109		42		29		93		160		83		258		106		41		554		48	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	163		125		48		33		107		184		95		297		122		47		637		55	
Added Vol:	8		41		0		36		43		97		40		104		21		0		40		33	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	171		166		48		69		150		281		135		401		143		47		677		88	
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:	180		175		51		73		158		296		143		422		150		50		713		93	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	180		175		51		73		158		296		143		422		150		50		713		93	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	180		175		51		73		158		296		143		422		150		50		713		93	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.56		0.97		0.97		0.56		1.00		0.85		0.28		1.00		0.85		0.39		0.98		0.98	
Lanes:	1.00		1.55		0.45		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.77		0.23	
Final Sat.:	1017		2695		783		1003		1800		1530		500		1800		1530		711		3131		408	
Capacity Analysis Module:																								
Vol/Sat:	0.18		0.06		0.06		0.07		0.09		0.19		0.29		0.23		0.10		0.07		0.23		0.23	
Crit Moves:											****		****											
Green/Cycle:	0.38		0.38		0.38		0.38		0.38		0.38		0.56		0.56		0.56		0.56		0.56		0.56	
Volume/Cap:	0.47		0.17		0.17		0.19		0.23		0.51		0.51		0.42		0.17		0.12		0.41		0.41	
Delay/Veh:	17.2		14.4		14.4		14.7		14.9		17.4		10.9		9.0		7.5		7.4		8.8		8.8	
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:	17.2		14.4		14.4		14.7		14.9		17.4		10.9		9.0		7.5		7.4		8.8		8.8	
LOS by Move:	B		B		B		B		B		B		B		A		A		A		A		A	
HCM2kAvgQ:	4		2		2		1		2		5		3		5		2		1		5		5	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	97	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	129	130	83	62	121	118	171	689	162	50	448	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	148	150	95	71	139	136	197	792	186	57	515	57
Added Vol:	32	79	0	64	80	76	111	122	24	0	160	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	229	95	135	219	212	308	914	210	57	675	122
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:	190	241	100	142	231	223	324	962	221	61	711	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	241	100	142	231	223	324	962	221	61	711	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	241	100	142	231	223	324	962	221	61	711	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.45	0.96	0.96	0.46	1.00	0.85	0.28	1.00	0.85	0.10	0.98	0.98
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	811	2428	1014	819	1800	1530	501	1800	1530	173	2981	536
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.10	0.17	0.13	0.15	0.65	0.53	0.14	0.35	0.24	0.24
Crit Moves:	****						****					
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.71	0.30	0.30	0.53	0.39	0.44	1.05	0.87	0.24	0.57	0.39	0.39
Delay/Veh:	29.3	17.7	17.7	21.1	18.5	19.1	78.8	18.9	6.2	15.1	7.0	7.0
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:	29.3	17.7	17.7	21.1	18.5	19.1	78.8	18.9	6.2	15.1	7.0	7.0
LOS by Move:	C	B	B	C	B	B	E	B	A	B	A	A
HCM2kAvgQ:	5	3	3	3	4	4	14	21	2	2	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 70 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10		21	21	10		21	21	27		27	27	27		27	27
Lanes:	1	0	1	0 1	1	0	2	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	22	150		53	35	96		22	21	14		26	67	23		84
Growth Adj:	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15	1.15	1.15		1.15
Initial Bse:	25	173		61	40	110		25	24	16		30	77	26		97
Added Vol:	0	33		0	16	48		0	0	0		0	0	0		16
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	25	206		61	56	158		25	24	16		30	77	26		113
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:	27	216		64	59	167		27	25	17		31	81	28		119
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	27	216		64	59	167		27	25	17		31	81	28		119
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	27	216		64	59	167		27	25	17		31	81	28		119
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800
Adjustment:	0.90	1.00		0.85	0.90	1.00		0.85	0.58	0.90		0.90	0.69	0.88		0.88
Lanes:	1.00	1.00		1.00	1.00	2.00		1.00	1.00	0.35		0.65	1.00	0.19		0.81
Final Sat.:	1615	1800		1530	1615	3600		1530	1044	569		1057	1239	301		1281
Capacity Analysis Module:																
Vol/Sat:	0.02	0.12		0.04	0.04	0.05		0.02	0.02	0.03		0.03	0.07	0.09		0.09
Crit Moves:		****			****									****		
Green/Cycle:	0.17	0.39		0.39	0.14	0.36		0.36	0.39	0.39		0.39	0.39	0.39		0.39
Volume/Cap:	0.10	0.31		0.11	0.26	0.13		0.05	0.06	0.08		0.08	0.17	0.24		0.24
Delay/Veh:	24.6	15.3		13.9	27.3	15.2		14.7	13.6	13.7		13.7	14.3	14.8		14.8
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:	24.6	15.3		13.9	27.3	15.2		14.7	13.6	13.7		13.7	14.3	14.8		14.8
LOS by Move:	C	B		B	C	B		B	B	B		B	B	B		B
HCM2kAvgQ:	1	3		1	1	1		0	0	1		1	1	2		2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	235	80	43	198	40	33	35	47	68	15	67
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	46	270	92	49	228	46	38	40	54	78	17	77
Added Vol:	0	81	0	31	74	0	0	0	0	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	351	92	80	302	46	38	40	54	78	17	107
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:	48	370	97	85	318	48	40	42	57	82	18	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	370	97	85	318	48	40	42	57	82	18	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	370	97	85	318	48	40	42	57	82	18	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.60	0.91	0.91	0.64	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	0.14	0.86
Final Sat.:	1615	1800	1530	1615	3600	1530	1078	702	943	1153	218	1350
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.06	0.05	0.09	0.03	0.04	0.06	0.06	0.07	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.18	0.53	0.16	0.37	0.25	0.09	0.10	0.16	0.16	0.19	0.22	0.22
Delay/Veh:	25.1	17.4	14.2	28.1	15.9	15.0	13.8	14.2	14.2	14.4	14.6	14.6
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:	25.1	17.4	14.2	28.1	15.9	15.0	13.8	14.2	14.2	14.4	14.6	14.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	7	1	2	2	1	1	1	1	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 80 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:	10		23		23		10		23		23		10		23		23		10		23		23	
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:	94		138		37		39		145		141		55		122		171		43		392		52	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	108		159		43		45		167		162		63		140		197		49		451		60	
Added Vol:	17		0		0		0		0		25		38		111		17		0		62		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	125		159		43		45		167		187		101		251		214		49		513		60	
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:	132		167		45		47		176		197		107		265		225		52		540		63	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	132		167		45		47		176		197		107		265		225		52		540		63	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	132		167		45		47		176		197		107		265		225		52		540		63	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		0.97		0.97		0.90		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	1.00		1.58		0.42		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1615		2748		737		1615		1800		1530		1615		1800		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.06		0.06		0.03		0.10		0.13		0.07		0.15		0.15		0.03		0.30		0.04	
Crit Moves:	****										****		****								****			
Green/Cycle:	0.13		0.29		0.29		0.13		0.29		0.29		0.13		0.34		0.34		0.15		0.36		0.36	
Volume/Cap:	0.65		0.21		0.21		0.23		0.34		0.45		0.53		0.43		0.43		0.22		0.83		0.11	
Delay/Veh:	40.7		21.7		21.7		32.1		22.9		24.0		35.4		20.9		21.0		30.5		31.8		17.0	
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:	40.7		21.7		21.7		32.1		22.9		24.0		35.4		20.9		21.0		30.5		31.8		17.0	
LOS by Move:	D		C		C		C		C		C		D		C		C		C		C		B	
HCM2kAvgQ:	5		2		2		1		4		4		3		5		5		1		15		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	166	178	63	91	199	95	120	296	183	71	199	48
Added Vol:	32	0	0	0	0	64	57	150	32	0	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	178	63	91	199	159	177	446	215	71	377	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:	208	188	67	96	209	168	186	469	226	75	397	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	188	67	96	209	168	186	469	226	75	397	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	188	67	96	209	168	186	469	226	75	397	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	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.:	1615	2554	906	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.07	0.06	0.12	0.11	0.12	0.26	0.15	0.05	0.22	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.32	0.32	0.14	0.29	0.29	0.15	0.31	0.31	0.13	0.29	0.29
Volume/Cap:	0.76	0.23	0.23	0.43	0.40	0.38	0.76	0.84	0.48	0.35	0.76	0.11
Delay/Veh:	43.2	20.1	20.1	32.9	23.5	23.4	45.3	37.3	23.2	32.4	32.1	20.9
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:	43.2	20.1	20.1	32.9	23.5	23.4	45.3	37.3	23.2	32.4	32.1	20.9
LOS by Move:	D	C	C	C	C	C	D	D	C	C	C	C
HCM2kAvgQ:	7	2	2	3	4	4	7	14	5	2	11	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	17	91	17	15	92	224	111	185	19	16	429	48
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	20	105	20	17	106	258	128	213	22	18	493	55
Added Vol:	8	0	0	0	0	9	25	94	21	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	105	20	17	106	267	153	307	43	18	549	55
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:	29	110	21	18	111	281	161	323	45	19	578	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	110	21	18	111	281	161	323	45	19	578	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	110	21	18	111	281	161	323	45	19	578	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.57	1.00	0.85	0.57	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1025	1800	1530	1027	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.01	0.02	0.06	0.18	0.10	0.18	0.03	0.01	0.32	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.59	0.34	0.34	0.71	0.44	0.44
Volume/Cap:	0.11	0.24	0.05	0.07	0.25	0.73	0.29	0.52	0.09	0.03	0.73	0.09
Delay/Veh:	29.1	30.2	28.5	28.7	30.2	41.4	10.9	27.0	22.2	5.3	26.7	16.4
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:	29.1	30.2	28.5	28.7	30.2	41.4	10.9	27.0	22.2	5.3	26.7	16.4
LOS by Move:	C	C	C	C	C	D	B	C	C	A	C	B
HCM2kAvgQ:	1	3	0	0	3	9	3	8	1	0	16	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	37
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	17	160	48	48	159	175	282	618	21	37	400	43
Added Vol:	32	0	0	0	0	37	27	135	24	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	160	48	48	159	212	309	753	45	37	555	43
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:	52	168	51	51	167	223	325	792	47	39	584	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	168	51	51	167	223	325	792	47	39	584	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	168	51	51	167	223	325	792	47	39	584	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.47	1.00	0.85	0.47	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	848	1800	1530	845	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.03	0.06	0.09	0.15	0.20	0.44	0.03	0.02	0.32	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.64	0.39	0.39
Volume/Cap:	0.24	0.37	0.13	0.24	0.37	0.58	0.57	1.00	0.07	0.08	0.83	0.08
Delay/Veh:	30.6	31.5	29.3	30.5	31.5	35.2	18.8	60.0	16.2	13.6	36.0	19.2
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:	30.6	31.5	29.3	30.5	31.5	35.2	18.8	60.0	16.2	13.6	36.0	19.2
LOS by Move:	C	C	C	C	C	D	B	E	B	B	D	B
HCM2kAvgQ:	2	4	1	2	4	7	6	32	1	1	19	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	7	93	60	14	89	26	25	91	13	82	161	26
Added Vol:	0	8	0	0	21	0	0	16	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	101	60	14	110	26	25	107	13	82	177	26
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:	7	106	63	15	115	28	27	112	13	86	186	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	106	63	15	115	28	27	112	13	86	186	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	106	63	15	115	28	27	112	13	86	186	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.60	0.36	0.09	0.73	0.18	0.17	0.74	0.09	0.29	0.62	0.09
Final Sat.:	27	399	236	59	470	113	115	484	57	199	432	65
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.25	0.25	0.25	0.23	0.23	0.23	0.43	0.43	0.43
Crit Moves:		****		****				****			****	
Delay/Veh:	9.7	9.7	9.7	9.7	9.7	9.7	9.5	9.5	9.5	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.7	9.7	9.7	9.5	9.5	9.5	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		9.7			9.7			9.5			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.7			9.5			11.4	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
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	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	10	155	131	22	129	43	37	118	26	62	110	30
Added Vol:	0	32	0	0	24	0	0	31	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	187	131	22	153	43	37	149	26	62	140	30
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:	11	197	138	23	161	45	39	157	28	65	148	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	197	138	23	161	45	39	157	28	65	148	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	197	138	23	161	45	39	157	28	65	148	31
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:	0.03	0.57	0.40	0.10	0.70	0.20	0.17	0.71	0.12	0.27	0.60	0.13
Final Sat.:	20	361	252	59	409	114	98	397	70	153	345	73
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.39	0.39	0.39	0.40	0.40	0.40	0.43	0.43	0.43
Crit Moves:		****			****			****			****	
Delay/Veh:	14.0	14.0	14.0	11.9	11.9	11.9	12.1	12.1	12.1	12.5	12.5	12.5
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:	14.0	14.0	14.0	11.9	11.9	11.9	12.1	12.1	12.1	12.5	12.5	12.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		14.0			11.9			12.1			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.0			11.9			12.1			12.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	5	15	57	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	81	64	277	15	12	466	25
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:	19	74	18	23	48	85	68	291	16	12	490	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	85	68	291	16	12	490	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	85	68	291	16	12	490	27
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:	0.17	0.67	0.16	1.00	0.36	0.64	0.18	0.78	0.04	0.02	0.93	0.05
Final Sat.:	85	323	79	442	181	319	114	489	26	15	620	34
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.05	0.27	0.27	0.60	0.60	0.60	0.79	0.79	0.79
Crit Moves:	****				****		****				****	
Delay/Veh:	11.2	11.2	11.2	10.5	11.2	11.2	15.7	15.7	15.7	24.1	24.1	24.1
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:	11.2	11.2	11.2	10.5	11.2	11.2	15.7	15.7	15.7	24.1	24.1	24.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:	11.2			11.1			15.7			24.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			11.1			15.7			24.1		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.3	0.3	1.3	1.3	1.3	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 80 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	18	70	17	22	46	76	49	220	15	12	434	25
Added Vol:	0	0	0	0	0	5	15	57	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	70	17	22	46	81	64	277	15	12	466	25
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:	19	74	18	23	48	85	68	291	16	12	490	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	74	18	23	48	85	68	291	16	12	490	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	74	18	23	48	85	68	291	16	12	490	27
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.78	0.90	0.90	0.81	0.85	0.85	0.93	0.98	0.98
Lanes:	0.18	0.66	0.16	1.00	0.36	0.64	0.19	0.77	0.04	0.02	0.93	0.05
Final Sat.:	288	1098	270	1396	590	1037	275	1180	64	40	1639	89
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.08	0.08	0.25	0.25	0.25	0.30	0.30	0.30
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.24	0.06	0.30	0.30	0.37	0.37	0.37	0.44	0.44	0.44
Delay/Veh:	22.8	22.8	22.8	21.4	23.3	23.3	5.8	5.8	5.8	6.3	6.3	6.3
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:	22.8	22.8	22.8	21.4	23.3	23.3	5.8	5.8	5.8	6.3	6.3	6.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.278
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	87.3
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	21	15	80	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	120	123	558	47	14	353	17
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:	34	107	21	22	70	126	130	588	50	15	371	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	126	130	588	50	15	371	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	126	130	588	50	15	371	18
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:	0.21	0.66	0.13	1.00	0.36	0.64	0.17	0.77	0.06	0.04	0.92	0.04
Final Sat.:	96	303	58	424	171	307	101	460	39	20	516	25
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.05	0.41	0.41	1.28	1.28	1.28	0.72	0.72	0.72
Crit Moves:	****					****		****			****	
Delay/Veh:	14.0	14.0	14.0	11.3	14.5	14.5	157.2	157	157.2	23.2	23.2	23.2
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:	14.0	14.0	14.0	11.3	14.5	14.5	157.2	157	157.2	23.2	23.2	23.2
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:	14.0			14.2			157.2			23.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.0			14.2			157.2			23.2		
LOS by Appr:	B			B			F			C		
AllWayAvgQ:	0.5	0.5	0.5	0.0	0.6	0.6	24.7	24.7	24.7	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 80 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	32	101	20	21	67	99	108	478	47	14	259	17
Added Vol:	0	0	0	0	0	21	15	80	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	101	20	21	67	120	123	558	47	14	353	17
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:	34	107	21	22	70	126	130	588	50	15	371	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	107	21	22	70	126	130	588	50	15	371	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	107	21	22	70	126	130	588	50	15	371	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.76	0.90	0.90	0.81	0.86	0.86	0.91	0.97	0.97
Lanes:	0.22	0.65	0.13	1.00	0.36	0.64	0.18	0.76	0.06	0.04	0.92	0.04
Final Sat.:	338	1062	205	1370	582	1046	258	1171	99	62	1597	78
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.12	0.12	0.50	0.50	0.50	0.23	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.36	0.36	0.36	0.06	0.44	0.44	0.74	0.74	0.74	0.34	0.34	0.34
Delay/Veh:	23.9	23.9	23.9	21.4	24.6	24.6	11.5	11.5	11.5	5.7	5.7	5.7
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:	23.9	23.9	23.9	21.4	24.6	24.6	11.5	11.5	11.5	5.7	5.7	5.7
LOS by Move:	C	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	0	4	4	14	14	14	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 109.5 Worst Case Level Of Service: F[166.1]

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:	1	0	0	0	1		0	0	0	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	616	0	32				0	0	0				0	37	82				54	166	0			
Growth Adj:	1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15				1.15	1.15	1.15			
Initial Bse:	708	0	37				0	0	0				0	43	94				62	191	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	708	0	37				0	0	0				0	43	94				62	191	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:	746	0	39				0	0	0				0	45	99				65	201	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	746	0	39				0	0	0				0	45	99				65	201	0			
Critical Gap Module:																								
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx									
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	426	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				144	xxxx	xxxxx									
Potent Cap.:	589	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1451	xxxx	xxxxx									
Move Cap.:	569	xxxx	968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1451	xxxx	xxxxx									
Volume/Cap:	1.31	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.05	xxxx	xxxx									
Level Of Service Module:																								
2Way95thQ:	31.1	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx									
Control Del:	174.3	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				7.6	xxxx	xxxxx									
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*									
ApproachDel:	166.1			xxxxxx			xxxxxx						xxxxxx											
ApproachLOS:	F			*			*						*											

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	0	0 1	0	1 0	1 0 0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	708	0	37	0	0	0	0	43	94	62	191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	708	0	37	0	0	0	0	43	94	62	191	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:	746	0	39	0	0	0	0	45	99	65	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	746	0	39	0	0	0	0	45	99	65	201	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
FinalVolume:	746	0	39	0	0	0	0	45	99	65	201	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.09	0.04	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.34	0.00
Volume/Cap:	0.76	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.49	0.33	0.00
Delay/Veh:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	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:	20.6	0.0	9.5	0.0	0.0	0.0	0.0	36.7	36.7	55.3	29.6	0.0
LOS by Move:	C	A	A	A	A	A	A	D	D	E	C	A
HCM2kAvgQ:	22	0	1	0	0	0	0	4	4	3	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.8]

****

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	676	xxxx	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	651	xxxx	xxxxx
Potent Cap.:	422	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Move Cap.:	398	xxxx	638	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	945	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.4	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	21.6	xxxx	11.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	18.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 120 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	0
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	175	0	63	0	0	0	0	178	440	66	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	0	63	0	0	0	0	178	440	66	113	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:	184	0	67	0	0	0	0	188	464	69	119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	0	67	0	0	0	0	188	464	69	119	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
FinalVolume:	184	0	67	0	0	0	0	188	464	69	119	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.40	0.04	0.07	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.08	0.76	0.00
Volume/Cap:	0.59	0.00	0.23	0.00	0.00	0.00	0.00	0.59	0.59	0.51	0.09	0.00
Delay/Veh:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	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:	47.3	0.0	41.3	0.0	0.0	0.0	0.0	11.5	11.5	56.0	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2kAvgQ:	7	0	2	0	0	0	0	13	13	3	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	288	347	53	30	260	229	137	56	145	61	138	28
Added Vol:	0	13	3	0	5	8	7	7	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	360	56	30	265	237	144	63	145	62	146	28
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:	303	379	59	31	279	249	151	67	153	65	154	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	379	59	31	279	249	151	67	153	65	154	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	379	59	31	279	249	151	67	153	65	154	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.04	0.02	0.08	0.16	0.09	0.04	0.10	0.04	0.09	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.82	0.31	0.11	0.13	0.30	0.64	0.82	0.12	0.32	0.36	0.27	0.06
Delay/Veh:	46.0	22.2	20.6	33.6	27.2	33.3	62.6	22.1	23.9	38.2	23.6	21.8
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:	46.0	22.2	20.6	33.6	27.2	33.3	62.6	22.1	23.9	38.2	23.6	21.8
LOS by Move:	D	C	C	C	C	C	E	C	C	D	C	C
HCM2kAvgQ:	11	4	1	1	3	7	7	1	3	2	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	131	285	31	55	346	145	253	170	175	41	94	57
Added Vol:	0	14	1	0	19	14	15	15	0	3	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	299	32	55	365	159	268	185	175	44	108	57
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:	138	315	34	58	384	167	282	195	184	47	114	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	315	34	58	384	167	282	195	184	47	114	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	315	34	58	384	167	282	195	184	47	114	61
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1615	3600	1530	1615	3600	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.04	0.11	0.11	0.17	0.11	0.12	0.03	0.06	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.76	0.34	0.09	0.32	0.42	0.43	0.76	0.27	0.30	0.20	0.20	0.13
Delay/Veh:	55.0	27.4	25.5	37.9	28.2	28.8	40.7	18.4	18.7	34.5	23.0	22.4
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:	55.0	27.4	25.5	37.9	28.2	28.8	40.7	18.4	18.7	34.5	23.0	22.4
LOS by Move:	E	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	6	4	1	2	5	4	10	4	4	1	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 90 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:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	1	0	0	1	0		1	0	1	0	1		0	1	0	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	102		179		45		37		130		141		80		216		70		62		406		44	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	117		206		52		43		150		162		92		248		81		71		467		51	
Added Vol:	11		30		0		0		10		8		7		0		6		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	128		236		52		43		160		170		99		248		87		71		467		51	
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:	135		248		54		45		168		179		104		261		91		75		491		53	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	135		248		54		45		168		179		104		261		91		75		491		53	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	135		248		54		45		168		179		104		261		91		75		491		53	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.50		0.97		0.97		0.31		1.00		0.85		0.93		0.99		0.85		0.93		0.98		0.98	
Lanes:	1.00		0.82		0.18		1.00		1.00		1.00		0.30		0.70		1.00		0.25		1.58		0.17	
Final Sat.:	901		1436		315		559		1800		1530		497		1248		1530		425		2781		301	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.17		0.17		0.08		0.09		0.12		0.21		0.21		0.06		0.18		0.18		0.18	
Crit Moves:			****										****						****					
Green/Cycle:	0.29		0.29		0.29		0.29		0.29		0.29		0.35		0.35		0.35		0.30		0.30		0.30	
Volume/Cap:	0.52		0.60		0.60		0.28		0.32		0.41		0.60		0.60		0.17		0.60		0.60		0.60	
Delay/Veh:	28.7		29.5		29.5		25.7		25.5		26.4		25.7		25.7		20.4		28.1		28.1		28.1	
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:	28.7		29.5		29.5		25.7		25.5		26.4		25.7		25.7		20.4		28.1		28.1		28.1	
LOS by Move:	C		C		C		C		C		C		C		C		C		C		C		C	
HCM2kAvgQ:	4		8		8		1		4		4		9		9		2		8		8		8	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 90 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:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	1	0	0	1	0		1	0	1	0	1		0	1	0	0	1		0	1	0	1	0	
Volume Module:																								
Base Vol:	87		133		44		39		195		59		131		416		106		67		268		20	
Growth Adj:	1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15		1.15	
Initial Bse:	100		153		51		45		224		68		151		478		122		77		308		23	
Added Vol:	14		29		0		0		41		14		15		0		18		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	114		182		51		45		265		82		166		478		140		77		308		23	
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		192		53		47		279		86		174		504		147		81		324		24	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	120		192		53		47		279		86		174		504		147		81		324		24	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	120		192		53		47		279		86		174		504		147		81		324		24	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.30		0.97		0.97		0.35		1.00		0.85		0.93		0.99		0.85		0.93		0.98		0.98	
Lanes:	1.00		0.78		0.22		1.00		1.00		1.00		0.27		0.73		1.00		0.40		1.49		0.11	
Final Sat.:	544		1362		379		637		1800		1530		450		1300		1530		661		2642		197	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.14		0.14		0.07		0.16		0.06		0.39		0.39		0.10		0.12		0.12		0.12	
Crit Moves:	****														****				****					
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.45		0.45		0.45		0.23		0.23		0.23	
Volume/Cap:	0.87		0.55		0.55		0.29		0.61		0.22		0.87		0.87		0.22		0.53		0.53		0.53	
Delay/Veh:	72.5		30.7		30.7		28.0		32.1		26.8		32.8		32.8		15.4		30.8		30.8		30.8	
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:	72.5		30.7		30.7		28.0		32.1		26.8		32.8		32.8		15.4		30.8		30.8		30.8	
LOS by Move:	E		C		C		C		C		C		C		C		B		C		C		C	
HCM2kAvgQ:	6		6		6		1		8		2		20		20		3		6		6		6	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	30	54	25	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	71	89	194	18	30	448	132
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:	46	92	13	29	117	75	93	204	19	31	472	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	75	93	204	19	31	472	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	75	93	204	19	31	472	139
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:	0.30	0.61	0.09	0.13	0.53	0.34	0.29	0.65	0.06	0.05	0.73	0.22
Final Sat.:	146	291	42	68	273	175	164	361	34	31	471	139
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.43	0.43	0.43	0.57	0.57	0.57	1.00	1.00	1.00
Crit Moves:		****		****				****			****	
Delay/Veh:	13.1	13.1	13.1	14.3	14.3	14.3	16.7	16.7	16.7	59.4	59.4	59.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	14.3	14.3	14.3	16.7	16.7	16.7	59.4	59.4	59.4
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		13.1			14.3			16.7			59.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			14.3			16.7			59.4	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	1.1	1.1	1.1	9.0	9.0	9.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	44	87	13	28	112	41	35	169	18	30	439	132
Added Vol:	0	0	0	0	0	30	54	25	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	87	13	28	112	71	89	194	18	30	448	132
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:	46	92	13	29	117	75	93	204	19	31	472	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	92	13	29	117	75	93	204	19	31	472	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	92	13	29	117	75	93	204	19	31	472	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.86	0.91	0.91	0.71	0.75	0.75	0.90	0.95	0.95
Lanes:	0.31	0.60	0.09	0.14	0.52	0.34	0.31	0.63	0.06	0.05	0.73	0.22
Final Sat.:	474	949	137	213	861	551	391	858	81	83	1250	369
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.14	0.14	0.14	0.24	0.24	0.24	0.38	0.38	0.38
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.34	0.34	0.34	0.48	0.48	0.48	0.37	0.37	0.37	0.58	0.58	0.58
Delay/Veh:	17.5	17.5	17.5	18.6	18.6	18.6	5.1	5.1	5.1	6.7	6.7	6.7
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:	17.5	17.5	17.5	18.6	18.6	18.6	5.1	5.1	5.1	6.7	6.7	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 64.4
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	84	70	27	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	173	102	421	63	25	293	76
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:	71	53	68	71	94	182	108	444	67	27	309	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	182	108	444	67	27	309	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	182	108	444	67	27	309	80
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:	0.37	0.28	0.35	0.21	0.27	0.52	0.17	0.72	0.11	0.06	0.75	0.19
Final Sat.:	154	115	146	99	131	252	91	377	57	32	373	97
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.72	0.72	0.72	1.18	1.18	1.18	0.83	0.83	0.83
Crit Moves:	****			****			****			****		
Delay/Veh:	16.7	16.7	16.7	25.4	25.4	25.4	121.7	122	121.7	33.9	33.9	33.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	25.4	25.4	25.4	121.7	122	121.7	33.9	33.9	33.9
LOS by Move:	C	C	C	D	D	D	F	F	F	D	D	D
ApproachDel:	16.7			25.4			121.7			33.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.7			25.4			121.7			33.9		
LOS by Appr:	C			D			F			D		
AllWayAvgQ:	0.7	0.7	0.7	2.0	2.0	2.0	16.3	16.3	16.3	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	68	51	64	68	90	89	32	394	63	25	256	76
Added Vol:	0	0	0	0	0	84	70	27	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	51	64	68	90	173	102	421	63	25	293	76
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:	71	53	68	71	94	182	108	444	67	27	309	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	53	68	71	94	182	108	444	67	27	309	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	53	68	71	94	182	108	444	67	27	309	80
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.71	0.75	0.75	0.80	0.85	0.85	0.81	0.86	0.86	0.88	0.93	0.93
Lanes:	0.39	0.27	0.34	0.21	0.27	0.52	0.18	0.71	0.11	0.07	0.74	0.19
Final Sat.:	492	367	467	309	409	787	266	1098	165	107	1240	321
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.23	0.23	0.23	0.40	0.40	0.40	0.25	0.25	0.25
Crit Moves:					****			****				
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.43	0.43	0.43	0.68	0.68	0.68	0.68	0.68	0.68	0.42	0.42	0.42
Delay/Veh:	16.0	16.0	16.0	20.7	20.7	20.7	10.4	10.4	10.4	6.9	6.9	6.9
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:	16.0	16.0	16.0	20.7	20.7	20.7	10.4	10.4	10.4	6.9	6.9	6.9
LOS by Move:	B	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	3	3	3	7	7	7	9	9	9	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	41	22	39	43	72	47	184	21	17	355	39
Added Vol:	0	0	0	0	0	16	26	31	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	41	22	39	43	88	73	215	21	17	372	39
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	44	23	41	45	93	77	226	22	18	392	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	23	41	45	93	77	226	22	18	392	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	23	41	45	93	77	226	22	18	392	41
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:	0.26	0.48	0.26	0.23	0.25	0.52	0.24	0.69	0.07	0.04	0.87	0.09
Final Sat.:	132	251	132	131	143	297	155	455	44	28	599	63
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.31	0.31	0.31	0.50	0.50	0.50	0.65	0.65	0.65
Crit Moves:		****			****		****				****	
Delay/Veh:	10.1	10.1	10.1	10.9	10.9	10.9	13.0	13.0	13.0	16.5	16.5	16.5
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:	10.1	10.1	10.1	10.9	10.9	10.9	13.0	13.0	13.0	16.5	16.5	16.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.1			10.9			13.0			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			10.9			13.0			16.5	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.9	0.9	0.9	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	22	41	22	39	43	72	47	184	21	17	355	39
Added Vol:	0	0	0	0	0	16	26	31	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	41	22	39	43	88	73	215	21	17	372	39
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	44	23	41	45	93	77	226	22	18	392	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	44	23	41	45	93	77	226	22	18	392	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	44	23	41	45	93	77	226	22	18	392	41
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.81	0.86	0.86	0.79	0.84	0.84	0.92	0.97	0.97
Lanes:	0.27	0.48	0.25	0.24	0.25	0.51	0.25	0.69	0.06	0.04	0.87	0.09
Final Sat.:	403	764	403	352	383	796	352	1034	100	70	1518	159
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.22	0.22	0.22	0.26	0.26	0.26
Crit Moves:					****						****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.20	0.20	0.20	0.40	0.40	0.40	0.34	0.34	0.34	0.40	0.40	0.40
Delay/Veh:	16.2	16.2	16.2	17.7	17.7	17.7	5.1	5.1	5.1	5.4	5.4	5.4
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:	16.2	16.2	16.2	17.7	17.7	17.7	5.1	5.1	5.1	5.4	5.4	5.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	3	3	3	3	3	3	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	26	66	18	21	43	59	92	353	47	9	187	9
Added Vol:	0	0	0	0	0	44	38	41	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	66	18	21	43	103	130	394	47	9	236	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:	28	69	19	22	45	108	137	415	50	10	249	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	69	19	22	45	108	137	415	50	10	249	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	69	19	22	45	108	137	415	50	10	249	10
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:	0.24	0.59	0.17	0.12	0.26	0.62	0.23	0.69	0.08	0.03	0.93	0.04
Final Sat.:	123	305	86	69	143	344	156	474	57	22	562	22
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.31	0.31	0.31	0.87	0.87	0.87	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	11.0	11.4	11.4	11.4	32.1	32.1	32.1	12.6	12.6	12.6
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:	11.0	11.0	11.0	11.4	11.4	11.4	32.1	32.1	32.1	12.6	12.6	12.6
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:	11.0			11.4			32.1			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			11.4			32.1			12.6		
LOS by Appr:	B			B			D			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	4.6	4.6	4.6	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing + Ambient Growth + Robinson Ranch SP (2015) Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Initial Bse:	26	66	18	21	43	59	92	353	47	9	187	9
Added Vol:	0	0	0	0	0	44	38	41	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	66	18	21	43	103	130	394	47	9	236	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:	28	69	19	22	45	108	137	415	50	10	249	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	69	19	22	45	108	137	415	50	10	249	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	69	19	22	45	108	137	415	50	10	249	10
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.83	0.88	0.88	0.81	0.86	0.86	0.92	0.98	0.98
Lanes:	0.25	0.59	0.16	0.13	0.25	0.62	0.24	0.68	0.08	0.04	0.92	0.04
Final Sat.:	385	953	268	196	403	972	347	1052	126	63	1630	63
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.39	0.39	0.39	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.31	0.31	0.31	0.48	0.48	0.48	0.56	0.56	0.56	0.22	0.22	0.22
Delay/Veh:	19.5	19.5	19.5	20.8	20.8	20.8	5.2	5.2	5.2	3.3	3.3	3.3
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:	19.5	19.5	19.5	20.8	20.8	20.8	5.2	5.2	5.2	3.3	3.3	3.3
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	6	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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APPENDIX 5.14

2020 With Robinson Ranch Specific Plan Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/09/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,600** vpd

Minor Street Future ADT = **4,850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	8,000	5,600	2,400	1,680
2 + **5,600** / *1* **4,850**	9,600	6,720	2,400 *	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / *1*	12,000	8,400	1,200	850
2 + **5,600** / *1* **4,850**	14,400	10,080	1,200 *	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 58% B 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,300** vpd Minor Street Future ADT = **600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,300**	*1* **600**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,300**	*1* **600**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... **A** 25% **B** 50%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Avenue E** Critical Approach Speed (Major) 35 mph

Minor Street: **16th Street** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,700** vpd Minor Street Future ADT = **1,800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **5,700**	*1* **1,800**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **5,700**	*1* **1,800**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 71% B 48%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **16th Street** Critical Approach Speed (Major) 35 mph

Minor Street: **Dunlap Blvd.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,250** vpd Minor Street Future ADT = **2,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,250**	*1* **2,900**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,250**	*1* **2,900**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 91% B 60%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **16th St.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,750** vpd Minor Street Future ADT = **4,100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,750**	*1* **4,100**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,750**	*1* **4,100**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	81%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **West Oak Village Rd. North** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **11,050** vpd Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,050**	*1* **3,450**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,050**	*1* **3,450**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	92%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **West Oak Village Rd. South** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,050** vpd Minor Street Future ADT = **4,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,050**	*1* **4,150**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,050**	*1* **4,150**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	100%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: Yucaipa
Major Street: 14th St.
Minor Street: Avenue E
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = 1 lane
Minor Street Approach Lanes 1 lane

Major Street Future ADT = 12,700 vpd
Minor Street Future ADT = 1,800 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,700** / *1* **1,800**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,700** / *1* **1,800**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 75% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **Live Oak Canyon Rd.** Critical Approach Speed (Major) 35 mph

Minor Street: **West Oak Center Dr. North** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **17,600** vpd Minor Street Future ADT = **3,900** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied: XX Not Satisfied:

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **17,600**	*1* **3,900**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: XX Not Satisfied:

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **17,600**	*1* **3,900**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: XX Not Satisfied:

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Live Oak Canyon Rd.**
Minor Street: **West Oak Center Dr. South**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **12,650** vpd
Minor Street Future ADT = **2,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or
In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied: XX (RURAL)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,650** / 1 **2,750**	8,000	5,600 *	2,400	1,680 *
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX (RURAL)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,650** / 1 **2,750**	12,000	8,400 *	1,200	850 *
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX (RURAL)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Calimesa Blvd.**

Minor Street: **Oak Ridge Rd.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **35,400** vpd

Minor Street Future ADT = **800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **35,400** / *1* **800**	8,000	5,600 *	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **35,400** / *1* **800**	12,000	8,400 *	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 48% B: 94%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Calimesa Blvd.**

Minor Street: **12th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **35,150** vpd

Minor Street Future ADT = **100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **35,150**	*1* **100**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **35,150**	*1* **100**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	6% / 12%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Calimesa Blvd.**
Minor Street: **Cienaga Rd.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **35,600** vpd
Minor Street Future ADT = **500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]
or
In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN | RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied | Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **35,600**	*1* **500**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied | Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **35,600**	*1* **500**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied | Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 30% B: 59%

2 CONDITIONS 80% | 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Calimesa Blvd.**
Minor Street: **Wildwood Center Dr.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **23,000** vpd
Minor Street Future ADT = **13,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **23,000**	*1* **13,150**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **23,000**	*1* **13,150**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	100%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Yucaipa**

Major Street: **Wildwood Center Dr.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **18,300** vpd

Minor Street Future ADT = **3,800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **18,300** / *1* **3,800**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **18,300** / *1* **3,800**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP
				CALC Michael Lu	DATE 05/09/08
				CHK Tom Huang	DATE 05/01/08

Jurisdiction: **Yucaipa**
Major Street: **Colorado St.**
Minor Street: **8th St.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,650** vpd
Minor Street Future ADT = **1,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....
or
In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,650** / *1* **1,150**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **2,650** / *1* **1,150**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 33% B 22%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP

CALC Amber Hsu DATE 07/24/08

Jurisdiction: Yucaipa CHK Tom Huang DATE 07/24/08

Major Street: **County Line Rd.** Critical Approach Speed (Major) 25 mph

Minor Street: **Wildwood Ranch Rd.** Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,450** vpd Minor Street Future ADT = **5,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,450**	*1* **5,150**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,450**	*1* **5,150**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A 93% B 62%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2015 E+A+RR SP

CALC Michael Lu DATE 05/09/08

Jurisdiction: Yucaipa CHK Tom Huang DATE 05/01/08

Major Street: **Wildwood Cyn. Rd.** Critical Approach Speed (Major) 40 mph

Minor Street: **Colorado St.** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **13,200** vpd Minor Street Future ADT = **1,700** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied	Urban	Rural	Urban	Rural
XX / XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **13,200** / *1* **1,700**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied	Urban	Rural	Urban	Rural
XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **13,200** / *1* **1,700**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied				
XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 71% B 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST ___ CO ___ RTE ___ PM ___

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: **Calimesa**

Major Street: **5th St.**

Minor Street: **Avenue L**

Critical Approach Speed (Major) 25 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,900** vpd

Minor Street Future ADT = **3,200** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **5,900** / *1* **3,200**	8,000	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 **5,900** / *1* **3,200**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 74% B: 49%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2015 E+A+RR SP**

CALC Michael Lu DATE 05/09/08

CHK Tom Huang DATE 05/01/08

Jurisdiction: Yucaipa

Major Street: **County Line Rd.**

Minor Street: **Bryant St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,100** vpd

Minor Street Future ADT = **2,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied:	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street: *1* **10,100** / Minor Street: *1* **2,500**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street: *1* **10,100** / Minor Street: *1* **2,500**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied:	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 84%				

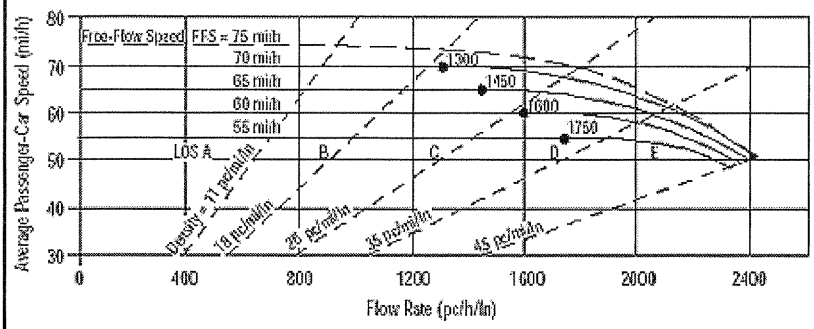
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.15

2020 With Robinson Ranch Specific Plan Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*West of Yucaipa Blvd. (1)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6084*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1913*	pc/h/ln
S	*66.4*	mi/h
D = v_p / S	*28.8*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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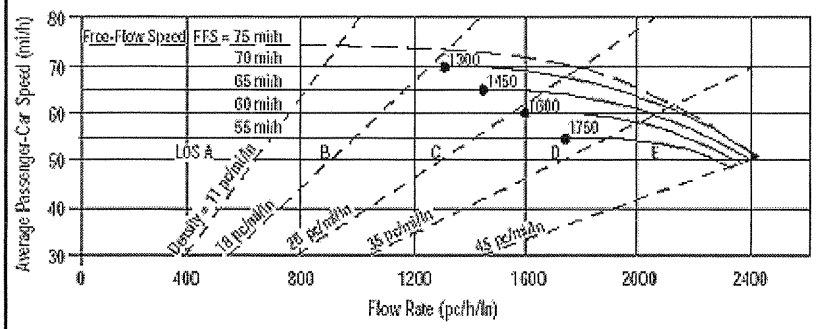
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*West of Yucaipa Blvd. (1)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6698*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2106*	pc/h/ln
S	*62.6*	mi/h
D = v_p / S	*33.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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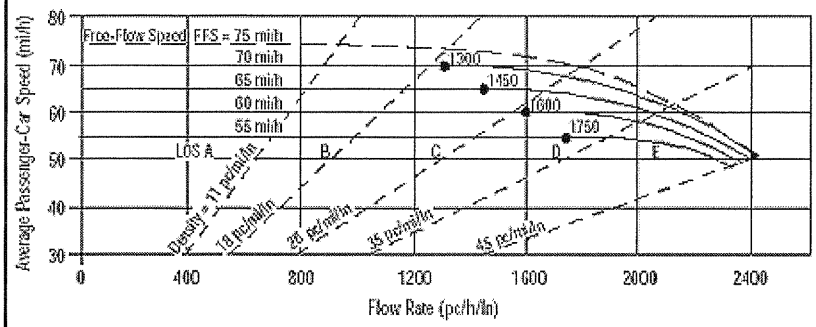
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4879*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1849*	pc/h/ln	Design LOS		
S	*67.3*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*27.5*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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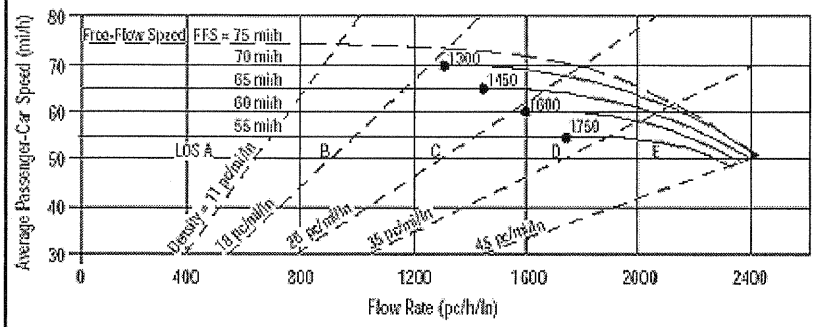

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5445*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2063*	pc/h/ln
S	*63.6*	mi/h
D = v_p / S	*32.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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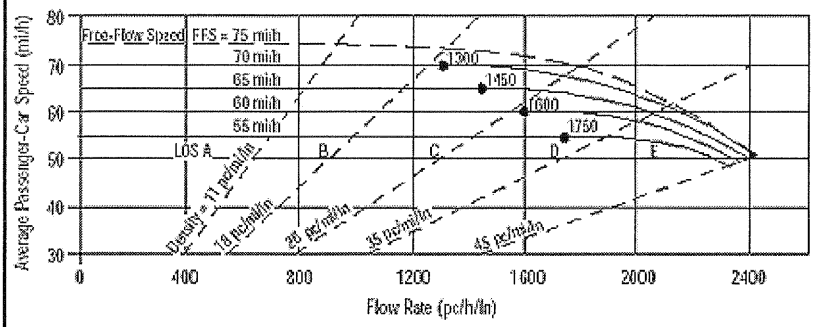
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4470*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1694*	pc/h/ln
S	*68.8*	mi/h
D = v_p / S	*24.6*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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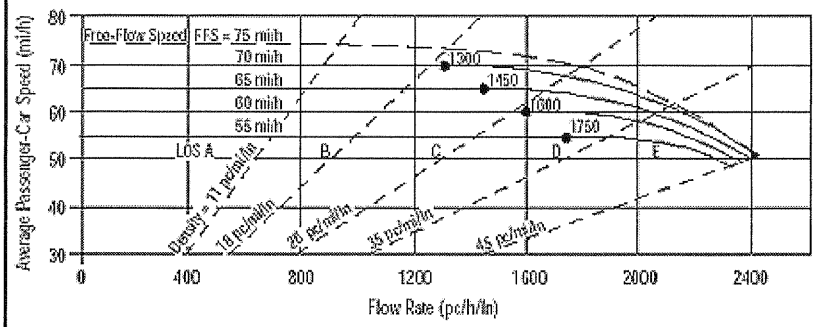
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*Live Oak/County Line (3)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4627*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1753*	pc/h/ln
S	*68.3*	mi/h
D = v_p / S	*25.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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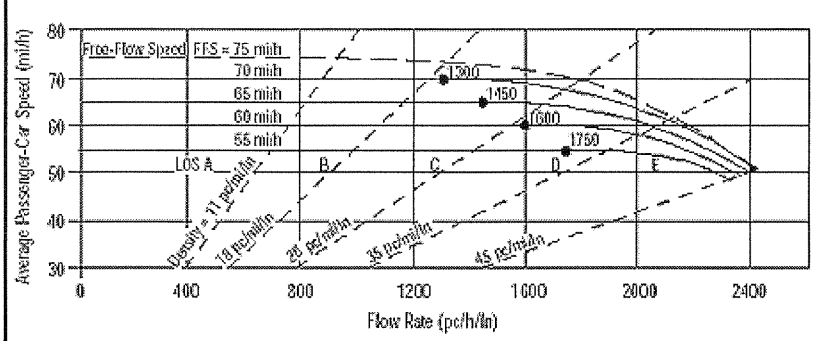

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4433*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1680*	pc/h/ln	Design LOS		
S	*68.9*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*24.4*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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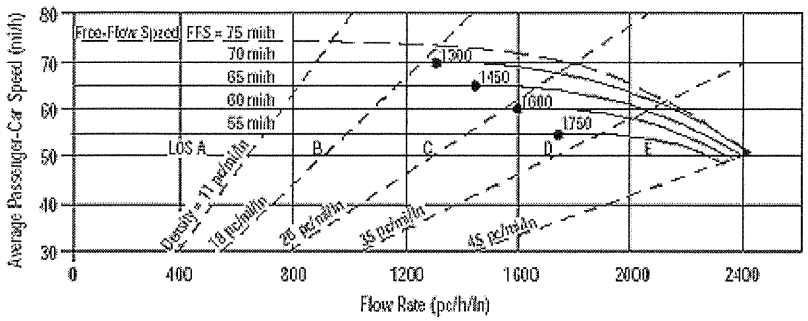

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4581*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1736*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.5*	mi/h	S		mi/h
D = v_p / S	*25.3*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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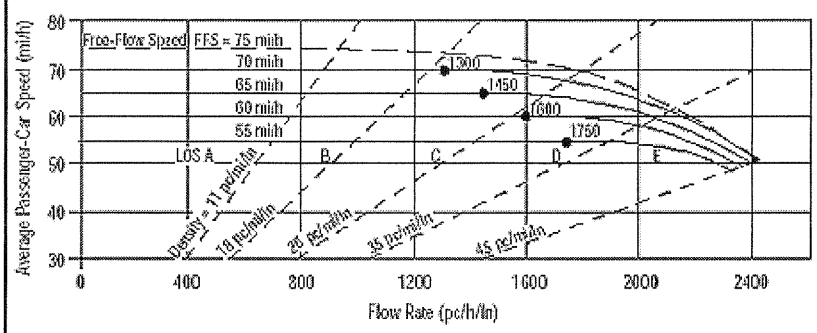

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4130*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1565*	pc/h/ln
S	*69.6*	mi/h
D = v_p / S	*22.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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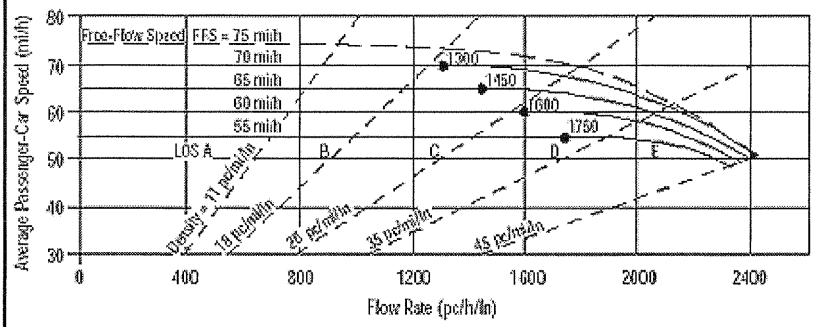

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4756*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1802*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*67.8*	mi/h	S		mi/h
D = v_p / S	*26.6*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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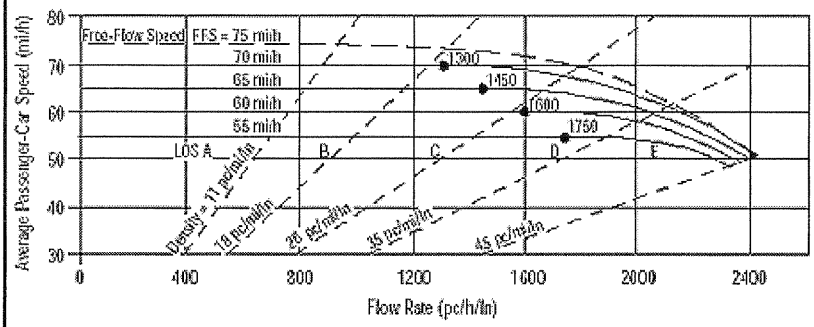

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4356*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1651*	pc/h/ln
S	*69.1*	mi/h
D = v_p / S	*23.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)		
Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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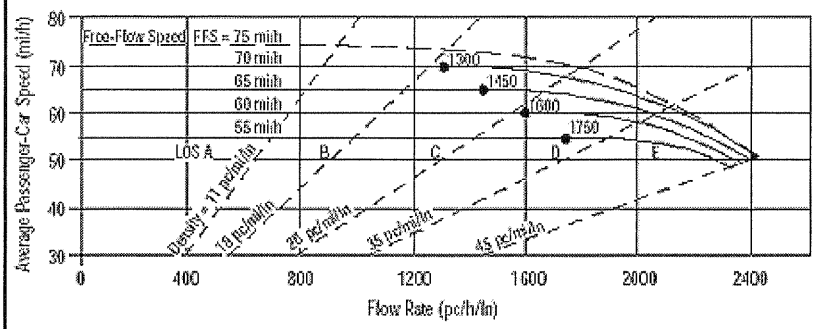

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4693*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1778*	pc/h/ln
S	*68.1*	mi/h
D = v_p / S	*26.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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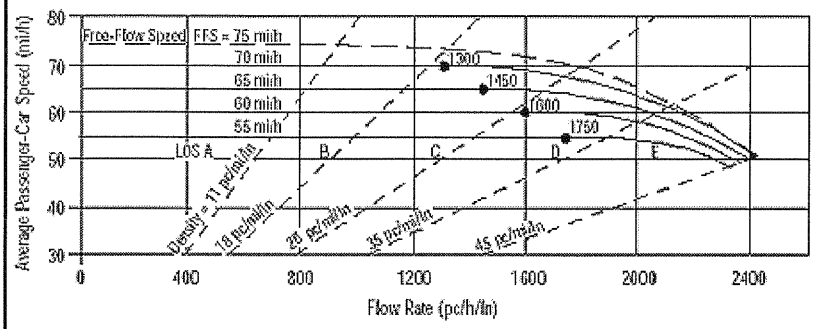

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5031*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1906*	pc/h/ln
S	*66.5*	mi/h
D = v_p / S	*28.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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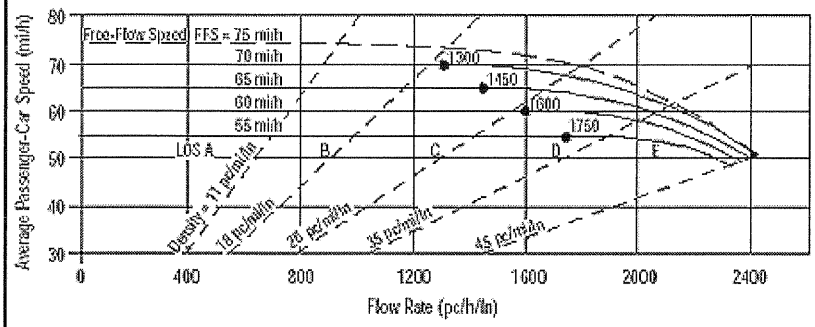

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5371*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2035*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*64.2*	mi/h	S		mi/h
D = v_p / S	*31.7*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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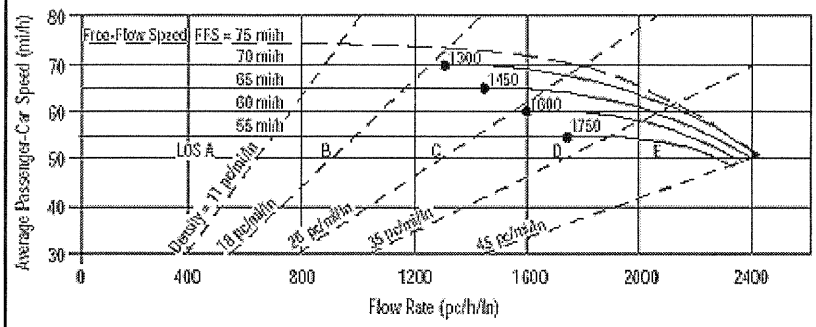

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*West of Yucaipa (8)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6187*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2312*	pc/h/ln
S	*56.6*	mi/h
D = v_p / S	*40.9*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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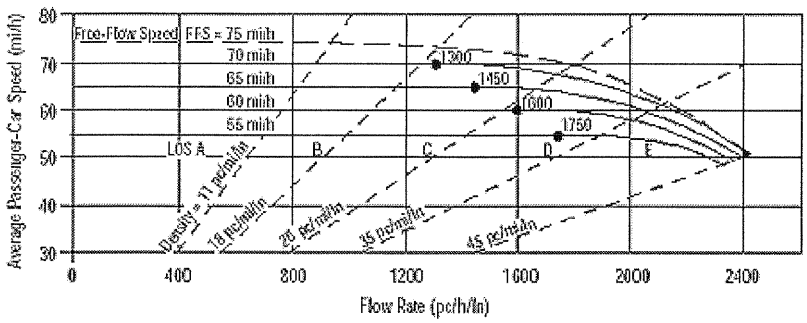
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*West of Yucaipa (8)*
Jurisdiction	*Caltrans*
Analysis Year	*2020 w/Robinson Ranch SP*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6662*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2489*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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APPENDIX 5.16

2030 Without Project Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.305
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 94.9
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 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	1	606	130		35	352	4		2	4	3		289	2	90	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	606	130		35	352	4		2	4	3		289	2	90	
Added Vol:	0	0	7		7	0	0		0	0	0		6	0	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	606	137		42	352	4		2	4	3		295	2	96	
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:	1	638	144		44	371	4		2	4	3		311	2	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	638	144		44	371	4		2	4	3		311	2	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	1	638	144		44	371	4		2	4	3		311	2	101	
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:	0.01	0.81	0.18		0.11	0.88	0.01		0.22	0.45	0.33		0.75	0.01	0.24	
Final Sat.:	1	489	110		59	492	6		89	178	134		404	3	131	
Capacity Analysis Module:																
Vol/Sat:	1.31	1.31	1.31		0.75	0.75	0.75		0.02	0.02	0.02		0.77	0.77	0.77	
Crit Moves:		****				****			****				****			
Delay/Veh:	168.4	168	168.4		25.7	25.7	25.7		11.1	11.1	11.1		27.6	27.6	27.6	
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:	168.4	168	168.4		25.7	25.7	25.7		11.1	11.1	11.1		27.6	27.6	27.6	
LOS by Move:	F	F	F		D	D	D		B	B	B		D	D	D	
ApproachDel:	168.4				25.7				11.1				27.6			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	168.4				25.7				11.1				27.6			
LOS by Appr:	F				D				B				D			
AllWayAvgQ:	26.6	26.6	26.6		2.5	2.5	2.5		0.0	0.0	0.0		2.7	2.7	2.7	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	606	130	35	352	4	2	4	3	289	2	90
Added Vol:	0	0	22	7	0	0	0	0	0	18	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	606	152	42	352	4	2	4	3	307	2	96
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:	1	638	160	44	371	4	2	4	3	323	2	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	638	160	44	371	4	2	4	3	323	2	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	638	160	44	371	4	2	4	3	323	2	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.73	0.77	0.77	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.59	0.40	0.22	1.76	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	4	2529	634	291	2438	28	373	746	559	1615	31	1504
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.15	0.15	0.15	0.01	0.01	0.01	0.20	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.20	0.20	0.32	0.32	0.32
Volume/Cap:	0.62	0.62	0.62	0.38	0.38	0.38	0.03	0.03	0.03	0.62	0.21	0.21
Delay/Veh:	20.0	20.0	20.0	17.0	17.0	17.0	25.8	25.8	25.8	25.4	20.0	20.0
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:	20.0	20.0	20.0	17.0	17.0	17.0	25.8	25.8	25.8	25.4	20.0	20.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	B	B
HCM2kAvgQ:	9	9	9	4	4	4	0	0	0	8	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 99.0
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	2	419	293				36	629	6				10	5	1				140	1	35			
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:	2	419	293				36	629	6				10	5	1				140	1	35			
Added Vol:	0	0	21				21	0	0				0	0	0				21	0	21			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	2	419	314				57	629	6				10	5	1				161	1	56			
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:	2	441	331				60	662	6				11	5	1				169	1	59			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	2	441	331				60	662	6				11	5	1				169	1	59			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	2	441	331				60	662	6				11	5	1				169	1	59			
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:	0.01	0.57	0.42				0.08	0.91	0.01				0.63	0.31	0.06				0.74	0.01	0.25			
Final Sat.:	2	375	281				52	570	5				273	136	27				383	2	133			
Capacity Analysis Module:																								
Vol/Sat:	1.18	1.18	1.18				1.16	1.16	1.16				0.04	0.04	0.04				0.44	0.44	0.44			
Crit Moves:		****						****					****						****					
Delay/Veh:	114.7	115	114.7				110.6	111	110.6				11.2	11.2	11.2				15.3	15.3	15.3			
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:	114.7	115	114.7				110.6	111	110.6				11.2	11.2	11.2				15.3	15.3	15.3			
LOS by Move:	F		F		F		F		F				B		B				C		C			
ApproachDel:	114.7						110.6						11.2						15.3					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	114.7						110.6						11.2						15.3					
LOS by Appr:	F						F						B						C					
AllWayAvgQ:	19.4	19.4	19.4				17.7	17.7	17.7				0.0	0.0	0.0				0.8	0.8	0.8			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
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:	2	419	293	36	629	6	10	5	1	140	1	35
Added Vol:	0	0	47	21	0	0	0	0	0	51	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	419	340	57	629	6	10	5	1	191	1	56
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:	2	441	358	60	662	6	11	5	1	201	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	441	358	60	662	6	11	5	1	201	1	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	441	358	60	662	6	11	5	1	201	1	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.80	0.84	0.84	0.75	0.79	0.79	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.10	0.89	0.17	1.81	0.02	0.64	0.30	0.06	1.00	0.02	0.98
Final Sat.:	8	1674	1358	234	2581	25	1044	522	104	1615	27	1508
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.01	0.01	0.12	0.04	0.04
Crit Moves:		****					****			****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.20	0.20	0.20	0.23	0.23	0.23
Volume/Cap:	0.54	0.54	0.54	0.52	0.52	0.52	0.05	0.05	0.05	0.54	0.17	0.17
Delay/Veh:	14.4	14.4	14.4	14.2	14.2	14.2	25.9	25.9	25.9	28.4	24.7	24.7
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:	14.4	14.4	14.4	14.2	14.2	14.2	25.9	25.9	25.9	28.4	24.7	24.7
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	7	7	7	0	0	0	5	1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
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:	127	161	48	16	182	121	45	304	31	76	514	45
Added Vol:	21	9	0	2	3	9	3	7	8	0	15	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	170	48	18	185	130	48	311	39	76	529	52
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:	156	179	51	19	195	137	51	327	41	80	557	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	179	51	19	195	137	51	327	41	80	557	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	179	51	19	195	137	51	327	41	80	557	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.03	0.01	0.11	0.08	0.03	0.18	0.02	0.05	0.31	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.36	0.39	0.11	0.04	0.42	0.30	0.12	0.72	0.09	0.11	0.72	0.07
Delay/Veh:	28.0	28.2	25.8	25.3	28.6	27.4	26.1	36.6	25.9	15.6	24.9	15.3
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:	28.0	28.2	25.8	25.3	28.6	27.4	26.1	36.6	25.9	15.6	24.9	15.3
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	4	1	0	5	3	1	10	1	1	14	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
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:	63	192	76	23	173	75	131	611	86	33	322	17
Added Vol:	15	6	0	8	10	6	10	19	24	0	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	198	76	31	183	81	141	630	110	33	333	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:	82	208	80	33	193	85	148	663	116	35	351	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	208	80	33	193	85	148	663	116	35	351	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
FinalVolume:	82	208	80	33	193	85	148	663	116	35	351	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.04	0.02	0.11	0.05	0.09	0.37	0.06	0.02	0.19	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.19	0.45	0.17	0.08	0.42	0.19	0.20	0.85	0.15	0.08	0.80	0.05
Delay/Veh:	26.4	28.9	26.3	25.5	28.5	26.4	16.0	31.7	15.5	26.3	41.7	26.1
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:	26.4	28.9	26.3	25.5	28.5	26.4	16.0	31.7	15.5	26.3	41.7	26.1
LOS by Move:	C	C	C	C	C	C	B	C	B	C	D	C
HCM2kAvgQ:	2	5	2	1	5	2	3	19	2	1	11	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 100 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
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:	189	120	63	76	90	4	17	259	142	71	782	27
Added Vol:	15	4	7	2	11	4	1	3	27	2	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	124	70	78	101	8	18	262	169	73	783	28
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:	215	131	74	82	106	8	19	276	178	77	824	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	131	74	82	106	8	19	276	178	77	824	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	131	74	82	106	8	19	276	178	77	824	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.58	1.00	0.85	0.54	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1047	1800	1530	969	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.05	0.08	0.06	0.01	0.01	0.15	0.12	0.05	0.46	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.47	0.47	0.21	0.58	0.58
Volume/Cap:	0.79	0.28	0.19	0.33	0.23	0.02	0.12	0.32	0.25	0.23	0.79	0.03
Delay/Veh:	48.8	29.9	29.0	30.7	29.4	27.6	41.3	16.6	15.8	33.4	20.4	9.0
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:	48.8	29.9	29.0	30.7	29.4	27.6	41.3	16.6	15.8	33.4	20.4	9.0
LOS by Move:	D	C	C	C	C	C	D	B	B	C	C	A
HCM2kAvgQ:	9	3	2	2	3	0	1	5	3	2	21	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 100 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	63	154	44	63	10	25	509	111	99	403	10
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	63	154	44	63	10	25	509	111	99	403	10
Added Vol:	33	13	4	1	7	3	5	2	24	8	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	76	158	45	70	13	30	511	135	107	407	12
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:	113	80	166	47	74	14	32	538	142	113	428	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	80	166	47	74	14	32	538	142	113	428	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	80	166	47	74	14	32	538	142	113	428	13
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.64	1.00	0.85	0.63	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1146	1800	1530	1125	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.11	0.04	0.04	0.01	0.02	0.30	0.09	0.07	0.24	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.20	0.56	0.56	0.13	0.49	0.49
Volume/Cap:	0.39	0.18	0.43	0.17	0.16	0.04	0.10	0.53	0.17	0.53	0.49	0.02
Delay/Veh:	32.1	29.6	32.3	29.6	29.5	28.4	32.4	14.4	10.8	43.3	17.8	13.3
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:	32.1	29.6	32.3	29.6	29.5	28.4	32.4	14.4	10.8	43.3	17.8	13.3
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	3	2	5	1	2	0	1	11	2	4	9	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
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:	43	163	34	24	104	108	99	224	23	52	298	28
Added Vol:	20	34	0	4	40	1	0	1	8	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	197	34	28	144	109	99	225	31	52	299	29
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:	66	207	36	29	152	115	104	237	33	55	315	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	207	36	29	152	115	104	237	33	55	315	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	207	36	29	152	115	104	237	33	55	315	31
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:	0.21	0.67	0.12	1.00	0.57	0.43	1.00	0.88	0.12	1.00	0.91	0.09
Final Sat.:	97	304	52	418	264	200	432	410	56	441	435	42
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.07	0.57	0.57	0.24	0.58	0.58	0.12	0.72	0.72
Crit Moves:	****				****			****			****	
Delay/Veh:	24.0	24.0	24.0	11.4	18.5	18.5	13.0	18.8	18.8	11.6	25.4	25.4
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:	24.0	24.0	24.0	11.4	18.5	18.5	13.0	18.8	18.8	11.6	25.4	25.4
LOS by Move:	C	C	C	B	C	C	B	C	C	B	D	D
ApproachDel:		24.0			17.8			17.2			23.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.0			17.8			17.2			23.5	
LOS by Appr:		C			C			C			C	
AllWayAvgQ:	1.7	1.7	1.7	0.1	1.1	1.1	0.3	1.1	1.1	0.1	2.0	2.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 60 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		10		18		18		10		18		18	
Lanes:	0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	43		163		34		24		104		108		99		224		23		52		298		28	
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:	43		163		34		24		104		108		99		224		23		52		298		28	
Added Vol:	20		34		0		4		40		1		0		1		8		0		1		1	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	63		197		34		28		144		109		99		225		31		52		299		29	
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:	66		207		36		29		152		115		104		237		33		55		315		31	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	66		207		36		29		152		115		104		237		33		55		315		31	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	66		207		36		29		152		115		104		237		33		55		315		31	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.83		0.88		0.88		0.72		0.94		0.94		0.90		0.98		0.98		0.90		0.99		0.99	
Lanes:	0.22		0.67		0.11		1.00		0.57		0.43		1.00		0.88		0.12		1.00		0.91		0.09	
Final Sat.:	335		1047		181		1295		958		725		1615		1554		214		1615		1620		157	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.20		0.20		0.02		0.16		0.16		0.06		0.15		0.15		0.03		0.19		0.19	
Crit Moves:			****										****								****			
Green/Cycle:	0.38		0.38		0.38		0.38		0.38		0.38		0.17		0.33		0.33		0.18		0.35		0.35	
Volume/Cap:	0.52		0.52		0.52		0.06		0.41		0.41		0.39		0.46		0.46		0.18		0.56		0.56	
Delay/Veh:	15.0		15.0		15.0		11.7		14.0		14.0		23.2		16.4		16.4		20.9		16.8		16.8	
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:	15.0		15.0		15.0		11.7		14.0		14.0		23.2		16.4		16.4		20.9		16.8		16.8	
LOS by Move:	B		B		B		B		B		B		C		B		B		C		B		B	
HCM2kAvgQ:	5		5		5		0		4		4		2		4		4		1		6		6	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
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	1!	0	0	1	0	0	1	0	1	0	1	0	0	1	0
Volume Module:																
Base Vol:	20	124	19		9	172	64		129	219	42		19	100	7	
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:	20	124	19		9	172	64		129	219	42		19	100	7	
Added Vol:	14	54	0		3	49	1		1	1	24		0	1	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	178	19		12	221	65		130	220	66		19	101	12	
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:	36	187	20		13	233	68		137	232	69		20	106	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	187	20		13	233	68		137	232	69		20	106	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	187	20		13	233	68		137	232	69		20	106	13	
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:	0.15	0.77	0.08		1.00	0.77	0.23		1.00	0.77	0.23		1.00	0.89	0.11	
Final Sat.:	75	395	42		486	416	122		498	424	127		446	430	51	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.47	0.47		0.03	0.56	0.56		0.27	0.55	0.55		0.04	0.25	0.25	
Crit Moves:		****				****					****			****		
Delay/Veh:	15.1	15.1	15.1		10.0	16.4	16.4		12.2	15.8	15.8		10.5	11.6	11.6	
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:	15.1	15.1	15.1		10.0	16.4	16.4		12.2	15.8	15.8		10.5	11.6	11.6	
LOS by Move:	C	C	C		A	C	C		B	C	C		B	B	B	
ApproachDel:		15.1				16.1				14.7				11.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		15.1				16.1				14.7				11.4		
LOS by Appr:		C				C				B				B		
AllWayAvgQ:	0.8	0.8	0.8		0.0	1.1	1.1		0.3	1.0	1.0		0.0	0.3	0.3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 60 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	23	23	23		23	23	23		10	18	18		10	18	18	
Lanes:	0	0	1!	0	0	1	0	0	1	0	0	1	0	1	0	0
Volume Module:																
Base Vol:	20	124	19		9	172	64		129	219	42		19	100	7	
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:	20	124	19		9	172	64		129	219	42		19	100	7	
Added Vol:	14	54	0		3	49	1		1	1	24		0	1	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	178	19		12	221	65		130	220	66		19	101	12	
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:	36	187	20		13	233	68		137	232	69		20	106	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	187	20		13	233	68		137	232	69		20	106	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	187	20		13	233	68		137	232	69		20	106	13	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.87	0.92	0.92		0.79	0.97	0.97		0.90	0.97	0.97		0.90	0.98	0.98	
Lanes:	0.15	0.77	0.08		1.00	0.77	0.23		1.00	0.77	0.23		1.00	0.89	0.11	
Final Sat.:	241	1263	135		1426	1344	395		1615	1336	401		1615	1583	188	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.15		0.01	0.17	0.17		0.08	0.17	0.17		0.01	0.07	0.07	
Crit Moves:						****				****			****			
Green/Cycle:	0.38	0.38	0.38		0.38	0.38	0.38		0.18	0.35	0.35		0.17	0.33	0.33	
Volume/Cap:	0.39	0.39	0.39		0.02	0.45	0.45		0.46	0.50	0.50		0.07	0.20	0.20	
Delay/Veh:	13.8	13.8	13.8		11.5	14.3	14.3		22.9	16.0	16.0		21.2	14.5	14.5	
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:	13.8	13.8	13.8		11.5	14.3	14.3		22.9	16.0	16.0		21.2	14.5	14.5	
LOS by Move:	B	B	B		B	B	B		C	B	B		C	B	B	
HCM2kAvgQ:	4	4	4		0	5	5		3	5	5		0	2	2	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 109.4
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
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:	56	15	4	70	14	81	95	215	15	2	718	126
Added Vol:	1	9	4	23	21	4	1	18	0	6	47	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	24	8	93	35	85	96	233	15	8	765	169
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:	60	25	8	98	37	89	101	245	16	8	805	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	25	8	98	37	89	101	245	16	8	805	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	25	8	98	37	89	101	245	16	8	805	178
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:	0.64	0.27	0.09	0.73	0.27	1.00	0.29	0.71	1.00	0.01	0.99	1.00
Final Sat.:	277	117	39	324	122	513	153	371	592	6	575	647
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.30	0.30	0.17	0.66	0.66	0.03	1.40	1.40	0.28
Crit Moves:		****		****				****			****	
Delay/Veh:	13.0	13.0	13.0	13.8	13.8	10.9	21.4	21.4	8.8	208.3	208	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	13.8	13.8	10.9	21.4	21.4	8.8	208.3	208	10.2
LOS by Move:	B	B	B	B	B	B	C	C	A	F	F	B
ApproachDel:		13.0			12.6			20.9			172.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			12.6			20.9			172.8	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.2	1.7	1.7	0.0	32.2	32.2	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 110 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:	21		21		21		21		21		21		21		21		21		21		21		21	
Lanes:	0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0		0	1	0	0	1	
Volume Module:																								
Base Vol:	56		15		4		70		14		81		95		215		15		2		718		126	
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:	56		15		4		70		14		81		95		215		15		2		718		126	
Added Vol:	1		9		4		23		21		4		1		18		0		6		47		43	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	57		24		8		93		35		85		96		233		15		8		765		169	
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:	60		25		8		98		37		89		101		245		16		8		805		178	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	60		25		8		98		37		89		101		245		16		8		805		178	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	60		25		8		98		37		89		101		245		16		8		805		178	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.68		0.72		0.72		0.75		0.89		0.89		0.90		0.99		0.99		0.94		1.00		0.85	
Lanes:	0.65		0.26		0.09		1.00		0.29		0.71		1.00		0.94		0.06		0.01		0.99		1.00	
Final Sat.:	796		335		112		1348		469		1140		1615		1676		108		19		1780		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.08		0.08		0.07		0.08		0.08		0.06		0.15		0.15		0.45		0.45		0.12	
Crit Moves:									****						****						****			
Green/Cycle:	0.19		0.19		0.19		0.19		0.19		0.19		0.19		0.19		0.19		0.56		0.56		0.56	
Volume/Cap:	0.39		0.39		0.39		0.38		0.41		0.41		0.33		0.77		0.77		0.80		0.80		0.21	
Delay/Veh:	40.0		40.0		40.0		39.8		40.0		40.0		39.0		52.2		52.2		23.8		23.8		12.0	
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:	40.0		40.0		40.0		39.8		40.0		40.0		39.0		52.2		52.2		23.8		23.8		12.0	
LOS by Move:	D		D		D		D		D		D		D		D		D		C		C		B	
HCM2kAvgQ:	3		3		3		3		4		4		3		10		10		23		23		3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
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:	14	23	1	126	14	57	67	329	33	2	183	74
Added Vol:	1	24	9	55	16	3	5	56	1	7	35	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	47	10	181	30	60	72	385	34	9	218	113
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:	16	49	11	191	32	63	76	405	36	9	229	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	49	11	191	32	63	76	405	36	9	229	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	49	11	191	32	63	76	405	36	9	229	119
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:	0.21	0.65	0.14	0.86	0.14	1.00	0.16	0.84	1.00	0.04	0.96	1.00
Final Sat.:	91	285	61	396	66	539	89	474	629	21	512	593
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.48	0.48	0.12	0.85	0.85	0.06	0.45	0.45	0.20
Crit Moves:		****		****				****			****	
Delay/Veh:	11.9	11.9	11.9	16.2	16.2	9.8	34.5	34.5	8.6	14.1	14.1	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	16.2	16.2	9.8	34.5	34.5	8.6	14.1	14.1	9.9
LOS by Move:	B	B	B	C	C	A	D	D	A	B	B	A
ApproachDel:		11.9			14.8			32.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			14.8			32.7			12.7	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.2	0.2	0.8	0.8	0.1	4.0	4.0	0.1	0.7	0.7	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 110 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
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:	14	23	1	126	14	57	67	329	33	2	183	74
Added Vol:	1	24	9	55	16	3	5	56	1	7	35	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	47	10	181	30	60	72	385	34	9	218	113
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:	16	49	11	191	32	63	76	405	36	9	229	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	49	11	191	32	63	76	405	36	9	229	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	49	11	191	32	63	76	405	36	9	229	119
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.71	0.90	0.90	0.90	0.99	0.99	0.94	1.00	0.85
Lanes:	0.22	0.64	0.14	1.00	0.33	0.67	1.00	0.92	0.08	0.04	0.96	1.00
Final Sat.:	344	1077	229	1283	540	1080	1615	1634	144	71	1721	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.15	0.06	0.06	0.05	0.25	0.25	0.13	0.13	0.08
Crit Moves:				****					****		****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.44	0.44	0.44	0.24	0.24	0.24
Volume/Cap:	0.17	0.17	0.17	0.56	0.22	0.22	0.11	0.56	0.56	0.56	0.56	0.33
Delay/Veh:	31.3	31.3	31.3	37.0	31.8	31.8	18.0	23.6	23.6	38.5	38.5	35.2
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:	31.3	31.3	31.3	37.0	31.8	31.8	18.0	23.6	23.6	38.5	38.5	35.2
LOS by Move:	C	C	C	D	C	C	B	C	C	D	D	D
HCM2kAvgQ:	2	2	2	7	3	3	2	11	11	8	8	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 90 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
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:	14	1	3	220	1	30	27	201	3	9	790	298
Added Vol:	0	0	0	13	0	0	1	45	0	0	97	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	3	233	1	30	28	246	3	9	887	328
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:	15	1	3	245	1	32	29	259	3	9	934	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	3	245	1	32	29	259	3	9	934	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	3	245	1	32	29	259	3	9	934	345
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.89	0.01	0.10	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	1339	96	287	1510	6	194	1700	3379	41	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.16	0.16	0.16	0.02	0.08	0.08	0.01	0.52	0.19
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.04	0.04	0.04	0.64	0.64	0.64	0.16	0.17	0.17	0.02	0.92	0.34
Delay/Veh:	25.4	25.4	25.4	36.7	36.7	36.7	37.9	13.0	13.0	26.7	25.4	7.7
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:	25.4	25.4	25.4	36.7	36.7	36.7	37.9	13.0	13.0	26.7	25.4	7.7
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	8	8	8	1	2	2	0	25	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
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	1	3	262	1	20	35	436	9	1	213	173
Added Vol:	0	0	0	38	0	1	1	120	0	0	80	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	300	1	21	36	556	9	1	293	198
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:	3	1	3	316	1	22	38	585	9	1	308	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	316	1	22	38	585	9	1	308	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	316	1	22	38	585	9	1	308	208
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.93	0.01	0.06	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	752	251	752	1590	5	111	1700	3366	54	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.02	0.17	0.17	0.00	0.17	0.12
Crit Moves:					****		****				****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.11	0.32	0.32	0.17	0.38	0.38
Volume/Cap:	0.01	0.01	0.01	0.45	0.45	0.45	0.20	0.54	0.54	0.00	0.45	0.30
Delay/Veh:	12.0	12.0	12.0	16.8	16.8	16.8	38.7	26.1	26.1	31.1	21.2	19.0
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:	12.0	12.0	12.0	16.8	16.8	16.8	38.7	26.1	26.1	31.1	21.2	19.0
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	B
HCM2kAvgQ:	0	0	0	6	6	6	1	7	7	0	6	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.197
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	92	571	0	0	103	901	0	0	0	22	0	148
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:	92	571	0	0	103	901	0	0	0	22	0	148
Added Vol:	9	32	0	0	32	61	0	0	0	3	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	603	0	0	135	962	0	0	0	25	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	635	0	0	142	0	0	0	0	26	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	635	0	0	142	0	0	0	0	26	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	635	0	0	142	0	0	0	0	26	0	163
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.25	0.00	1.75
Final Sat.:	1615	3420	0	0	3420	1800	0	0	0	374	0	2717
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.31	0.57	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.21	0.32	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.00	0.18
Delay/Veh:	15.7	6.8	0.0	0.0	16.9	0.0	0.0	0.0	0.0	14.7	0.0	14.5
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:	15.7	6.8	0.0	0.0	16.9	0.0	0.0	0.0	0.0	14.7	0.0	14.5
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	3	0	0	1	0	0	0	0	2	0	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 60 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						Permitted						Split Phase						Split Phase					
Rights:	Include						Ignore						Include						Include					
Min. Green:	10		16		0		0		16		16		0		0		0		7		0		7	
Lanes:	1	0	2	0	0		0	0	2	0	1		0	0	0	0	0		0	0	1!	0	1	
Volume Module:																								
Base Vol:	90	1412		0			0	185		643			0	0		0			23		0		146	
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:	90	1412		0			0	185		643			0	0		0			23		0		146	
Added Vol:	6	85		0			0	23		47			0	0		0			1		0		22	
PasserByVol:	0	0		0			0	0		0			0	0		0			0		0		0	
Initial Fut:	96	1497		0			0	208		690			0	0		0			24		0		168	
User Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00		1.00		1.00	
PHF Adj:	0.95	0.95		0.95			0.95	0.95		0.00			0.95	0.95		0.95			0.95		0.95		0.95	
PHF Volume:	101	1576		0			0	219		0			0	0		0			25		0		177	
Reduct Vol:	0	0		0			0	0		0			0	0		0			0		0		0	
Reduced Vol:	101	1576		0			0	219		0			0	0		0			25		0		177	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		0.00			1.00	1.00		1.00			1.00		1.00		1.00	
FinalVolume:	101	1576		0			0	219		0			0	0		0			25		0		177	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800		1800		1800	
Adjustment:	0.90	0.95		1.00			0.94	0.95		1.00			0.94	1.00		1.00			0.82		1.00		0.86	
Lanes:	1.00	2.00		0.00			0.00	2.00		1.00			0.00	0.00		0.00			0.23		0.00		1.77	
Final Sat.:	1615	3420		0			0	3420		1800			0	0		0			341		0		2749	
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.46		0.00			0.00	0.06		0.00			0.00	0.00		0.00			0.07		0.00		0.06	
Crit Moves:		****																	****					
Green/Cycle:	0.52	0.78		0.00			0.00	0.27		0.00			0.00	0.00		0.00			0.12		0.00		0.12	
Volume/Cap:	0.12	0.59		0.00			0.00	0.24		0.00			0.00	0.00		0.00			0.63		0.00		0.55	
Delay/Veh:	7.5	3.0		0.0			0.0	17.4		0.0			0.0	0.0		0.0			29.5		0.0		26.8	
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:	7.5	3.0		0.0			0.0	17.4		0.0			0.0	0.0		0.0			29.5		0.0		26.8	
LOS by Move:	A	A		A			A	B		A			A	A		A			C		A		C	
HCM2kAvgQ:	1	7		0			0	2		0			0	0		0			3		0		3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	115	47	80	45	0	548	0	83	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	47	80	45	0	548	0	83	0	0	0
Added Vol:	0	18	2	19	16	0	23	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	133	49	99	61	0	571	0	90	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	140	52	104	64	0	601	0	95	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	140	52	104	64	0	601	0	95	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
FinalVolume:	0	140	52	104	64	0	601	0	95	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.95	0.94	0.95	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.46	0.54	1.00	2.00	0.00	1.77	0.00	0.23	0.00	0.00	0.00
Final Sat.:	0	2499	921	1700	3420	0	3010	0	413	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.06	0.02	0.00	0.20	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.17	0.32	0.00	0.63	0.00	0.63	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.36	0.36	0.06	0.00	0.32	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	49.7	49.7	48.6	30.4	0.0	11.1	0.0	11.6	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	49.7	49.7	48.6	30.4	0.0	11.1	0.0	11.6	0.0	0.0	0.0
LOS by Move:	A	D	D	D	C	A	B	A	B	A	A	A
HCM2kAvgQ:	0	4	4	4	1	0	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1	1 0		1 0	2	0 0		1 0	1!	0 0		0 0	0	0 0	
Volume Module:																
Base Vol:	0	141	13		134	74	0		1361	0	302		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	141	13		134	74	0		1361	0	302		0	0	0	
Added Vol:	0	16	1		13	11	0		75	0	9		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	157	14		147	85	0		1436	0	311		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	165	15		155	89	0		1512	0	327		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	165	15		155	89	0		1512	0	327		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	
FinalVolume:	0	165	15		155	89	0		1512	0	327		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.84	0.16		1.00	2.00	0.00		1.71	0.00	0.29		0.00	0.00	0.00	
Final Sat.:	0	3140	280		1700	3420	0		2906	0	523		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.09	0.03	0.00		0.52	0.00	0.63		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.15	0.15		0.10	0.26	0.00		0.70	0.00	0.70		0.00	0.00	0.00	
Volume/Cap:	0.00	0.34	0.34		0.90	0.10	0.00		0.74	0.00	0.90		0.00	0.00	0.00	
Delay/Veh:	0.0	49.5	49.5		98.2	37.1	0.0		13.6	0.0	21.5		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	49.5	49.5		98.2	37.1	0.0		13.6	0.0	21.5		0.0	0.0	0.0	
LOS by Move:	A	D	D		F	D	A		B	A	C		A	A	A	
HCM2kAvgQ:	0	4	4		9	1	0		24	0	39		0	0	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	1	4	1	116	2	10	7	3	2	1	4	151
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	4	1	139	2	10	7	3	2	1	4	171
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:	1	4	1	146	2	11	7	3	2	1	4	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	1	146	2	11	7	3	2	1	4	180
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	1	4	1	146	2	11	7	3	2	1	4	180
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:	0.16 0.67	0.17		0.99 0.01	1.00		0.58 0.25	0.17		0.01 0.02	0.97	
Final Sat.:	127	507	127	642	9	831	445	191	127	5	21	898
Capacity Analysis Module:												
Vol/Sat:	0.01 0.01	0.01		0.23 0.23	0.01		0.02 0.02	0.02		0.20 0.20	0.20	
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	9.6	9.6	6.9	7.6	7.6	7.6	7.7	7.7	7.7
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	7.6	7.6	7.6	9.6	9.6	6.9	7.6	7.6	7.6	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.6			9.4			7.6			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.6			9.4			7.6			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
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 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	2	343	7	26	28	15	1	1	4	123
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	3	2	363	7	26	28	15	1	1	4	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:	1	3	2	382	7	27	29	16	1	1	4	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	3	2	382	7	27	29	16	1	1	4	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	3	2	382	7	27	29	16	1	1	4	147
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:	0.17	0.50	0.33	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.03	0.96
Final Sat.:	118	353	235	638	12	827	400	214	14	5	21	719
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.60	0.60	0.03	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:		****		****				****			****	
Delay/Veh:	7.9	7.9	7.9	15.8	15.8	7.1	8.7	8.7	8.7	8.6	8.6	8.6
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:	7.9	7.9	7.9	15.8	15.8	7.1	8.7	8.7	8.7	8.6	8.6	8.6
LOS by Move:	A	A	A	C	C	A	A	A	A	A	A	A
ApproachDel:		7.9			15.2			8.7			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			15.2			8.7			8.6	
LOS by Appr:		A			C			A			A	
AllWayAvgQ:	0.0	0.0	0.0	1.4	1.4	0.0	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A[9.9]

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 1!		0 0	0 0 0		0 0	0 0 0		1 0	0 1		0 0 0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	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:	14	0	12	0	0	0	0	106	14	19	142	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	12	0	0	0	0	111	14	19	153	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:	15	0	13	0	0	0	0	117	15	20	161	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	13	0	0	0	0	117	15	20	161	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	325	325	124	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	132	xxxx	xxxxx
Potent Cap.:	673	596	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1466	xxxx	xxxxx
Move Cap.:	666	588	932	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1466	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	767	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.9		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 0.9 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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	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:	17	0	12	0	0	0	0	346	14	15	111	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	12	0	0	0	0	358	14	15	120	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:	18	0	13	0	0	0	0	377	15	16	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	0	13	0	0	0	0	377	15	16	126	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	542	542	384	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		392 xxxx	xxxxx	
Potent Cap.:	505	450	668	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1178 xxxx	xxxxx	
Move Cap.:	500	444	668	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1178 xxxx	xxxxx	
Volume/Cap:	0.04 0.00	0.02		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.01 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.0 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.1 xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 558	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.2	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.0 xxxx	xxxxx	
Shrd ConDel:	xxxxx 11.8	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.1 xxxx	xxxxx	
Shared LOS:	* B	*		*	*	*	*	*	*	A	*	*
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: F[52.7]

****

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	129	0	21	0	0	0	0	358	48		10	1001	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:	129	0	21	0	0	0	0	358	48		10	1001	0							
Added Vol:	23	0	0	0	0	0	0	43	47		0	56	0							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	152	0	21	0	0	0	0	401	95		10	1057	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:	160	0	22	0	0	0	0	422	100		11	1113	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	160	0	22	0	0	0	0	422	100		11	1113	0							
Critical Gap Module:																				
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	1049	1606	261	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		522	xxxx	xxxxx							
Potent Cap.:	226	106	744	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1055	xxxx	xxxxx							
Move Cap.:	224	105	744	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1055	xxxx	xxxxx							
Volume/Cap:	0.71	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	52.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	F	*	*	*	*	*	*	*		*	*	*							
ApproachDel:		52.7			xxxxxx			xxxxxx				xxxxxx								
ApproachLOS:		F			*			*				*								

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	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:	129	0	21	0	0	0	0	358	48	10	1001	0
Added Vol:	23	0	0	0	0	0	0	43	47	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	21	0	0	0	0	401	95	10	1057	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:	160	0	22	0	0	0	0	422	100	11	1113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	22	0	0	0	0	422	100	11	1113	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
FinalVolume:	160	0	22	0	0	0	0	422	100	11	1113	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.92	0.92	0.90	0.95	1.00
Lanes:	0.88	0.00	0.12	0.00	0.00	0.00	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	1418	0	196	0	0	0	0	2685	636	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.16	0.16	0.01	0.33	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.25	0.25	0.46	0.71	0.00
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.63	0.63	0.01	0.46	0.00
Delay/Veh:	37.1	0.0	37.1	0.0	0.0	0.0	0.0	38.3	38.3	16.2	7.0	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:	37.1	0.0	37.1	0.0	0.0	0.0	0.0	38.3	38.3	16.2	7.0	0.0
LOS by Move:	D	A	D	A	A	A	A	D	D	B	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	9	9	0	9	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[34.1]

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	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:	76	0	16	0	0	0	0	557	76	15	280	0
Added Vol:	59	0	0	0	0	0	0	77	43	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	0	16	0	0	0	0	634	119	15	348	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:	142	0	17	0	0	0	0	667	125	16	366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	142	0	17	0	0	0	0	667	125	16	366	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	945	1128	396	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	793	xxxx	xxxxx
Potent Cap.:	264	206	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	837	xxxx	xxxxx
Move Cap.:	260	202	609	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	837	xxxx	xxxxx
Volume/Cap:	0.55	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	277	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	34.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		34.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	26	0	26	0	0	0	0	19	19				10	19	0			
Lanes:	0	0	1! 0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	76	0	16	0	0	0	0	557	76				15	280	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:	76	0	16	0	0	0	0	557	76				15	280	0			
Added Vol:	59	0	0	0	0	0	0	77	43				0	68	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	135	0	16	0	0	0	0	634	119				15	348	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:	142	0	17	0	0	0	0	667	125				16	366	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	142	0	17	0	0	0	0	667	125				16	366	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			
FinalVolume:	142	0	17	0	0	0	0	667	125				16	366	0			
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800				1800	1800	1800			
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.93	0.93				0.90	0.95	1.00			
Lanes:	0.90	0.00	0.10	0.00	0.00	0.00	0.00	1.68	0.32				1.00	2.00	0.00			
Final Sat.:	1443	0	171	0	0	0	0	2810	528				1615	3420	0			
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.24	0.24				0.01	0.11	0.00			
Crit Moves:	****							****					****					
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.60	0.60				0.09	0.69	0.00			
Volume/Cap:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.39				0.11	0.15	0.00			
Delay/Veh:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	11.4	11.4				46.2	5.8	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:	34.9	0.0	34.9	0.0	0.0	0.0	0.0	11.4	11.4				46.2	5.8	0.0			
LOS by Move:	C	A	C	A	A	A	A	B	B				D	A	A			
HCM2kAvgQ:	5	0	5	0	0	0	0	7	7				1	2	0			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: F[133.5]

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	1! 0	0	0 0	1! 0	0	1 0	1	1	0		1 0	1	1	0	
Volume Module:																
Base Vol:	12	15	37	1	17	24	102	555	7			27	952	1		
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	15	37	1	17	24	102	555	7			27	952	1		
Added Vol:	0	6	2	0	8	39	17	21	0			1	52	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	12	21	39	1	25	63	119	576	7			28	1004	1		
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	22	41	1	26	66	125	606	7			29	1057	1		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	13	22	41	1	26	66	125	606	7			29	1057	1		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1461	1977	307	1681	1981	529	1058	xxxx	xxxxx			614	xxxx	xxxxx		
Potent Cap.:	92	63	695	63	62	500	666	xxxx	xxxxx			976	xxxx	xxxxx		
Move Cap.:	39	49	695	33	49	500	666	xxxx	xxxxx			976	xxxx	xxxxx		
Volume/Cap:	0.32	0.45	0.06	0.03	0.54	0.13	0.19	xxxx	xxxx			0.03	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx			8.8	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			A	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	91	xxxxx	xxxx	134	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	4.4	xxxxx	xxxxx	3.9	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	133	xxxxx	xxxxx	78.8	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	F	*	*	*	*			*	*	*		
ApproachDel:	133.5			78.8			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 130 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	23	23	10	23	23
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	15	37	1	17	24	102	555	7	27	952	1
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	15	37	1	17	24	102	555	7	27	952	1
Added Vol:	0	6	2	0	8	39	17	21	0	1	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	21	39	1	25	63	119	576	7	28	1004	1
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	22	41	1	26	66	125	606	7	29	1057	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	22	41	1	26	66	125	606	7	29	1057	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	22	41	1	26	66	125	606	7	29	1057	1
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.85	0.90	0.90	0.90	0.95	0.95	0.90	0.95	0.95
Lanes:	0.17	0.29	0.54	0.01	0.28	0.71	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	263	461	856	18	456	1150	1615	3372	41	1615	3417	3
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.06	0.08	0.18	0.18	0.02	0.31	0.31
Crit Moves:					****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.15	0.53	0.53	0.23	0.60	0.60
Volume/Cap:	0.24	0.24	0.24	0.29	0.29	0.29	0.51	0.34	0.34	0.08	0.51	0.51
Delay/Veh:	44.1	44.1	44.1	44.6	44.6	44.6	52.6	17.8	17.8	39.8	15.1	15.1
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:	44.1	44.1	44.1	44.6	44.6	44.6	52.6	17.8	17.8	39.8	15.1	15.1
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	3	3	3	3	5	7	7	1	13	13

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	5	11	30	1	6	68	53	1437	13			25	720	4		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	5	11	30	1	6	68	53	1437	13			25	720	4		
Added Vol:	0	18	1	0	17	26	41	66	0			2	43	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	5	29	31	1	23	94	94	1503	13			27	763	4		
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:	5	31	33	1	24	99	99	1582	14			28	803	4		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	5	31	33	1	24	99	99	1582	14			28	803	4		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	2257	2651	798	1866	2656	404	807	xxxx	xxxxx			1596	xxxx	xxxxx		
Potent Cap.:	23	23	333	46	23	602	827	xxxx	xxxxx			416	xxxx	xxxxx		
Move Cap.:	0	19	333	0	19	602	827	xxxx	xxxxx			416	xxxx	xxxxx		
Volume/Cap:	xxxx	1.59	0.10	xxxx	1.27	0.16	0.12	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx			14.3	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	A	*	*			B	*	*		
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			LT	LTR	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 130 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	23	23	10	23	23
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	11	30	1	6	68	53	1437	13	25	720	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	11	30	1	6	68	53	1437	13	25	720	4
Added Vol:	0	18	1	0	17	26	41	66	0	2	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	29	31	1	23	94	94	1503	13	27	763	4
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:	5	31	33	1	24	99	99	1582	14	28	803	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	31	33	1	24	99	99	1582	14	28	803	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	31	33	1	24	99	99	1582	14	28	803	4
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.84	0.89	0.89	0.90	0.95	0.95	0.90	0.95	0.95
Lanes:	0.08	0.44	0.48	0.01	0.19	0.80	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	127	736	786	14	312	1277	1615	3387	29	1615	3399	18
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.08	0.06	0.47	0.47	0.02	0.24	0.24
Crit Moves:					****			****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.19	0.68	0.68	0.08	0.57	0.57
Volume/Cap:	0.21	0.21	0.21	0.39	0.39	0.39	0.33	0.69	0.69	0.23	0.42	0.42
Delay/Veh:	43.7	43.7	43.7	45.9	45.9	45.9	46.6	13.6	13.6	57.3	16.0	16.0
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:	43.7	43.7	43.7	45.9	45.9	45.9	46.6	13.6	13.6	57.3	16.0	16.0
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	2	2	2	5	5	5	4	21	21	1	9	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: B[10.3]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	26	9	5	30	5	1	27	13	32	59	5
Added Vol:	1	5	1	7	2	1	1	1	1	2	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	31	10	12	32	6	2	28	14	34	60	10
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	33	11	13	34	6	2	29	15	36	63	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	33	11	13	34	6	2	29	15	36	63	11
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:	40	xxxx	xxxxx	43	xxxx	xxxxx	162	131	37	147	128	38
Potent Cap.:	1583	xxxx	xxxxx	1579	xxxx	xxxxx	808	764	1041	826	766	1040
Move Cap.:	1583	xxxx	xxxxx	1579	xxxx	xxxxx	739	752	1041	780	754	1040
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.04	0.01	0.05	0.08	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	7.3	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	xxxx	824	xxxxx	xxxx	783	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.6			10.3		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: B[10.5]

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	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	9	35	33				10	17	8				1	61	9				7	35	7			
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:	9	35	33				10	17	8				1	61	9				7	35	7			
Added Vol:	1	11	2				7	14	1				1	1	1				1	1	9			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	10	46	35				17	31	9				2	62	10				8	36	16			
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:	11	48	37				18	33	9				2	65	11				8	38	17			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	11	48	37				18	33	9				2	65	11				8	38	17			
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:	42	xxxx	xxxxx				85	xxxx	xxxxx				188	179	37				199	166	67			
Potent Cap.:	1580	xxxx	xxxxx				1524	xxxx	xxxxx				776	718	1041				764	731	1002			
Move Cap.:	1580	xxxx	xxxxx				1524	xxxx	xxxxx				722	705	1041				693	717	1002			
Volume/Cap:	0.01	xxxx	xxxx				0.01	xxxx	xxxx				0.00	0.09	0.01				0.01	0.05	0.02			
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	7.3	xxxx	xxxxx				7.4	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				xxxx	737	xxxxx				xxxx	772	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	0.4	xxxxx				xxxxx	0.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	10.5	xxxxx				xxxxx	10.1	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	B	*				*	B	*			
ApproachDel:	xxxxxx						xxxxxx						10.5						10.1					
ApproachLOS:	*						*						B						B					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 7.3 Worst Case Level Of Service: C[16.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	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:	10	37	35	11	64	22	4	18	5	162	172	9
Added Vol:	0	8	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	45	35	11	70	22	4	18	5	162	172	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:	11	47	37	12	74	23	4	19	5	171	181	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	47	37	12	74	23	4	19	5	171	181	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	605	562	22	599	559	186	191	xxxx	xxxxx	24	xxxx	xxxxx
Potent Cap.:	412	439	1062	416	440	862	1395	xxxx	xxxxx	1604	xxxx	xxxxx
Move Cap.:	312	386	1062	331	387	862	1395	xxxx	xxxxx	1604	xxxx	xxxxx
Volume/Cap:	0.03	0.12	0.03	0.03	0.19	0.03	0.00	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	370	xxxx	xxxxx	xxxx	430	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.5	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	16.5	xxxx	xxxxx	xxxxx	16.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	13.4			16.2			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: B[11.4]

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 1	0	0 1	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
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:	20	58	127	16	26	4	17	63	17	17	39	13
Added Vol:	0	30	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	88	127	16	57	4	17	63	17	17	39	13
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:	21	93	134	17	60	4	18	66	18	18	41	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	93	134	17	60	4	18	66	18	18	41	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	227	202	75	308	204	48	55	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	733	698	992	648	696	1027	1563	xxxx	xxxxx	1525	xxxx	xxxxx
Move Cap.:	669	682	992	494	680	1027	1563	xxxx	xxxxx	1525	xxxx	xxxxx
Volume/Cap:	0.03	0.14	0.13	0.03	0.09	0.00	0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	679	xxxx	xxxxx	xxxx	641	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.6	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	11.4	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	10.2			11.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 6.5 Worst Case Level Of Service: B[11.0]

****

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		0 0	1! 0	0	0	1 0 0	0	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
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	63	0	168	72	82	0	0	63	10
Added Vol:	0	0	0	6	0	0	0	5	0	0	11	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	0	168	72	87	0	0	74	18
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	73	0	177	76	92	0	0	78	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	73	0	177	76	92	0	0	78	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	331	331	87	97	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	668	592	977	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	642	561	977	1509	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.18	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	848	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 4.6 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			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
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	20	0	40	190	188	0	0	61	15
Added Vol:	0	0	0	31	0	0	0	12	0	0	9	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	51	0	40	190	200	0	0	70	45
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	54	0	42	200	211	0	0	74	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	54	0	42	200	211	0	0	74	47
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	708	708	97	121	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	404	362	964	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	357	307	964	1479	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	0.00	0.04	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
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:	38	355	38	66	76	58	108	469	23	57	825	201
Added Vol:	0	3	0	20	2	47	16	6	1	0	5	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	358	38	86	78	105	124	475	24	57	830	212
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:	40	377	40	91	82	111	131	500	25	60	874	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	377	40	91	82	111	131	500	25	60	874	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	377	40	91	82	111	131	500	25	60	874	223
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.95	0.85	0.92	0.97	0.85	0.90	0.94	0.94	0.90	0.92	0.92
Lanes:	0.20	1.80	1.00	1.08	0.92	1.00	1.00	1.90	0.10	1.00	1.59	0.41
Final Sat.:	325	3059	1530	1784	1618	1530	1615	3233	163	1615	2642	675
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.05	0.05	0.07	0.08	0.15	0.15	0.04	0.33	0.33
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.12	0.43	0.43	0.17	0.48	0.48
Volume/Cap:	0.73	0.73	0.15	0.30	0.30	0.43	0.69	0.36	0.36	0.22	0.69	0.69
Delay/Veh:	55.9	55.9	46.3	47.6	47.6	49.5	65.0	24.8	24.8	47.3	27.3	27.3
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:	55.9	55.9	46.3	47.6	47.6	49.5	65.0	24.8	24.8	47.3	27.3	27.3
LOS by Move:	E	E	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	10	10	1	3	3	4	7	7	7	2	18	18

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
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:	28	115	36	184	166	76	174	1253	56	39	671	100
Added Vol:	2	6	0	20	6	31	54	11	2	0	13	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	121	36	204	172	107	228	1264	58	39	684	127
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:	32	127	38	215	181	113	240	1331	61	41	720	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	127	38	215	181	113	240	1331	61	41	720	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	127	38	215	181	113	240	1331	61	41	720	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.94	0.85	0.92	0.97	0.85	0.90	0.94	0.94	0.90	0.93	0.93
Lanes:	0.42	1.58	1.00	1.11	0.89	1.00	1.00	1.91	0.09	1.00	1.69	0.31
Final Sat.:	665	2682	1530	1844	1554	1530	1615	3247	149	1615	2815	523
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.12	0.12	0.07	0.15	0.41	0.41	0.03	0.26	0.26
Crit Moves:	****			****				****		****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.22	0.52	0.52	0.08	0.38	0.38
Volume/Cap:	0.28	0.28	0.15	0.69	0.69	0.44	0.67	0.78	0.78	0.33	0.67	0.67
Delay/Veh:	47.4	47.4	46.3	54.3	54.3	49.6	51.4	27.4	27.4	58.4	35.1	35.1
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:	47.4	47.4	46.3	54.3	54.3	49.6	51.4	27.4	27.4	58.4	35.1	35.1
LOS by Move:	D	D	D	D	D	D	D	C	C	E	D	D
HCM2kAvgQ:	3	3	1	9	9	4	10	25	25	2	15	15

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0 (Y+R=4.0 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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
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:	14	414	17	21	114	5	10	30	12	11	53	99
Added Vol:	0	0	3	3	0	0	0	2	0	5	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	414	20	24	114	5	10	32	12	16	59	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	15	436	21	25	120	5	11	34	13	17	62	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	436	21	25	120	5	11	34	13	17	62	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	436	21	25	120	5	11	34	13	17	62	107
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:	0.03	0.93	0.04	0.17	0.80	0.03	0.19	0.59	0.22	0.09	0.33	0.58
Final Sat.:	23	691	33	111	529	23	106	340	127	58	215	372
Capacity Analysis Module:												
Vol/Sat:	0.63	0.63	0.63	0.23	0.23	0.23	0.10	0.10	0.10	0.29	0.29	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	15.0	15.0	15.0	9.5	9.5	9.5	9.1	9.1	9.1	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	15.0	9.5	9.5	9.5	9.1	9.1	9.1	9.9	9.9	9.9
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		15.0			9.5			9.1			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.0			9.5			9.1			9.9	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	1.5	1.5	1.5	0.3	0.3	0.3	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
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:	8	158	19	59	186	13	11	84	12	37	42	30
Added Vol:	0	0	18	8	0	0	0	8	0	17	6	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	158	37	67	186	13	11	92	12	54	48	38
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:	8	166	39	71	196	14	12	97	13	57	51	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	166	39	71	196	14	12	97	13	57	51	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	166	39	71	196	14	12	97	13	57	51	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.78	0.18	0.25	0.70	0.05	0.10	0.80	0.10	0.39	0.34	0.27
Final Sat.:	28	549	128	178	495	35	60	503	66	248	220	174
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.40	0.40	0.40	0.19	0.19	0.19	0.23	0.23	0.23
Crit Moves:			****	****			****				****	
Delay/Veh:	9.8	9.8	9.8	10.8	10.8	10.8	9.4	9.4	9.4	9.5	9.5	9.5
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:	9.8	9.8	9.8	10.8	10.8	10.8	9.4	9.4	9.4	9.5	9.5	9.5
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:		9.8			10.8			9.4			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.8			9.4			9.5	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
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:	55	168	146	25	199	317	134	479	46	151	846	16
Added Vol:	0	12	6	2	35	4	8	13	0	11	12	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	180	152	27	234	321	142	492	46	162	858	19
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:	58	189	160	28	246	338	149	518	48	171	903	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	189	160	28	246	338	149	518	48	171	903	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	189	160	28	246	338	149	518	48	171	903	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.88	0.88	0.90	0.95	0.85	0.84	0.90	0.90	0.84	0.91	0.91
Lanes:	1.00	1.08	0.92	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1726	1458	1615	3420	1530	3040	4435	415	3040	4793	106
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.02	0.07	0.22	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.39	0.39	0.10	0.40	0.40	0.09	0.33	0.33	0.10	0.34	0.34
Volume/Cap:	0.39	0.28	0.28	0.17	0.18	0.55	0.54	0.35	0.35	0.54	0.55	0.55
Delay/Veh:	48.9	23.1	23.1	45.6	21.2	26.3	50.0	28.0	28.0	48.8	29.6	29.6
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:	48.9	23.1	23.1	45.6	21.2	26.3	50.0	28.0	28.0	48.8	29.6	29.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	4	1	3	9	4	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
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:	104	326	213	96	236	222	386	859	77	263	665	24
Added Vol:	1	41	31	5	24	12	9	24	1	27	25	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	367	244	101	260	234	395	883	78	290	690	28
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:	111	386	257	106	274	246	416	929	82	305	726	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	386	257	106	274	246	416	929	82	305	726	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	386	257	106	274	246	416	929	82	305	726	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.89	0.89	0.90	0.95	0.85	0.84	0.90	0.90	0.84	0.90	0.90
Lanes:	1.00	1.20	0.80	1.00	2.00	1.00	2.00	2.76	0.24	2.00	2.88	0.12
Final Sat.:	1615	1931	1284	1615	3420	1530	3040	4461	394	3040	4694	190
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.07	0.08	0.16	0.14	0.21	0.21	0.10	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.36	0.36	0.13	0.29	0.29
Volume/Cap:	0.75	0.58	0.58	0.70	0.23	0.46	0.70	0.58	0.58	0.80	0.53	0.53
Delay/Veh:	67.4	30.2	30.2	61.5	25.5	28.5	44.7	28.7	28.7	58.5	33.1	33.1
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:	67.4	30.2	30.2	61.5	25.5	28.5	44.7	28.7	28.7	58.5	33.1	33.1
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	10	10	5	3	7	9	10	10	8	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	304	60	36	395	4	13	115	28	177	224	49
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:	22	304	60	36	395	4	13	115	28	177	224	49
Added Vol:	1	17	4	0	43	2	1	1	1	6	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	321	64	36	438	6	14	116	29	183	229	49
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:	24	338	67	38	461	6	15	122	31	193	241	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	338	67	38	461	6	15	122	31	193	241	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	338	67	38	461	6	15	122	31	193	241	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.39	0.93	0.93	0.43	0.95	0.95	0.52	1.00	0.85	0.63	1.00	0.85
Lanes:	1.00	1.67	0.33	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	702	2780	554	777	3367	46	940	1800	1530	1142	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.05	0.14	0.14	0.02	0.07	0.02	0.17	0.13	0.03
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.08	0.29	0.29	0.12	0.33	0.33	0.03	0.13	0.04	0.33	0.26	0.07
Delay/Veh:	10.6	11.7	11.7	10.8	11.9	11.9	7.2	7.6	7.2	8.8	8.3	7.3
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:	10.6	11.7	11.7	10.8	11.9	11.9	7.2	7.6	7.2	8.8	8.3	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	3	3	1	3	3	0	1	0	2	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	194	76	430	24	34	153	9	85	78	55
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:	10	529	194	76	430	24	34	153	9	85	78	55
Added Vol:	5	69	20	0	50	3	4	6	5	19	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	598	214	76	480	27	38	159	14	104	82	55
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:	16	629	225	80	505	28	40	167	15	109	86	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	629	225	80	505	28	40	167	15	109	86	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	629	225	80	505	28	40	167	15	109	86	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.38	0.91	0.91	0.24	0.94	0.94	0.66	1.00	0.85	0.57	1.00	0.85
Lanes:	1.00	1.47	0.53	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	688	2418	865	430	3212	181	1190	1800	1530	1020	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.19	0.16	0.16	0.03	0.09	0.01	0.11	0.05	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.04	0.49	0.49	0.35	0.29	0.29	0.08	0.23	0.02	0.27	0.12	0.09
Delay/Veh:	6.7	9.0	9.0	8.9	7.8	7.8	11.3	12.1	10.9	12.5	11.4	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:	6.7	9.0	9.0	8.9	7.8	7.8	11.3	12.1	10.9	12.5	11.4	11.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	6	6	1	3	3	1	2	0	2	1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[18.1]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	363	57	10	590	0	0	0	0	80	0	23
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	363	57	10	590	0	0	0	0	80	0	23
Added Vol:	0	23	4	0	50	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	386	61	10	640	0	0	0	0	87	0	23
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	406	64	11	674	0	0	0	0	92	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	406	64	11	674	0	0	0	0	92	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	471	xxxx	xxxxx	xxxx	xxxx	xxxxx	764	1101	203
Potent Cap.:	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx	344	214	810
Move Cap.:	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	212	810
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	389	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 130 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	363	57	10	590	0	0	0	0	80	0	23
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	363	57	10	590	0	0	0	0	80	0	23
Added Vol:	0	23	4	0	50	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	386	61	10	640	0	0	0	0	87	0	23
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	406	64	11	674	0	0	0	0	92	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	406	64	11	674	0	0	0	0	92	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	406	64	11	674	0	0	0	0	92	0	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	0.95	1.00	0.94	1.00	1.00	0.88	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.80	0.00	0.20
Final Sat.:	0	3420	1530	1615	3420	0	0	0	0	1272	0	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.04	0.01	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.55	0.08	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.22	0.08	0.08	0.32	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Delay/Veh:	0.0	15.3	14.0	56.0	11.6	0.0	0.0	0.0	0.0	31.6	0.0	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:	0.0	15.3	14.0	56.0	11.6	0.0	0.0	0.0	0.0	31.6	0.0	31.6
LOS by Move:	A	B	B	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	1	0	6	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[29.3]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	706	76	8	516	0	0	0	0	42	0	27
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	706	76	8	516	0	0	0	0	42	0	27
Added Vol:	0	94	20	0	74	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	800	96	8	590	0	0	0	0	60	0	27
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	842	101	8	621	0	0	0	0	63	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	842	101	8	621	0	0	0	0	63	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	943	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	1480	421
Potent Cap.:	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx	189	127	587
Move Cap.:	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	125	587
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	238	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.3		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 130 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	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	706	76	8	516	0	0	0	0	42	0	27
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	706	76	8	516	0	0	0	0	42	0	27
Added Vol:	0	94	20	0	74	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	800	96	8	590	0	0	0	0	60	0	27
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	842	101	8	621	0	0	0	0	63	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	842	101	8	621	0	0	0	0	63	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	842	101	8	621	0	0	0	0	63	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	0.95	1.00	0.94	1.00	1.00	0.87	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3420	1530	1615	3420	0	0	0	0	1105	0	497
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.07	0.01	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.68	0.68	0.08	0.76	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.36	0.10	0.07	0.24	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Delay/Veh:	0.0	8.7	7.0	55.9	4.6	0.0	0.0	0.0	0.0	45.5	0.0	45.5
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:	0.0	8.7	7.0	55.9	4.6	0.0	0.0	0.0	0.0	45.5	0.0	45.5
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	1	0	4	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	61.7
Optimal Cycle:	130	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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	316	36	80	408	182	50	79	99	172	180	54
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:	132	316	36	80	408	182	50	79	99	172	180	54
Added Vol:	3	26	0	0	57	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	342	36	80	465	182	50	79	104	172	180	54
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:	142	360	38	84	489	192	53	83	109	181	189	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	360	38	84	489	192	53	83	109	181	189	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	360	38	84	489	192	53	83	109	181	189	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.92	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	0.27	0.66	0.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	456	1156	122	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.05	0.27	0.13	0.03	0.05	0.07	0.11	0.14	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.34	0.34	0.34	0.29	0.29	0.29	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.92	0.92	0.92	0.18	0.92	0.43	0.21	0.30	0.47	0.73	0.92	0.92
Delay/Veh:	62.2	62.2	62.2	34.4	66.7	37.7	48.5	49.4	51.6	62.8	89.1	89.1
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:	62.2	62.2	62.2	34.4	66.7	37.7	48.5	49.4	51.6	62.8	89.1	89.1
LOS by Move:	E	E	E	C	E	D	D	D	D	E	F	F
HCM2kAvgQ:	25	25	25	3	23	6	2	3	4	9	13	13

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 100 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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	316	36	80	408	182	50	79	99	172	180	54
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:	132	316	36	80	408	182	50	79	99	172	180	54
Added Vol:	3	26	0	0	57	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	342	36	80	465	182	50	79	104	172	180	54
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:	142	360	38	84	489	192	53	83	109	181	189	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	360	38	84	489	192	53	83	109	181	189	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	360	38	84	489	192	53	83	109	181	189	57
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.99	0.99	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	1615	1606	169	1615	1800	1530	1615	1800	1530	1615	1336	401
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.05	0.27	0.13	0.03	0.05	0.07	0.11	0.14	0.14
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.38	0.38	0.17	0.41	0.41	0.12	0.20	0.20	0.17	0.25	0.25
Volume/Cap:	0.66	0.59	0.59	0.31	0.66	0.30	0.26	0.23	0.36	0.66	0.57	0.57
Delay/Veh:	48.2	26.2	26.2	37.0	25.6	19.8	40.4	33.9	35.2	44.3	34.9	34.9
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:	48.2	26.2	26.2	37.0	25.6	19.8	40.4	33.9	35.2	44.3	34.9	34.9
LOS by Move:	D	C	C	D	C	B	D	C	D	D	C	C
HCM2kAvgQ:	6	10	10	3	13	4	2	2	3	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.072
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 111.6
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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	516	60	78	397	83	159	215	93	50	90	107
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:	75	516	60	78	397	83	159	215	93	50	90	107
Added Vol:	18	114	0	0	92	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	630	60	78	489	83	159	215	110	50	90	107
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:	98	663	63	82	515	87	167	226	116	53	95	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	663	63	82	515	87	167	226	116	53	95	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	663	63	82	515	87	167	226	116	53	95	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.93	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	0.12	0.80	0.08	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	209	1415	135	1615	1800	1530	1615	1800	1530	1615	756	898
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.05	0.29	0.06	0.10	0.13	0.08	0.03	0.13	0.13
Crit Moves:			****		****			****			****	
Green/Cycle:	0.39	0.39	0.39	0.24	0.24	0.24	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.20	1.20	1.20	0.21	1.20	0.24	0.67	0.82	0.49	0.21	0.81	0.81
Delay/Veh:	141.6	142	141.6	39.9	158	40.3	59.0	70.3	52.0	48.5	71.2	71.2
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:	141.6	142	141.6	39.9	158	40.3	59.0	70.3	52.0	48.5	71.2	71.2
LOS by Move:	F	F	F	D	F	D	E	E	D	D	E	E
HCM2kAvgQ:	52	52	52	3	33	3	8	11	5	2	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 100 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:	10		20		20		10		20		20		10		20		20		10		20		20	
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	1	0	1		1	0	0	1	0	
Volume Module:																								
Base Vol:	75		516		60		78		397		83		159		215		93		50		90		107	
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:	75		516		60		78		397		83		159		215		93		50		90		107	
Added Vol:	18		114		0		0		92		0		0		0		17		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	93		630		60		78		489		83		159		215		110		50		90		107	
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:	98		663		63		82		515		87		167		226		116		53		95		113	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	98		663		63		82		515		87		167		226		116		53		95		113	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	98		663		63		82		515		87		167		226		116		53		95		113	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		0.99		0.99		0.90		1.00		0.85		0.90		1.00		0.85		0.90		0.92		0.92	
Lanes:	1.00		0.91		0.09		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.46		0.54	
Final Sat.:	1615		1622		154		1615		1800		1530		1615		1800		1530		1615		756		898	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.41		0.41		0.05		0.29		0.06		0.10		0.13		0.08		0.03		0.13		0.13	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.15		0.49		0.49		0.10		0.44		0.44		0.13		0.22		0.22		0.11		0.20		0.20	
Volume/Cap:	0.39		0.83		0.83		0.51		0.65		0.13		0.83		0.58		0.35		0.30		0.63		0.63	
Delay/Veh:	39.1		28.1		28.1		45.3		23.8		16.7		66.2		37.3		33.8		42.0		40.4		40.4	
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:	39.1		28.1		28.1		45.3		23.8		16.7		66.2		37.3		33.8		42.0		40.4		40.4	
LOS by Move:	D		C		C		D		C		B		E		D		C		D		D		D	
HCM2kAvgQ:	3		21		21		3		13		2		8		7		3		2		7		7	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.230
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 78.6
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	334	0	0	386	293	0	0	0	213	0	150
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:	19	334	0	0	386	293	0	0	0	213	0	150
Added Vol:	15	19	0	0	57	4	0	0	0	11	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	353	0	0	443	297	0	0	0	224	0	160
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:	36	372	0	0	466	313	0	0	0	236	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	372	0	0	466	313	0	0	0	236	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	372	0	0	466	313	0	0	0	236	0	168
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	0.00	0.00	0.60	0.40	0.00	0.00	0.00	0.58	0.00	0.42
Final Sat.:	50	520	0	0	379	254	0	0	0	329	0	235
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	xxxx	xxxx	1.23	1.23	xxxx	xxxx	xxxx	0.72	xxxx	0.72
Crit Moves:		****			****							****
Delay/Veh:	22.8	22.8	0.0	0.0	137	136.6	0.0	0.0	0.0	23.2	0.0	23.2
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:	22.8	22.8	0.0	0.0	137	136.6	0.0	0.0	0.0	23.2	0.0	23.2
LOS by Move:	C	C	*	*	F	F	*	*	*	C	*	C
ApproachDel:		22.8			136.6			xxxxxx			23.2	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		22.8			136.6			xxxxxx			23.2	
LOS by Appr:		C			F			*			C	
AllWayAvgQ:	2.2	2.2	2.2	22.5	22.5	22.5	0.0	0.0	0.0	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	19	334	0	0	386	293	0	0	0	213	0	150
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:	19	334	0	0	386	293	0	0	0	213	0	150
Added Vol:	15	19	0	0	57	4	0	0	0	11	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	353	0	0	443	297	0	0	0	224	0	160
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:	36	372	0	0	466	313	0	0	0	236	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	372	0	0	466	313	0	0	0	236	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	372	0	0	466	313	0	0	0	236	0	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.00	0.26	0.20	0.00	0.00	0.00	0.15	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.64	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.13	0.32	0.00	0.00	0.55	0.44	0.00	0.00	0.00	0.55	0.00	0.42
Delay/Veh:	21.5	5.2	0.0	0.0	12.2	11.1	0.0	0.0	0.0	20.6	0.0	18.9
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:	21.5	5.2	0.0	0.0	12.2	11.1	0.0	0.0	0.0	20.6	0.0	18.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	B
HCM2kAvgQ:	1	3	0	0	7	4	0	0	0	5	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.196
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 85.2
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	504	0	0	301	239	0	0	0	35	0	147
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:	15	504	0	0	301	239	0	0	0	35	0	147
Added Vol:	91	98	0	0	103	5	0	0	0	45	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	602	0	0	404	244	0	0	0	80	0	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:	112	634	0	0	425	257	0	0	0	84	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	634	0	0	425	257	0	0	0	84	0	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	634	0	0	425	257	0	0	0	84	0	191
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:	0.15	0.85	0.00	0.00	0.62	0.38	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	93	530	0	0	407	246	0	0	0	172	0	390
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	xxxx	xxxx	1.05	1.05	xxxx	xxxx	xxxx	0.49	xxxx	0.49
Crit Moves:		****			****					****		
Delay/Veh:	123.9	124	0.0	0.0	70.9	70.9	0.0	0.0	0.0	15.4	0.0	15.4
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:	123.9	124	0.0	0.0	70.9	70.9	0.0	0.0	0.0	15.4	0.0	15.4
LOS by Move:	F	F	*	*	F	F	*	*	*	C	*	C
ApproachDel:	123.9			70.9			xxxxxx			15.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	123.9			70.9			xxxxxx			15.4		
LOS by Appr:	F			F			*			C		
AllWayAvgQ:	19.9	19.9	19.9	11.3	11.3	11.3	0.0	0.0	0.0	0.9	0.9	0.9

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	15	504	0	0	301	239	0	0	0	35	0	147
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:	15	504	0	0	301	239	0	0	0	35	0	147
Added Vol:	91	98	0	0	103	5	0	0	0	45	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	602	0	0	404	244	0	0	0	80	0	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:	112	634	0	0	425	257	0	0	0	84	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	634	0	0	425	257	0	0	0	84	0	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	634	0	0	425	257	0	0	0	84	0	191
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.00	0.00	0.24	0.17	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.65	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.41	0.54	0.00	0.00	0.49	0.35	0.00	0.00	0.00	0.21	0.00	0.49
Delay/Veh:	23.4	6.3	0.0	0.0	11.1	10.0	0.0	0.0	0.0	17.9	0.0	20.1
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:	23.4	6.3	0.0	0.0	11.1	10.0	0.0	0.0	0.0	17.9	0.0	20.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	C
HCM2kAvgQ:	2	7	0	0	6	3	0	0	0	1	0	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
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	0	1	0	0	1	0	0	0	0	1!	0	0	0	0	0	0
Volume Module:																
Base Vol:	0	188	55		228	371	0		165	0	36		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	188	55		228	371	0		165	0	36		0	0	0	
Added Vol:	0	32	11		28	41	0		2	0	24		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	220	66		256	412	0		167	0	60		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	232	69		269	434	0		176	0	63		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	232	69		269	434	0		176	0	63		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	
FinalVolume:	0	232	69		269	434	0		176	0	63		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	0.77	0.23		0.38	0.62	0.00		0.74	0.00	0.26		0.00	0.00	0.00	
Final Sat.:	0	502	151		268	431	0		421	0	151		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.46	0.46		1.01	1.01	xxxx		0.42	xxxx	0.42		xxxx	xxxx	xxxx	
Crit Moves:			****			****					****					
Delay/Veh:	0.0	12.9	12.9		57.8	57.8	0.0		13.4	0.0	13.4		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	12.9	12.9		57.8	57.8	0.0		13.4	0.0	13.4		0.0	0.0	0.0	
LOS by Move:	*	B	B		F	F	*		B	*	B		*	*	*	
ApproachDel:		12.9				57.8				13.4				xxxxxx		
Delay Adj:		1.00				1.00				1.00				xxxxx		
ApprAdjDel:		12.9				57.8				13.4				xxxxxx		
LOS by Appr:		B				F				B				*		
AllWayAvgQ:	0.8	0.8	0.8		9.6	9.6	9.6		0.7	0.7	0.7		0.0	0.0	0.0	

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 60 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0 1	0 1		1 0 1	0 0		1 0	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	188	55	228	371	0	165	0	36	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	188	55	228	371	0	165	0	36	0	0	0
Added Vol:	0	32	11	28	41	0	2	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	66	256	412	0	167	0	60	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	232	69	269	434	0	176	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	69	269	434	0	176	0	63	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
FinalVolume:	0	232	69	269	434	0	176	0	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.17	0.24	0.00	0.11	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.33	0.33	0.34	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.39	0.14	0.49	0.36	0.00	0.49	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	14.1	16.2	4.3	0.0	21.3	0.0	19.1	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	15.7	14.1	16.2	4.3	0.0	21.3	0.0	19.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	4	1	5	4	0	4	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.120
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 62.4
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	200	136	0	270	0	33	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	249	157	200	136	0	270	0	33	0	0	0
Added Vol:	0	182	45	21	127	0	7	0	84	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	202	221	263	0	277	0	117	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	454	213	233	277	0	292	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	454	213	233	277	0	292	0	123	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
FinalVolume:	0	454	213	233	277	0	292	0	123	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	0.68	0.32	0.46	0.54	0.00	0.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	0	405	190	255	303	0	378	0	160	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.12	1.12	0.91	0.91	xxxx	0.77	xxxx	0.77	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	97.7	97.7	44.3	44.3	0.0	27.8	0.0	27.8	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	97.7	97.7	44.3	44.3	0.0	27.8	0.0	27.8	0.0	0.0	0.0
LOS by Move:	*	F	F	E	E	*	D	*	D	*	*	*
ApproachDel:		97.7			44.3			27.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		97.7			44.3			27.8			xxxxxx	
LOS by Appr:		F			E			D			*	
AllWayAvgQ:	14.6	14.6	14.6	5.4	5.4	5.4	2.7	2.7	2.7	0.0	0.0	0.0

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 60 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0	1	0 1	1	0 1	0 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	249	157	200	136	0	270	0	33	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	249	157	200	136	0	270	0	33	0	0	0
Added Vol:	0	182	45	21	127	0	7	0	84	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	202	221	263	0	277	0	117	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	454	213	233	277	0	292	0	123	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	454	213	233	277	0	292	0	123	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
FinalVolume:	0	454	213	233	277	0	292	0	123	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.14	0.14	0.15	0.00	0.18	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.39	0.39	0.22	0.62	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.35	0.64	0.25	0.00	0.64	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	0.0	16.8	13.2	24.9	5.3	0.0	22.0	0.0	17.2	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	16.8	13.2	24.9	5.3	0.0	22.0	0.0	17.2	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	8	3	5	2	0	6	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	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:	16	153	0	0	330	77	90	0	51	0	0	0
Added Vol:	3	3	10	53	8	4	7	5	4	6	3	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	156	10	53	338	81	97	5	55	6	3	34
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:	20	164	11	56	356	85	102	5	58	6	3	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	164	11	56	356	85	102	5	58	6	3	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	164	11	56	356	85	102	5	58	6	3	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.85	0.05	0.11	0.72	0.17	0.62	0.03	0.35	0.14	0.07	0.79
Final Sat.:	70	573	37	85	545	131	372	19	211	82	41	463
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.65	0.65	0.65	0.27	0.27	0.27	0.08	0.08	0.08
Crit Moves:		****			****			****			****	
Delay/Veh:	9.9	9.9	9.9	15.5	15.5	15.5	10.3	10.3	10.3	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	15.5	15.5	15.5	10.3	10.3	10.3	8.7	8.7	8.7
LOS by Move:	A	A	A	C	C	C	B	B	B	A	A	A
ApproachDel:		9.9			15.5			10.3			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			15.5			10.3			8.7	
LOS by Appr:		A			C			B			A	
AllWayAvgQ:	0.4	0.4	0.4	1.7	1.7	1.7	0.3	0.3	0.3	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 60 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:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10		15	15	10		15	15	15		15	15	15		15	15
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	16	153		0	0	330		77	90		0	51	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:	16	153		0	0	330		77	90		0	51	0		0	0
Added Vol:	3	3		10	53	8		4	7		5	4	6		3	34
PasserByVol:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	19	156		10	53	338		81	97		5	55	6		3	34
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:	20	164		11	56	356		85	102		5	58	6		3	36
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	20	164		11	56	356		85	102		5	58	6		3	36
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	20	164		11	56	356		85	102		5	58	6		3	36
Saturation Flow Module:																
Sat/Lane:	1800	1800		1800	1800	1800		1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.90	0.99		0.99	0.90	0.97		0.97	0.70		0.86	0.86	0.68		0.86	0.86
Lanes:	1.00	0.94		0.06	1.00	0.81		0.19	1.00		0.08	0.92	1.00		0.08	0.92
Final Sat.:	1615	1676		107	1615	1410		338	1251		129	1422	1219		126	1426
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10		0.10	0.03	0.25		0.25	0.08		0.04	0.04	0.01		0.03	0.03
Crit Moves:	****					****			****							
Green/Cycle:	0.17	0.39		0.39	0.26	0.48		0.48	0.25		0.25	0.25	0.25		0.25	0.25
Volume/Cap:	0.07	0.25		0.25	0.13	0.52		0.52	0.33		0.16	0.16	0.02		0.10	0.10
Delay/Veh:	21.2	12.6		12.6	17.2	11.3		11.3	19.0		17.8	17.8	17.0		17.4	17.4
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:	21.2	12.6		12.6	17.2	11.3		11.3	19.0		17.8	17.8	17.0		17.4	17.4
LOS by Move:	C	B		B	B	B		B	B		B	B	B		B	B
HCM2kAvgQ:	0	2		2	1	6		6	2		1	1	0		1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
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	0	0	0	1!	0	0	0	1!	0	0	0	1!	0	0
Volume Module:																
Base Vol:	65	269	0		0	138	31		137	0	38		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:	65	269	0		0	138	31		137	0	38		0	0	0	
Added Vol:	6	9	34		184	5	21		18	17	5		36	18	200	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	278	34		184	143	52		155	17	43		36	18	200	
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:	75	293	36		194	151	55		163	18	45		38	19	211	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	293	36		194	151	55		163	18	45		38	19	211	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	293	36		194	151	55		163	18	45		38	19	211	
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:	0.18	0.73	0.09		0.48	0.38	0.14		0.72	0.08	0.20		0.14	0.07	0.79	
Final Sat.:	102	398	49		264	205	75		330	36	91		71	35	394	
Capacity Analysis Module:																
Vol/Sat:	0.74	0.74	0.74		0.73	0.73	0.73		0.49	0.49	0.49		0.53	0.53	0.53	
Crit Moves:		****				****			****					****		
Delay/Veh:	22.9	22.9	22.9		22.8	22.8	22.8		15.2	15.2	15.2		15.1	15.1	15.1	
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:	22.9	22.9	22.9		22.8	22.8	22.8		15.2	15.2	15.2		15.1	15.1	15.1	
LOS by Move:	C	C	C		C	C	C		C	C	C		C	C	C	
ApproachDel:		22.9				22.8				15.2				15.1		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		22.9				22.8				15.2				15.1		
LOS by Appr:		C				C				C				C		
AllWayAvgQ:	2.1	2.1	2.1		2.0	2.0	2.0		0.7	0.7	0.7		0.8	0.8	0.8	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	60	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	15	15	10	15	15	15	15	15	15	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	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:	65	269	0	0	138	31	137	0	38	0	0	0
Added Vol:	6	9	34	184	5	21	18	17	5	36	18	200
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	278	34	184	143	52	155	17	43	36	18	200
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:	75	293	36	194	151	55	163	18	45	38	19	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	293	36	194	151	55	163	18	45	38	19	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	293	36	194	151	55	163	18	45	38	19	211
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.98	0.98	0.90	0.96	0.96	0.47	0.89	0.89	0.68	0.86	0.86
Lanes:	1.00	0.89	0.11	1.00	0.73	0.27	1.00	0.28	0.72	1.00	0.08	0.92
Final Sat.:	1615	1578	193	1615	1267	461	850	455	1151	1219	128	1423
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.12	0.12	0.12	0.19	0.04	0.04	0.03	0.15	0.15
Crit Moves:		****		****			****					
Green/Cycle:	0.22	0.34	0.34	0.22	0.33	0.33	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.21	0.55	0.55	0.55	0.36	0.36	0.55	0.11	0.11	0.09	0.43	0.43
Delay/Veh:	19.4	17.4	17.4	22.8	15.6	15.6	18.1	13.4	13.4	13.3	15.5	15.5
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:	19.4	17.4	17.4	22.8	15.6	15.6	18.1	13.4	13.4	13.3	15.5	15.5
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	4	3	3	3	1	1	1	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 70 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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	15	15	15		15	15	15		10	15	15		10	15	15	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	21	123	13		4	207	384		29	141	60		29	273	7	
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	123	13		4	207	384		29	141	60		29	273	7	
Added Vol:	0	7	0		3	13	0		0	0	0		0	0	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	21	130	13		7	220	384		29	141	60		29	273	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	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	137	14		7	232	404		31	148	63		31	287	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	137	14		7	232	404		31	148	63		31	287	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	22	137	14		7	232	404		31	148	63		31	287	8	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.23	0.99	0.99		0.60	0.91	0.91		0.90	0.96	0.96		0.90	1.00	1.00	
Lanes:	1.00	0.91	0.09		1.00	0.36	0.64		1.00	0.70	0.30		1.00	0.97	0.03	
Final Sat.:	420	1613	161		1086	593	1036		1615	1206	513		1615	1742	51	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.08		0.01	0.39	0.39		0.02	0.12	0.12		0.02	0.16	0.16	
Crit Moves:						****			****					****		
Green/Cycle:	0.54	0.54	0.54		0.54	0.54	0.54		0.14	0.22	0.22		0.15	0.23	0.23	
Volume/Cap:	0.10	0.16	0.16		0.01	0.72	0.72		0.13	0.55	0.55		0.13	0.72	0.72	
Delay/Veh:	7.9	8.1	8.1		7.4	14.9	14.9		26.5	25.8	25.8		26.1	31.0	31.0	
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:	7.9	8.1	8.1		7.4	14.9	14.9		26.5	25.8	25.8		26.1	31.0	31.0	
LOS by Move:	A	A	A		A	B	B		C	C	C		C	C	C	
HCM2kAvgQ:	0	2	2		0	12	12		1	5	5		1	8	8	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	70	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	10	15	15	10	15	15
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	27	255	36	11	153	140	221	202	51	19	161	10
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	255	36	11	153	140	221	202	51	19	161	10
Added Vol:	0	40	0	2	35	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	295	36	13	188	140	221	202	51	19	161	13
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	311	38	14	198	147	233	213	54	20	169	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	311	38	14	198	147	233	213	54	20	169	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	311	38	14	198	147	233	213	54	20	169	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.38	0.98	0.98	0.38	0.94	0.94	0.90	0.97	0.97	0.90	0.99	0.99
Lanes:	1.00	0.89	0.11	1.00	0.57	0.43	1.00	0.80	0.20	1.00	0.93	0.07
Final Sat.:	682	1579	193	678	966	719	1615	1394	352	1615	1647	133
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.02	0.20	0.20	0.14	0.15	0.15	0.01	0.10	0.10
Crit Moves:					****		****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.29	0.30	0.30	0.20	0.21	0.21
Volume/Cap:	0.10	0.48	0.48	0.05	0.50	0.50	0.50	0.51	0.51	0.06	0.48	0.48
Delay/Veh:	12.8	15.6	15.6	12.5	15.8	15.8	21.5	20.9	20.9	22.7	25.0	25.0
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:	12.8	15.6	15.6	12.5	15.8	15.8	21.5	20.9	20.9	22.7	25.0	25.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	6	6	5	5	5	0	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: A[9.6]

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 1	0	0	0 0 0	1	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	96	0	0	52	244	0	0	0	0	0	61
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	96	0	0	52	244	0	0	0	0	0	61
Added Vol:	0	7	0	0	10	3	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	103	0	0	62	247	0	0	0	19	0	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	108	0	0	65	260	0	0	0	20	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	108	0	0	65	260	0	0	0	20	0	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	434	108
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	518	951
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	692	518	951
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
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	873	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.6		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

****

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.0]

****

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 0 1	0	0	0 0 0	1	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0 223	0		0 48	175		0 0	0		0 0	67	
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:	0 223	0		0 48	175		0 0	0		0 0	67	
Added Vol:	0 39	0		0 34	2		0 0	0		67 0	1	
PasserByVol:	0 0	0		0 0	0		0 0	0		0 0	0	
Initial Fut:	0 262	0		0 82	177		0 0	0		67 0	68	
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95		0.95 0.95	0.95	
PHF Volume:	0 276	0		0 86	186		0 0	0		71 0	72	
Reduct Vol:	0 0	0		0 0	0		0 0	0		0 0	0	
FinalVolume:	0 276	0		0 86	186		0 0	0		71 0	72	
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		6.4 6.5	6.2	
FollowUpTim:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		3.5 4.0	3.3	
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		455 548	276	
Potent Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		567 447	768	
Move Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		567 447	768	
Volume/Cap:	xxxx xxxx	xxxx		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.12 0.00	0.09	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		* *	*	
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 653	xxxxx	
SharedQueue:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 0.8	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx 12.0	xxxxx	
Shared LOS:	* *	*		* *	*		* *	*		* B	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[10.0]

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 0 0 1 0			0 1 0 0 0			1 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	52	0	0	96	0	0	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	0	0	52	0	0	96	0	0	0	0	0
Added Vol:	0	6	12	1	29	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	12	53	29	0	97	0	0	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	6	13	56	31	0	102	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	6	13	56	31	0	102	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	19	xxxx	xxxxx	155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1611	xxxx	xxxxx	841	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1611	xxxx	xxxxx	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	10.0	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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: B[12.9]

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 0 1 0			0 1 0 0 0			1 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	48	0	0	223	0	0	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	0	0	48	0	0	223	0	0	0	0	0
Added Vol:	0	36	73	0	101	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	73	48	101	0	226	0	0	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	38	77	51	106	0	238	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	38	77	51	106	0	238	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	115	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	711	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1487	xxxx	xxxxx	692	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	12.9	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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 3.5 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0 0	0 1		1 0 0	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	29	18	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	29	18	0	0	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	0	0	0	0	31	19	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	31	19	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.1			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.6]

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 0 0 0			0 0 0 0 1			1 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	101	109	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	101	109	0	0	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	0	0	0	0	106	115	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	106	115	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	900	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 0 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:	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	1 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	158	0	0	309	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	0	0	0	0	0	0	158	0	0	309	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	161	0	0	310	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	0	0	0	0	0	0	169	0	0	326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	169	0	0	326	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
FinalVolume:	0	0	0	0	0	0	0	169	0	0	326	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	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	552	0	675	688	763	0	0	779	917
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	0.00	0.22	xxxx	xxxx	0.42	0.00
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	10.6	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	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	10.6	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				8.7			10.6	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				8.7			10.6	
LOS by Appr:	*			*				A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.7	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 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:	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	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	249	0	0	190	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	0	0	0	0	0	0	249	0	0	190	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	251	0	0	193	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	0	0	0	0	0	0	264	0	0	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	264	0	0	203	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
FinalVolume:	0	0	0	0	0	0	0	264	0	0	203	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	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	559	0	686	699	776	0	0	769	902
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.00	xxxx	0.00	0.00	0.34	xxxx	xxxx	0.26	0.00
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	9.0	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	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	9.0	0.0
LOS by Move:	*	*	*	*	*	*	*	A	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx				9.7			9.0	
Delay Adj:	xxxxx			xxxxx				1.00			1.00	
ApprAdjDel:	xxxxxx			xxxxxx				9.7			9.0	
LOS by Appr:	*			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.123
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
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:	10	4	4	37	4	7	12	22	23	7	26	78
Added Vol:	0	0	0	1	0	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	4	4	38	4	9	13	22	23	7	26	78
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:	11	4	4	40	4	9	14	23	24	7	27	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	4	4	40	4	9	14	23	24	7	27	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	4	4	40	4	9	14	23	24	7	27	82
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:	0.56	0.22	0.22	0.74	0.08	0.18	0.22	0.38	0.40	0.06	0.23	0.71
Final Sat.:	449	180	180	601	63	142	199	337	352	60	223	670
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.07	0.07	0.07	0.12	0.12	0.12
Crit Moves:	****				****			****			****	
Delay/Veh:	7.4	7.4	7.4	7.6	7.6	7.6	7.3	7.3	7.3	7.2	7.2	7.2
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:	7.4	7.4	7.4	7.6	7.6	7.6	7.3	7.3	7.3	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.6			7.3			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.6			7.3			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.073
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	9	13	2	4	5	40	5	4	38	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:	7	7	9	13	2	4	5	40	5	4	38	21
Added Vol:	0	0	0	1	0	1	2	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	7	9	14	2	5	7	40	5	4	38	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:	7	7	9	15	2	5	7	42	5	4	40	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	7	9	15	2	5	7	42	5	4	40	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
FinalVolume:	7	7	9	15	2	5	7	42	5	4	40	23
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:	0.30	0.30	0.40	0.67	0.09	0.24	0.13	0.77	0.10	0.06	0.60	0.34
Final Sat.:	267	267	343	561	80	200	119	679	85	58	548	317
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	7.1	7.1	7.1	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
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:	7.1	7.1	7.1	7.3	7.3	7.3	7.3	7.3	7.3	7.2	7.2	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.1			7.3			7.3			7.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.1			7.3			7.3			7.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 227.3 Worst Case Level Of Service: F[722.1]

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	199	0	16	0	67	2	233	30	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	0	0	199	0	16	0	67	2	233	30	0
Added Vol:	0	0	0	50	0	238	0	446	76	29	224	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	249	0	254	0	513	78	262	254	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	0	0	262	0	267	0	540	82	276	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	262	0	267	0	540	82	276	267	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1400	1441	267	xxxx	xxxx	xxxxx	622	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	156	134	776	xxxx	xxxx	xxxxx	969	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	122	96	776	xxxx	xxxx	xxxxx	969	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.15	0.00	0.34	xxxx	xxxx	xxxx	0.28	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	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	212	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	44.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	722	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			722.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 70 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0 1!	0	0 0	1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	199	0	16	0	67	2	233	30	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	0	0	199	0	16	0	67	2	233	30	0
Added Vol:	0	0	0	50	0	238	0	446	76	29	224	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	249	0	254	0	513	78	262	254	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	0	0	262	0	267	0	540	82	276	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	267	0	540	82	276	267	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
FinalVolume:	0	0	0	262	0	267	0	540	82	276	267	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.85	1.00	0.90	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.51	0.00	1.49	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2314	0	2420	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.30	0.05	0.17	0.15	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.47	0.47	0.27	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.62	0.00	0.64	0.11	0.64	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	28.4	0.0	28.1	0.0	15.7	10.5	25.9	2.9	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	0.0	0.0	28.4	0.0	28.1	0.0	15.7	10.5	25.9	2.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	5	0	5	0	10	1	7	2	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 1411.6 Worst Case Level Of Service: F[3541.4]

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	0 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	516	0	25	0	85	2	255	55	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	0	0	516	0	25	0	85	2	255	55	0
Added Vol:	0	0	0	35	0	321	0	466	105	70	318	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	551	0	346	0	551	107	325	373	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	0	0	580	0	364	0	580	113	342	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	580	0	364	0	580	113	342	393	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1713	1769	393	xxxx	xxxx	xxxxx	693	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	100	84	661	xxxx	xxxx	xxxxx	912	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	71	53	661	xxxx	xxxx	xxxxx	912	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	8.15	0.00	0.55	xxxx	xxxx	xxxx	0.38	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	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	108	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	108	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	3541	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			3541.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 70 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0 1!	0 1	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	516	0	25	0	85	2	255	55	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	0	0	516	0	25	0	85	2	255	55	0
Added Vol:	0	0	0	35	0	321	0	466	105	70	318	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	551	0	346	0	551	107	325	373	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	0	0	580	0	364	0	580	113	342	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	364	0	580	113	342	393	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
FinalVolume:	0	0	0	580	0	364	0	580	113	342	393	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	1.63	0.00	1.37	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2528	0	2257	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.16	0.00	0.32	0.07	0.21	0.22	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.39	0.39	0.25	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.84	0.00	0.59	0.00	0.83	0.19	0.83	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	22.5	0.0	28.1	14.4	38.5	6.0	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	0.0	0.0	29.4	0.0	22.5	0.0	28.1	14.4	38.5	6.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	B	D	A	A
HCM2kAvgQ:	0	0	0	11	0	6	0	14	2	10	4	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 86.9 Worst Case Level Of Service: F[563.3]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																		
Base Vol:	5	0	138	0	0	0	30	236	0				0	258	440			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	5	0	138	0	0	0	30	236	0				0	258	440			
Added Vol:	94	0	53	0	0	0	271	224	0				0	159	18			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	99	0	191	0	0	0	301	460	0				0	417	458			
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:	104	0	201	0	0	0	317	484	0				0	439	482			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	104	0	201	0	0	0	317	484	0				0	439	482			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1798	2039	484	xxxx	xxxx	xxxxx	921	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	89	57	587	xxxx	xxxx	xxxxx	750	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	60	33	587	xxxx	xxxx	xxxxx	750	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	1.75	0.00	0.34	xxxx	xxxx	xxxx	0.42	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.3	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	146	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	24.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	563	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	563.3			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			*			*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 70 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:	Split Phase						Split Phase						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		0		0		0		10		15		0		0		15		15	
Lanes:	1	0	0	0	1		0	0	0	0	0		1	0	2	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	5		0		138		0		0		0		30		236		0		0		258		440	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	5		0		138		0		0		0		30		236		0		0		258		440	
Added Vol:	94		0		53		0		0		0		271		224		0		0		159		18	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	99		0		191		0		0		0		301		460		0		0		417		458	
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:	104		0		201		0		0		0		317		484		0		0		439		482	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	104		0		201		0		0		0		317		484		0		0		439		482	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	104		0		201		0		0		0		317		484		0		0		439		482	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		0.85		0.94		1.00		1.00		0.90		0.95		1.00		0.94		1.00		0.85	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		1.00		2.00		0.00		0.00		1.00		1.00	
Final Sat.:	1615		0		1530		0		0		0		1615		3420		0		0		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.00		0.13		0.00		0.00		0.00		0.20		0.14		0.00		0.00		0.24		0.32	
Crit Moves:					****								****										****	
Green/Cycle:	0.19		0.00		0.19		0.00		0.00		0.00		0.28		0.73		0.00		0.00		0.45		0.45	
Volume/Cap:	0.35		0.00		0.70		0.00		0.00		0.00		0.70		0.19		0.00		0.00		0.54		0.70	
Delay/Veh:	25.4		0.0		34.3		0.0		0.0		0.0		27.6		3.1		0.0		0.0		14.9		18.9	
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:	25.4		0.0		34.3		0.0		0.0		0.0		27.6		3.1		0.0		0.0		14.9		18.9	
LOS by Move:	C		A		C		A		A		A		C		A		A		A		B		B	
HCM2kAvgQ:	2		0		6		0		0		0		8		2		0		0		7		10	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 330.7 Worst Case Level Of Service: F[1926.6]

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 1! 0	0	0	0	0 0 0	1	0 1	0 0				0	0 1	0 1			
Volume Module:																		
Base Vol:	8	0	266	0	0	0	32	569	0				0	302	285			
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:	8	0	266	0	0	0	32	569	0				0	302	285			
Added Vol:	98	0	48	0	0	0	291	210	0				0	291	61			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	106	0	314	0	0	0	323	779	0				0	593	346			
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:	112	0	331	0	0	0	340	820	0				0	624	364			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	112	0	331	0	0	0	340	820	0				0	624	364			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2306	2488	820	xxxx	xxxx	xxxxx	988	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	43	30	378	xxxx	xxxx	xxxxx	707	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	27	15	378	xxxx	xxxx	xxxxx	707	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	4.19	0.00	0.87	xxxx	xxxx	xxxx	0.48	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.6	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.7	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	87	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	47.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	1927	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	1926.6			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			*			*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 70 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	0	0	0	10	15	0	0	15	15
Lanes:	1 0	0	0 1	0 0	0	0 0	1 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	8	0	266	0	0	0	32	569	0	0	302	285
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:	8	0	266	0	0	0	32	569	0	0	302	285
Added Vol:	98	0	48	0	0	0	291	210	0	0	291	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	314	0	0	0	323	779	0	0	593	346
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:	112	0	331	0	0	0	340	820	0	0	624	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	331	0	0	0	340	820	0	0	624	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	0	331	0	0	0	340	820	0	0	624	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.90	0.95	1.00	0.94	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1615	0	1530	0	0	0	1615	3420	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.22	0.00	0.00	0.00	0.21	0.24	0.00	0.00	0.35	0.24
Crit Moves:			****				****				****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.25	0.66	0.00	0.00	0.41	0.41
Volume/Cap:	0.27	0.00	0.85	0.00	0.00	0.00	0.85	0.36	0.00	0.00	0.85	0.58
Delay/Veh:	21.2	0.0	40.3	0.0	0.0	0.0	40.2	5.5	0.0	0.0	27.6	17.4
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:	21.2	0.0	40.3	0.0	0.0	0.0	40.2	5.5	0.0	0.0	27.6	17.4
LOS by Move:	C	A	D	A	A	A	D	A	A	A	C	B
HCM2kAvgQ:	2	0	10	0	0	0	10	4	0	0	15	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[17.9]

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 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	165	0	0	642	51
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	60	0	33	18	165	0	0	642	51
Added Vol:	0	0	0	1	0	1	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	34	18	172	0	0	658	51
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	64	0	36	19	181	0	0	693	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	64	0	36	19	181	0	0	693	54
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	912	xxxx	693	746	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	307	xxxx	447	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	302	xxxx	447	871	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.08	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.3	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.1	xxxx	13.8	9.2	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[17.3]

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	64	0	15	25	346	0		0	335	59							
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	64	0	15	25	346	0		0	335	59							
Added Vol:	0	0	0	0	0	0	1	42	0		0	36	1							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	0	0	0	64	0	15	26	388	0		0	371	60							
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	67	0	16	27	408	0		0	391	63							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	0	0	0	67	0	16	27	408	0		0	391	63							
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	854	xxxx	391	454	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	332	xxxx	662	1118	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	326	xxxx	662	1118	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.02	0.02	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.1	0.1	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	18.9	xxxx	10.6	8.3	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	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			17.3			xxxxxx				xxxxxx									
ApproachLOS:	*			C			*				*									

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 70 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	142	109	42	29	93	119	63	205	106	41	437	48
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:	142	109	42	29	93	119	63	205	106	41	437	48
Added Vol:	104	18	18	0	50	0	0	64	213	50	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	127	60	29	143	119	63	269	319	91	510	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:	259	134	63	31	151	125	66	283	336	96	537	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	134	63	31	151	125	66	283	336	96	537	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	134	63	31	151	125	66	283	336	96	537	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.59	0.90	0.90	0.59	1.00	0.85	0.34	1.00	0.85	0.44	0.94	0.94
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1061	2211	1045	1064	1800	1530	615	1800	1530	796	3085	290
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.06	0.03	0.08	0.08	0.11	0.16	0.22	0.12	0.17	0.17
Crit Moves:	****								****			
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.49	0.12	0.12	0.06	0.17	0.16	0.24	0.35	0.49	0.27	0.39	0.39
Delay/Veh:	12.5	9.5	9.5	9.2	9.8	9.8	12.5	13.0	14.3	12.6	13.2	13.2
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:	12.5	9.5	9.5	9.2	9.8	9.8	12.5	13.0	14.3	12.6	13.2	13.2
LOS by Move:	B	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	1	1	0	2	2	1	4	6	2	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	129		130		83		62		121		86		123		550		162		50		372		50	
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:	129		130		83		62		121		86		123		550		162		50		372		50	
Added Vol:	269		61		61		0		35		0		0		85		173		35		83		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	398		191		144		62		156		86		123		635		335		85		455		50	
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:	419		201		152		65		164		91		129		668		353		89		479		53	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	419		201		152		65		164		91		129		668		353		89		479		53	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	419		201		152		65		164		91		129		668		353		89		479		53	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.57		0.89		0.89		0.48		1.00		0.85		0.38		1.00		0.85		0.13		0.94		0.94	
Lanes:	1.00		1.14		0.86		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.80		0.20	
Final Sat.:	1026		1825		1376		872		1800		1530		681		1800		1530		229		3035		334	
Capacity Analysis Module:																								
Vol/Sat:	0.41		0.11		0.11		0.07		0.09		0.06		0.19		0.37		0.23		0.39		0.16		0.16	
Crit Moves:	****																		****					
Green/Cycle:	0.48		0.48		0.48		0.48		0.48		0.48		0.46		0.46		0.46		0.46		0.46		0.46	
Volume/Cap:	0.85		0.23		0.23		0.16		0.19		0.12		0.41		0.81		0.50		0.85		0.34		0.34	
Delay/Veh:	28.8		10.6		10.6		10.3		10.5		10.1		13.4		22.0		13.8		60.4		12.2		12.2	
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:	28.8		10.6		10.6		10.3		10.5		10.1		13.4		22.0		13.8		60.4		12.2		12.2	
LOS by Move:	C		B		B		B		B		B		B		C		B		E		B		B	
HCM2kAvgQ:	12		2		2		1		2		1		2		15		6		4		4		4	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 70 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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		21		21		10		21		21		27		27		27		27		27		27	
Lanes:	1	0	1	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	22	150		53			35	96		22			21	14		26			67	23		84		
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:	22	150		53			35	96		22			21	14		26			67	23		84		
Added Vol:	0	216		0			0	120		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	22	366		53			35	216		22			21	14		26			67	23		84		
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	385		56			37	227		23			22	15		27			71	24		88		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	23	385		56			37	227		23			22	15		27			71	24		88		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	23	385		56			37	227		23			22	15		27			71	24		88		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.90	1.00		0.85			0.90	0.95		0.85			0.62	0.90		0.90			0.69	0.88		0.88		
Lanes:	1.00	1.00		1.00			1.00	2.00		1.00			1.00	0.35		0.65			1.00	0.21		0.79		
Final Sat.:	1615	1800		1530			1615	3420		1530			1119	569		1057			1248	341		1246		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.21		0.04			0.02	0.07		0.02			0.02	0.03		0.03			0.06	0.07		0.07		
Crit Moves:		****					****													****				
Green/Cycle:	0.17	0.39		0.39			0.14	0.36		0.36			0.39	0.39		0.39			0.39	0.39		0.39		
Volume/Cap:	0.08	0.55		0.09			0.16	0.19		0.04			0.05	0.07		0.07			0.15	0.18		0.18		
Delay/Veh:	24.6	17.8		13.8			26.6	15.5		14.7			13.5	13.6		13.6			14.1	14.4		14.4		
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:	24.6	17.8		13.8			26.6	15.5		14.7			13.5	13.6		13.6			14.1	14.4		14.4		
LOS by Move:	C		B		B		C		B		B		B		B		B		B		B		B	
HCM2kAvgQ:	0		7		1		1		2		0		0		1		1		1		2		2	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 70 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:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	10		21		21		10		21		21		27		27		27		27		27		27	
Lanes:	1	0	1	0	1		1	0	2	0	1		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	40		235		80		43		198		40		33		35		47		68		15		67	
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:	40		235		80		43		198		40		33		35		47		68		15		67	
Added Vol:	0		200		0		0		280		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	40		435		80		43		478		40		33		35		47		68		15		67	
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:	42		458		84		45		503		42		35		37		49		72		16		71	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	42		458		84		45		503		42		35		37		49		72		16		71	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	42		458		84		45		503		42		35		37		49		72		16		71	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.90		1.00		0.85		0.90		0.95		0.85		0.66		0.91		0.91		0.66		0.88		0.88	
Lanes:	1.00		1.00		1.00		1.00		2.00		1.00		1.00		0.43		0.57		1.00		0.18		0.82	
Final Sat.:	1615		1800		1530		1615		3420		1530		1183		702		943		1183		289		1290	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.25		0.06		0.03		0.15		0.03		0.03		0.05		0.05		0.06		0.05		0.05	
Crit Moves:			****				****												****					
Green/Cycle:	0.17		0.39		0.39		0.14		0.36		0.36		0.39		0.39		0.39		0.39		0.39		0.39	
Volume/Cap:	0.15		0.66		0.14		0.20		0.41		0.08		0.08		0.14		0.14		0.16		0.14		0.14	
Delay/Veh:	25.0		20.1		14.1		26.9		17.1		14.9		13.7		14.0		14.0		14.2		14.1		14.1	
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:	25.0		20.1		14.1		26.9		17.1		14.9		13.7		14.0		14.0		14.2		14.1		14.1	
LOS by Move:	C		C		B		C		B		B		B		B		B		B		B		B	
HCM2kAvgQ:	1		9		1		1		5		1		1		1		1		1		1		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 80 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:	10	23	23		10	23	23		10	23	23		10	23	23	
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:	94	138	37		39	145	141		55	122	171		43	392	52	
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:	94	138	37		39	145	141		55	122	171		43	392	52	
Added Vol:	0	144	2		1	190	5		3	5	0		11	11	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	94	282	39		40	335	146		58	127	171		54	403	53	
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:	99	297	41		42	353	154		61	134	180		57	424	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	297	41		42	353	154		61	134	180		57	424	56	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	99	297	41		42	353	154		61	134	180		57	424	56	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.93	0.93		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	1.00	1.76	0.24		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1615	2950	408		1615	1800	1530		1615	1800	1530		1615	1800	1530	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10		0.03	0.20	0.10		0.04	0.07	0.12		0.04	0.24	0.04	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.13	0.29	0.29		0.13	0.30	0.30		0.13	0.33	0.33		0.15	0.35	0.35	
Volume/Cap:	0.49	0.34	0.34		0.20	0.66	0.34		0.30	0.22	0.35		0.24	0.66	0.10	
Delay/Veh:	34.5	22.5	22.5		31.8	27.9	22.5		32.7	19.3	20.5		30.8	24.4	17.4	
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:	34.5	22.5	22.5		31.8	27.9	22.5		32.7	19.3	20.5		30.8	24.4	17.4	
LOS by Move:	C	C	C		C	C	C		C	B	C		C	C	B	
HCM2kAvgQ:	3	4	4		1	9	3		2	2	4		1	10	1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
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:	144	155	55	79	173	83	104	257	159	62	173	42
Added Vol:	0	243	10	2	209	17	18	25	0	5	20	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	398	65	81	382	100	122	282	159	67	193	44
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:	152	419	68	85	402	105	128	297	167	71	203	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	419	68	85	402	105	128	297	167	71	203	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	419	68	85	402	105	128	297	167	71	203	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	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.:	1615	2878	470	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.05	0.22	0.07	0.08	0.16	0.11	0.04	0.11	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.14	0.34	0.34	0.15	0.34	0.34	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.65	0.43	0.43	0.36	0.65	0.20	0.64	0.57	0.38	0.35	0.39	0.11
Delay/Veh:	38.7	20.7	20.7	31.6	24.7	18.7	39.8	25.9	23.4	33.1	23.4	21.0
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:	38.7	20.7	20.7	31.6	24.7	18.7	39.8	25.9	23.4	33.1	23.4	21.0
LOS by Move:	D	C	C	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	5	5	5	2	9	2	4	7	4	2	4	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 100 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						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	25	25		25			25	25		25			25	25		25			25	25		25		
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	17		91		17		15		92		224		111		185		19		16		429		48	
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:	17		91		17		15		92		224		111		185		19		16		429		48	
Added Vol:	0		140		65		3		184		12		4		78		0		74		110		2	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	17		231		82		18		276		236		115		263		19		90		539		50	
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:	18		243		86		19		291		248		121		277		20		95		567		53	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	18		243		86		19		291		248		121		277		20		95		567		53	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	18		243		86		19		291		248		121		277		20		95		567		53	
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.27	1.00		0.85			0.35	1.00		0.85			0.90	1.00		0.85			0.90	1.00		0.85		
Lanes:	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 Sat.:	491	1800		1530			624	1800		1530			1615	1800		1530			1615	1800		1530		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.14		0.06			0.03	0.16		0.16			0.07	0.15		0.01			0.06	0.32		0.03		
Crit Moves:								****					****							****				
Green/Cycle:	0.25	0.25		0.25			0.25	0.25		0.25			0.60	0.34		0.34			0.71	0.44		0.44		
Volume/Cap:	0.15	0.54		0.23			0.12	0.65		0.65			0.22	0.45		0.04			0.12	0.72		0.08		
Delay/Veh:	29.7	33.8		30.1			29.4	36.8		37.5			10.3	25.9		21.8			5.3	26.1		16.3		
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:	29.7	33.8		30.1			29.4	36.8		37.5			10.3	25.9		21.8			5.3	26.1		16.3		
LOS by Move:	C		C		C		C		D		D		B		C		C		A		C		B	
HCM2kAvgQ:	1		7		2		1		9		8		2		7		0		1		15		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	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:	15	139	42	42	138	152	245	537	18	32	348	37
Added Vol:	0	232	88	5	199	9	14	133	0	79	109	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	371	130	47	337	161	259	670	18	111	457	43
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:	16	391	137	49	355	169	273	705	19	117	481	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	391	137	49	355	169	273	705	19	117	481	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	391	137	49	355	169	273	705	19	117	481	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.18	1.00	0.85	0.15	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	318	1800	1530	272	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.09	0.18	0.20	0.11	0.17	0.39	0.01	0.07	0.27	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.61	0.36	0.36
Volume/Cap:	0.20	0.87	0.36	0.69	0.79	0.44	0.42	0.89	0.03	0.25	0.75	0.08
Delay/Veh:	30.8	52.2	31.5	58.3	44.1	32.4	9.6	38.0	15.9	12.6	33.2	21.4
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:	30.8	52.2	31.5	58.3	44.1	32.4	9.6	38.0	15.9	12.6	33.2	21.4
LOS by Move:	C	D	C	E	D	C	A	D	B	B	C	C
HCM2kAvgQ:	1	15	4	3	12	5	4	23	0	2	14	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
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:	6	81	52	12	77	23	22	79	11	71	140	23
Added Vol:	0	188	50	50	208	0	0	0	0	18	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	269	102	62	285	23	22	79	11	89	140	41
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:	6	283	107	65	300	24	23	83	12	94	147	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	283	107	65	300	24	23	83	12	94	147	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	283	107	65	300	24	23	83	12	94	147	43
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:	0.02	0.71	0.27	0.17	0.77	0.06	0.20	0.70	0.10	0.33	0.52	0.15
Final Sat.:	10	435	165	100	457	37	89	321	45	176	277	81
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.66	0.66	0.66	0.26	0.26	0.26	0.53	0.53	0.53
Crit Moves:		****			****				****		****	
Delay/Veh:	17.6	17.6	17.6	18.2	18.2	18.2	11.5	11.5	11.5	15.1	15.1	15.1
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:	17.6	17.6	17.6	18.2	18.2	18.2	11.5	11.5	11.5	15.1	15.1	15.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		17.6			18.2			11.5			15.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.6			18.2			11.5			15.1	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	1.5	1.5	1.5	1.5	1.5	1.5	0.2	0.2	0.2	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 60 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				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	18	18	18		18	18	18		18	18	18		18	18	18	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	6	81	52		12	77	23		22	79	11		71	140	23	
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:	6	81	52		12	77	23		22	79	11		71	140	23	
Added Vol:	0	188	50		50	208	0		0	0	0		18	0	18	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	269	102		62	285	23		22	79	11		89	140	41	
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:	6	283	107		65	300	24		23	83	12		94	147	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	283	107		65	300	24		23	83	12		94	147	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	283	107		65	300	24		23	83	12		94	147	43	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.90	0.96	0.96		0.84	0.89	0.89		0.87	0.92	0.92		0.70	0.97	0.97	
Lanes:	0.02	0.71	0.27		0.18	0.76	0.06		0.20	0.70	0.10		1.00	0.77	0.23	
Final Sat.:	27	1229	466		265	1220	98		322	1156	161		1263	1345	394	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.25	0.25	0.25		0.07	0.07	0.07		0.07	0.11	0.11	
Crit Moves:						****								****		
Green/Cycle:	0.63	0.63	0.63		0.63	0.63	0.63		0.30	0.30	0.30		0.30	0.30	0.30	
Volume/Cap:	0.36	0.36	0.36		0.39	0.39	0.39		0.24	0.24	0.24		0.25	0.37	0.37	
Delay/Veh:	5.4	5.4	5.4		5.6	5.6	5.6		16.1	16.1	16.1		16.2	16.9	16.9	
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:	5.4	5.4	5.4		5.6	5.6	5.6		16.1	16.1	16.1		16.2	16.9	16.9	
LOS by Move:	A	A	A		A	A	A		B	B	B		B	B	B	
HCM2kAvgQ:	4	4	4		4	4	4		2	2	2		2	3	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #46 5th St. (NS) / Avenue L (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 52.2
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	9	135		114			19	112		37			32	103		23			54	96		26		
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:	9	135		114			19	112		37			32	103		23			54	96		26		
Added Vol:	0	259		35			35	243		0			0	0		0			61	0		61		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	9	394		149			54	355		37			32	103		23			115	96		87		
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:	9	415		157			57	374		39			34	108		24			121	101		92		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	9	415		157			57	374		39			34	108		24			121	101		92		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	9	415		157			57	374		39			34	108		24			121	101		92		
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:	0.02	0.71		0.27			0.12	0.80		0.08			0.20	0.65		0.15			0.39	0.32		0.29		
Final Sat.:	9	387		146			63	412		43			85	273		61			180	151		137		
Capacity Analysis Module:																								
Vol/Sat:	1.07	1.07		1.07			0.91	0.91		0.91			0.40	0.40		0.40			0.67	0.67		0.67		
Crit Moves:		****						****						****						****				
Delay/Veh:	84.3	84.3		84.3			44.8	44.8		44.8			15.8	15.8		15.8			23.2	23.2		23.2		
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:	84.3	84.3		84.3			44.8	44.8		44.8			15.8	15.8		15.8			23.2	23.2		23.2		
LOS by Move:	F	F		F			E	E		E			C	C		C			C	C		C		
ApproachDel:		84.3						44.8						15.8						23.2				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		84.3						44.8						15.8						23.2				
LOS by Appr:		F						E						C						C				
AllWayAvgQ:	11.3	11.3		11.3			5.0	5.0		5.0			0.6	0.6		0.6			1.7	1.7		1.7		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 60 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						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	18	18	18				18	18	18				18	18	18				18	18	18			
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	9	135	114				19	112	37				32	103	23				54	96	26			
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:	9	135	114				19	112	37				32	103	23				54	96	26			
Added Vol:	0	259	35				35	243	0				0	0	0				61	0	61			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	9	394	149				54	355	37				32	103	23				115	96	87			
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:	9	415	157				57	374	39				34	108	24				121	101	92			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	9	415	157				57	374	39				34	108	24				121	101	92			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	9	415	157				57	374	39				34	108	24				121	101	92			
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800				1800	1800	1800				1800	1800	1800				1800	1800	1800			
Adjustment:	0.90	0.96	0.96				0.84	0.89	0.89				0.86	0.91	0.91				0.71	0.93	0.93			
Lanes:	0.02	0.71	0.27				0.13	0.79	0.08				0.21	0.65	0.14				1.00	0.52	0.48			
Final Sat.:	28	1230	465				193	1272	133				327	1051	235				1277	877	795			
Capacity Analysis Module:																								
Vol/Sat:	0.34	0.34	0.34				0.29	0.29	0.29				0.10	0.10	0.10				0.09	0.12	0.12			
Crit Moves:		****																		****				
Green/Cycle:	0.63	0.63	0.63				0.63	0.63	0.63				0.30	0.30	0.30				0.30	0.30	0.30			
Volume/Cap:	0.53	0.53	0.53				0.46	0.46	0.46				0.34	0.34	0.34				0.32	0.38	0.38			
Delay/Veh:	6.6	6.6	6.6				6.0	6.0	6.0				16.8	16.8	16.8				16.7	17.1	17.1			
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:	6.6	6.6	6.6				6.0	6.0	6.0				16.8	16.8	16.8				16.7	17.1	17.1			
LOS by Move:	A	A	A				A	A	A				B	B	B				B	B	B			
HCM2kAvgQ:	6	6	6				5	5	5				3	3	3				2	3	3			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
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	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
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:	16	61	15	19	40	66	43	191	13	10	377	22
Added Vol:	0	0	0	0	0	50	19	127	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	15	19	40	116	62	318	13	10	512	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:	17	64	16	20	42	122	65	335	14	11	539	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	122	65	335	14	11	539	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
FinalVolume:	17	64	16	20	42	122	65	335	14	11	539	23
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:	0.17	0.67	0.16	1.00	0.26	0.74	0.16	0.81	0.03	0.02	0.94	0.04
Final Sat.:	81	310	76	440	129	374	97	496	20	12	615	26
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.05	0.33	0.33	0.67	0.67	0.67	0.88	0.88	0.88
Crit Moves:		****			****		****				****	
Delay/Veh:	11.5	11.5	11.5	10.7	12.2	12.2	18.8	18.8	18.8	33.4	33.4	33.4
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:	11.5	11.5	11.5	10.7	12.2	12.2	18.8	18.8	18.8	33.4	33.4	33.4
LOS by Move:	B	B	B	B	B	B	C	C	C	D	D	D
ApproachDel:		11.5			12.0			18.8			33.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			12.0			18.8			33.4	
LOS by Appr:		B			B			C			D	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.4	0.4	1.7	1.7	1.7	4.5	4.5	4.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 70 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
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:	16	61	15	19	40	66	43	191	13	10	377	22
Added Vol:	0	0	0	0	0	50	19	127	0	0	135	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	15	19	40	116	62	318	13	10	512	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:	17	64	16	20	42	122	65	335	14	11	539	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	122	65	335	14	11	539	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
FinalVolume:	17	64	16	20	42	122	65	335	14	11	539	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.80	0.89	0.89	0.57	0.99	0.99	0.93	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.26	0.74	1.00	0.96	0.04	0.02	0.94	0.04
Final Sat.:	288	1099	270	1433	410	1189	1030	1719	70	33	1672	72
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.10	0.10	0.06	0.19	0.19	0.32	0.32	0.32
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.19	0.19	0.04	0.33	0.33	0.10	0.31	0.31	0.51	0.51	0.51
Delay/Veh:	17.7	17.7	17.7	16.7	18.7	18.7	5.2	6.2	6.2	7.5	7.5	7.5
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:	17.7	17.7	17.7	16.7	18.7	18.7	5.2	6.2	6.2	7.5	7.5	7.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	1	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 102.9
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
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:	28	88	17	18	58	86	94	416	41	12	225	15
Added Vol:	0	0	0	0	0	36	62	162	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	88	17	18	58	122	156	578	41	12	380	15
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:	29	93	18	19	61	128	164	608	43	13	400	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	128	164	608	43	13	400	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	128	164	608	43	13	400	16
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:	0.21	0.66	0.13	1.00	0.32	0.68	0.20	0.75	0.05	0.03	0.93	0.04
Final Sat.:	96	301	58	426	155	326	123	454	32	17	537	21
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.04	0.39	0.39	1.34	1.34	1.34	0.74	0.74	0.74
Crit Moves:		****				****		****			****	
Delay/Veh:	13.4	13.4	13.4	11.2	14.1	14.1	182.3	182	182.3	24.4	24.4	24.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	11.2	14.1	14.1	182.3	182	182.3	24.4	24.4	24.4
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		13.4			13.8			182.3			24.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.4			13.8			182.3			24.4	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.6	0.6	29.3	29.3	29.3	2.4	2.4	2.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 70 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
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:	28	88	17	18	58	86	94	416	41	12	225	15
Added Vol:	0	0	0	0	0	36	62	162	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	88	17	18	58	122	156	578	41	12	380	15
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:	29	93	18	19	61	128	164	608	43	13	400	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	128	164	608	43	13	400	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	128	164	608	43	13	400	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.78	0.90	0.90	0.55	0.99	0.99	0.92	0.98	0.98
Lanes:	0.22	0.65	0.13	1.00	0.32	0.68	1.00	0.93	0.07	0.03	0.93	0.04
Final Sat.:	340	1070	207	1413	521	1096	996	1664	118	52	1639	65
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.12	0.12	0.16	0.37	0.37	0.24	0.24	0.24
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.28	0.28	0.28	0.04	0.37	0.37	0.26	0.58	0.58	0.39	0.39	0.39
Delay/Veh:	18.3	18.3	18.3	16.7	19.1	19.1	6.0	8.4	8.4	6.6	6.6	6.6
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:	18.3	18.3	18.3	16.7	19.1	19.1	6.0	8.4	8.4	6.6	6.6	6.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	2	9	9	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 48.8 Worst Case Level Of Service: F[73.7]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	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:	616	0	32	0	0	0	0	37	82	54	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	0	32	0	0	0	0	37	82	54	166	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:	648	0	34	0	0	0	0	39	86	57	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	648	0	34	0	0	0	0	39	86	57	175	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	371	xxxx	82	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	xxxx	xxxxx
Potent Cap.:	634	xxxx	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx
Move Cap.:	615	xxxx	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx
Volume/Cap:	1.05	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	17.8	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	77.0	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		73.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	110	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0 0	0 1		0 0 0	0 0		0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	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:	616	0	32	0	0	0	0	37	82	54	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	0	32	0	0	0	0	37	82	54	166	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:	648	0	34	0	0	0	0	39	86	57	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	0	34	0	0	0	0	39	86	57	175	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
FinalVolume:	648	0	34	0	0	0	0	39	86	57	175	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.10	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.28	0.28	0.09	0.37	0.00
Volume/Cap:	0.70	0.00	0.04	0.00	0.00	0.00	0.00	0.27	0.27	0.39	0.26	0.00
Delay/Veh:	19.2	0.0	10.3	0.0	0.0	0.0	0.0	31.0	31.0	48.8	24.2	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:	19.2	0.0	10.3	0.0	0.0	0.0	0.0	31.0	31.0	48.8	24.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	17	0	0	0	0	0	0	3	3	2	4	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[15.5]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	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:	152	0	55	0	0	0	0	155	383	57	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	55	0	0	0	0	155	383	57	98	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:	160	0	58	0	0	0	0	163	403	60	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	0	58	0	0	0	0	163	403	60	103	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	xxxx	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	xxxx	xxxxx
Potent Cap.:	475	xxxx	685	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	453	xxxx	685	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	0.35	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.6	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	17.2	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	0 1 0	1 0	1	0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	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:	152	0	55	0	0	0	0	155	383	57	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	55	0	0	0	0	155	383	57	98	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:	160	0	58	0	0	0	0	163	403	60	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	58	0	0	0	0	163	403	60	103	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
FinalVolume:	160	0	58	0	0	0	0	163	403	60	103	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.00	0.35	0.35	0.04	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.09	0.76	0.00
Volume/Cap:	0.52	0.00	0.20	0.00	0.00	0.00	0.00	0.52	0.52	0.41	0.08	0.00
Delay/Veh:	41.8	0.0	37.9	0.0	0.0	0.0	0.0	9.9	9.9	49.1	3.5	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:	41.8	0.0	37.9	0.0	0.0	0.0	0.0	9.9	9.9	49.1	3.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	6	0	2	0	0	0	0	10	10	2	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
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:	250	302	46	26	226	199	119	49	126	53	120	24
Added Vol:	0	2	2	0	1	1	2	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	304	48	26	227	200	121	49	126	54	120	24
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:	263	320	51	27	239	211	127	52	133	57	126	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	320	51	27	239	211	127	52	133	57	126	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	320	51	27	239	211	127	52	133	57	126	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	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.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.03	0.02	0.07	0.14	0.08	0.03	0.09	0.04	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.70	0.28	0.10	0.11	0.27	0.54	0.70	0.09	0.28	0.32	0.23	0.05
Delay/Veh:	37.6	21.8	20.4	33.5	27.0	30.4	50.2	22.0	23.6	37.8	23.2	21.8
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:	37.6	21.8	20.4	33.5	27.0	30.4	50.2	22.0	23.6	37.8	23.2	21.8
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	3	1	1	3	6	5	1	3	2	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
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	248	27	48	301	126	220	148	152	36	82	50
Added Vol:	0	1	1	0	2	4	4	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	249	28	48	303	130	224	148	152	38	82	50
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	262	29	51	319	137	236	156	160	40	86	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	262	29	51	319	137	236	156	160	40	86	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	262	29	51	319	137	236	156	160	40	86	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	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.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.02	0.03	0.09	0.09	0.15	0.09	0.10	0.02	0.05	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.64	0.30	0.07	0.28	0.36	0.35	0.64	0.22	0.26	0.17	0.15	0.11
Delay/Veh:	45.2	26.9	25.3	37.4	27.8	27.9	35.1	18.0	18.5	34.3	22.6	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:	45.2	26.9	25.3	37.4	27.8	27.9	35.1	18.0	18.5	34.3	22.6	22.2
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	5	3	1	2	4	3	7	3	3	1	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
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:	102	179	45	37	130	141	80	216	70	62	406	44
Added Vol:	2	0	0	0	0	4	10	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	179	45	37	130	145	90	216	73	62	406	44
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:	109	188	47	39	137	153	95	227	77	65	427	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	188	47	39	137	153	95	227	77	65	427	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	188	47	39	137	153	95	227	77	65	427	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.53	0.97	0.97	0.38	1.00	0.85	0.93	0.99	0.85	0.88	0.93	0.93
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.31	0.69	1.00	0.25	1.58	0.17
Final Sat.:	962	1395	351	678	1800	1530	513	1231	1530	403	2642	286
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.08	0.10	0.18	0.18	0.05	0.16	0.16	0.16
Crit Moves:		****					****			****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.36	0.36	0.36	0.31	0.31	0.31
Volume/Cap:	0.43	0.52	0.52	0.22	0.29	0.38	0.52	0.52	0.14	0.52	0.52	0.52
Delay/Veh:	28.9	29.4	29.4	26.6	26.9	27.8	23.5	23.5	19.7	25.7	25.7	25.7
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:	28.9	29.4	29.4	26.6	26.9	27.8	23.5	23.5	19.7	25.7	25.7	25.7
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	6	6	1	3	4	7	7	1	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 90 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	87	133	44	39	195	59	131	416	106	67	268	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	133	44	39	195	59	131	416	106	67	268	20
Added Vol:	6	0	0	0	0	13	9	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	133	44	39	195	72	140	416	111	67	268	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	140	46	41	205	76	147	438	117	71	282	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	140	46	41	205	76	147	438	117	71	282	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	140	46	41	205	76	147	438	117	71	282	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.40	0.96	0.96	0.43	1.00	0.85	0.93	0.99	0.85	0.88	0.93	0.93
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	0.26	0.74	1.00	0.40	1.49	0.11
Final Sat.:	712	1302	431	772	1800	1530	441	1311	1530	628	2510	187
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.05	0.11	0.05	0.33	0.33	0.08	0.11	0.11	0.11
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.47	0.47	0.47	0.23	0.23	0.23
Volume/Cap:	0.59	0.46	0.46	0.23	0.49	0.21	0.72	0.72	0.16	0.48	0.48	0.48
Delay/Veh:	36.1	30.5	30.5	28.6	30.8	28.1	22.3	22.3	14.0	30.3	30.3	30.3
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:	36.1	30.5	30.5	28.6	30.8	28.1	22.3	22.3	14.0	30.3	30.3	30.3
LOS by Move:	D	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	4	5	5	1	5	2	14	14	2	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
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:	38	76	11	24	97	36	30	147	16	26	382	115
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	76	11	24	97	36	30	150	16	26	383	115
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:	40	80	12	25	102	38	32	158	17	27	403	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	80	12	25	102	38	32	158	17	27	403	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	80	12	25	102	38	32	158	17	27	403	121
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:	0.30	0.61	0.09	0.15	0.62	0.23	0.15	0.77	0.08	0.05	0.73	0.22
Final Sat.:	161	321	47	84	339	126	94	469	50	35	522	157
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.34	0.34	0.34	0.77	0.77	0.77
Crit Moves:		****			****			****			****	
Delay/Veh:	10.8	10.8	10.8	11.1	11.1	11.1	11.0	11.0	11.0	21.8	21.8	21.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	11.1	11.1	11.1	11.0	11.0	11.0	21.8	21.8	21.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.8			11.1			11.0			21.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			11.1			11.0			21.8	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	2.8	2.8	2.8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
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:	38	76	11	24	97	36	30	147	16	26	382	115
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	76	11	24	97	36	30	150	16	26	383	115
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:	40	80	12	25	102	38	32	158	17	27	403	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	80	12	25	102	38	32	158	17	27	403	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	80	12	25	102	38	32	158	17	27	403	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.87	0.92	0.92	0.85	0.90	0.90	0.90	0.95	0.95
Lanes:	0.31	0.60	0.09	0.16	0.61	0.23	0.16	0.76	0.08	0.05	0.73	0.22
Final Sat.:	473	946	137	251	1016	377	245	1227	131	85	1251	376
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.10	0.10	0.10	0.13	0.13	0.13	0.32	0.32	0.32
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.30	0.30	0.30	0.35	0.35	0.35	0.20	0.20	0.20	0.50	0.50	0.50
Delay/Veh:	17.2	17.2	17.2	17.6	17.6	17.6	4.3	4.3	4.3	5.8	5.8	5.8
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:	17.2	17.2	17.2	17.6	17.6	17.6	4.3	4.3	4.3	5.8	5.8	5.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
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:	59	44	56	59	78	77	28	343	55	22	223	66
Added Vol:	0	0	0	0	0	0	0	3	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	44	56	59	78	77	28	346	55	22	227	66
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:	62	46	59	62	82	81	29	364	58	23	239	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	46	59	62	82	81	29	364	58	23	239	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	46	59	62	82	81	29	364	58	23	239	69
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:	0.37	0.28	0.35	0.28	0.36	0.36	0.06	0.81	0.13	0.07	0.72	0.21
Final Sat.:	184	137	174	144	191	188	41	503	80	41	428	124
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.43	0.43	0.43	0.72	0.72	0.72	0.56	0.56	0.56
Crit Moves:	****			****			****			****		
Delay/Veh:	12.0	12.0	12.0	13.0	13.0	13.0	20.6	20.6	20.6	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	13.0	13.0	13.0	20.6	20.6	20.6	15.0	15.0	15.0
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	12.0			13.0			20.6			15.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			13.0			20.6			15.0		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	2.1	2.1	2.1	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 60 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				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	17	17	17		17	17	17		21	21	21		21	21	21	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	59	44	56		59	78	77		28	343	55		22	223	66	
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:	59	44	56		59	78	77		28	343	55		22	223	66	
Added Vol:	0	0	0		0	0	0		0	3	0		0	4	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	59	44	56		59	78	77		28	346	55		22	227	66	
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:	62	46	59		62	82	81		29	364	58		23	239	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	46	59		62	82	81		29	364	58		23	239	69	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	62	46	59		62	82	81		29	364	58		23	239	69	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.77	0.81	0.81		0.80	0.85	0.85		0.90	0.95	0.95		0.88	0.94	0.94	
Lanes:	0.39	0.27	0.34		0.29	0.36	0.35		0.07	0.80	0.13		0.07	0.72	0.21	
Final Sat.:	531	396	504		413	546	539		112	1379	219		117	1210	352	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.15	0.15	0.15		0.26	0.26	0.26		0.20	0.20	0.20	
Crit Moves:						****				****						
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.59	0.59	0.59		0.59	0.59	0.59	
Volume/Cap:	0.35	0.35	0.35		0.44	0.44	0.44		0.44	0.44	0.44		0.33	0.33	0.33	
Delay/Veh:	15.3	15.3	15.3		16.1	16.1	16.1		7.0	7.0	7.0		6.3	6.3	6.3	
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:	15.3	15.3	15.3		16.1	16.1	16.1		7.0	7.0	7.0		6.3	6.3	6.3	
LOS by Move:	B	B	B		B	B	B		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	3		4	4	4		5	5	5		3	3	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	19	36	19				34	37	63				41	160	18				15	309	34			
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:	19	36	19				34	37	63				41	160	18				15	309	34			
Added Vol:	0	0	0				0	0	0				0	127	0				0	135	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	19	36	19				34	37	63				41	287	18				15	444	34			
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:	20	38	20				36	39	66				43	302	19				16	467	36			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	20	38	20				36	39	66				43	302	19				16	467	36			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	20	38	20				36	39	66				43	302	19				16	467	36			
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:	0.26	0.48	0.26				0.25	0.28	0.47				0.12	0.83	0.05				0.03	0.90	0.07			
Final Sat.:	129	245	129				137	149	254				79	554	35				21	636	49			
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.15	0.15				0.26	0.26	0.26				0.55	0.55	0.55				0.73	0.73	0.73			
Crit Moves:		****					****							****						****				
Delay/Veh:	10.1	10.1	10.1				10.7	10.7	10.7				13.9	13.9	13.9				19.9	19.9	19.9			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	10.1	10.1	10.1				10.7	10.7	10.7				13.9	13.9	13.9				19.9	19.9	19.9			
LOS by Move:	B	B	B				B	B	B				B	B	B				C	C	C			
ApproachDel:		10.1						10.7						13.9						19.9				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		10.1						10.7						13.9						19.9				
LOS by Appr:		B						B						B						C				
AllWayAvgQ:	0.1	0.1	0.1				0.3	0.3	0.3				1.1	1.1	1.1				2.3	2.3	2.3			

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.7
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	57	16	18	37	51	80	307	41	8	163	8
Added Vol:	0	0	0	0	0	0	0	162	0	0	155	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	57	16	18	37	51	80	469	41	8	318	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	60	17	19	39	54	84	494	43	8	335	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	60	17	19	39	54	84	494	43	8	335	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	60	17	19	39	54	84	494	43	8	335	8
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:	0.24	0.59	0.17	0.17	0.35	0.48	0.14	0.79	0.07	0.02	0.96	0.02
Final Sat.:	123	306	86	91	186	257	96	564	49	16	617	16
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.21	0.21	0.21	0.88	0.88	0.88	0.54	0.54	0.54
Crit Moves:			****	****				****			****	
Delay/Veh:	10.8	10.8	10.8	10.6	10.6	10.6	31.8	31.8	31.8	14.1	14.1	14.1
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:	10.8	10.8	10.8	10.6	10.6	10.6	31.8	31.8	31.8	14.1	14.1	14.1
LOS by Move:	B	B	B	B	B	B	D	D	D	B	B	B
ApproachDel:		10.8			10.6			31.8			14.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.6			31.8			14.1	
LOS by Appr:		B			B			D			B	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	4.7	4.7	4.7	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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APPENDIX 5.17

2030 Without Project Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **4,000** vpd

Minor Street Future ADT = **3,350** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Satisfied / Not Satisfied	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
		Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume					
XX	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street / Minor Street					
1 / *1*		8,000	5,600	2,400	1,680
2 + **4,000** / *1* **3,350**		9,600	6,720	2,400 *	1,680
2 + / *2* +		9,600	6,720	3,200	2,240
1 / *2* +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied / Not Satisfied XX					
Number of lanes for moving traffic on each approach					
Major Street / Minor Street					
1 / *1*		12,000	8,400	1,200	850
2 + **4,000** / *1* **3,350**		14,400	10,080	1,200 *	850
2 + / *2* +		14,000	10,080	1,600	1,120
1 / *2* +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied / Not Satisfied XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A 42% / B 28%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,200** vpd Minor Street Future ADT = **500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,200** / *1* **500**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,200** / *1* **500**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 21% B: 42%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Sand Cyn. Rd.** Critical Approach Speed (Major) 50 mph

Minor Street: **16th Street** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **2** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **17,400** vpd Minor Street Future ADT = **2,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	8,000	5,600	2,400	1,680
2 + **17,400**	1 **2,000**	9,600	6,720 *	2,400	1,680 *
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	1	12,000	8,400	1,200	850
2 + **17,400**	1 **2,000**	14,400	10,080 *	1,200	850 *
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Avenue E** Critical Approach Speed (Major) 35 mph

Minor Street: **16th Street** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,150** vpd Minor Street Future ADT = **1,100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,150**	*1* **1,100**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **2,150**	*1* **1,100**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 27% B 18%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **16th Street** Critical Approach Speed (Major) 35 mph

Minor Street: **Dunlap Blvd.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,500** vpd Minor Street Future ADT = **2,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,500** / 1 **2,500**	8,000	5,600	2,400 *	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,500** / 1 **2,500**	12,000	8,400	1,200 *	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 44% B: 29%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **16th St.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,900** vpd Minor Street Future ADT = **2,250** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,900**	*1* **2,250**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **4,900**	*1* **2,250**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 61% B 41%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST ___ CO ___ RTE ___ PM ___

TRAFFIC CONDITIONS **2020 E+C**

Jurisdiction: Yucaipa

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Major Street: **14th St.**

Critical Approach Speed (Major) 35 mph

Minor Street: **Avenue E**

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,300** vpd

Minor Street Future ADT = **1,850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,300** / 1 **1,850**	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,300** / 1 **1,850**	12,000	8,400	1,200 *	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 77% B: 53%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Oak Glen Rd.**

Minor Street: **Colorado St.**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **16,450** vpd

Minor Street Future ADT = **1,200** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	8,000	5,600	2,400	1,680
2 + **16,450**	*1* **1,200**	9,600	6,720 *	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1	*1*	12,000	8,400	1,200	850
2 + **16,450**	*1* **1,200**	14,400	10,080 *	1,200	850 *
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 71% B 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+C

CALC Amber Hsu DATE 07/01/08

Jurisdiction: Yucaipa CHK Tom Huang DATE 07/01/08

Major Street: **Oak Glen Rd./Live Oak Cyn. Rd.** Critical Approach Speed (Major) 45 mph

Minor Street: **Outer Hwy. 10 South** Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,350** vpd Minor Street Future ADT = **2,600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,350**	1 **2,600**	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **9,350**	1 **2,600**	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **Calimesa Blvd.**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,900** vpd

Minor Street Future ADT = **5,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,900**	*1* **5,000**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **8,900**	*1* **5,000**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **I-10 WB Ramps**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,800** vpd

Minor Street Future ADT = **1,600** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,800**	*1* **1,600**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **5,800**	*1* **1,600**	12,000	8,400	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more ..... A 95% B 69%		2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **I-10 EB Ramps**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,250** vpd

Minor Street Future ADT = **1,650** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,250** / *1* **1,650**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,250** / *1* **1,650**	12,000	8,400	1,200	850 *
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 58% B: 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **Outer HWY. 10 South**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,100** vpd

Minor Street Future ADT = **1,100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1 **1,100**	*1* **1,100**
2 +	*1*
2 +	*2 +*
1	*2 +*

Minimum Requirements EADT			
Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1 **1,100**	*1* **1,100**
2 +	*1*
2 +	*2 +*
1	*2 +*

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850 *
14,400	10,080	1,200	850
14,000	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 20% B 13%

2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Calimesa Blvd.**				Critical Approach Speed (Major)	50 mph
Minor Street: **Wildwood Cyn. Rd.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **2** lane

Major Street Future ADT = **5,300** vpd Minor Street Future ADT = **100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches)		Minimum Requirements EADT: Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 **5,300** / 2 + **100**	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic				
Satisfied / Not Satisfied (XX)				
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 **5,300** / 2 + **100**	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 4% B: 9%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Colorado St.**

Minor Street: **8th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,900** vpd

Minor Street Future ADT = **800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,900**	*1* **800**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **1,900**	*1* **800**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	A 24% B 16%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Cyn. Rd.**

Minor Street: **Colorado St.**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,900** vpd

Minor Street Future ADT = **1,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,900**	*1* **1,150**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,900**	*1* **1,150**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 48% **B** 74%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Calimesa

Major Street: **5th St.**

Minor Street: **Avenue L**

Critical Approach Speed (Major) 25 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,500** vpd

Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied:	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,500** / *1* **3,450**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **10,500** / *1* **3,450**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied:	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 88%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **County Line Rd.**

Minor Street: **California St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **12,700** vpd

Minor Street Future ADT = **2,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **12,700**	*1* **2,500**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **12,700**	*1* **2,500**	12,000 *	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		2 CONDITIONS 80%		2 CONDITIONS 80%	
Satisfied	Not Satisfied				
XX					
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 100% **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Cyn. Rd.**

Minor Street: **Bryant St.**

Critical Approach Speed (Major) 45 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **9,100** vpd

Minor Street Future ADT = **2,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **9,100**	*1* **2,500**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **9,100**	*1* **2,500**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 100% **B** 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **County Line Rd.**				Critical Approach Speed (Major)	35 mph
Minor Street: **Bryant St.**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **10,700** vpd Minor Street Future ADT = **1,800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **10,700**	*1* **1,800**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **10,700**	*1* **1,800**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	75% / 89%				

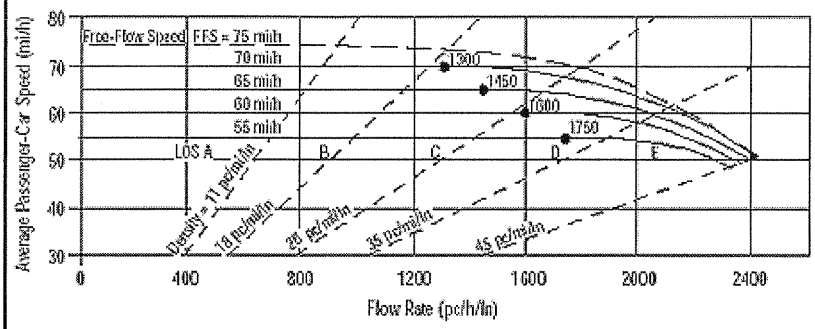
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.18

2030 Without Project Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6212*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1954*	pc/h/ln
S	*65.7*	mi/h
D = v_p / S	*29.7*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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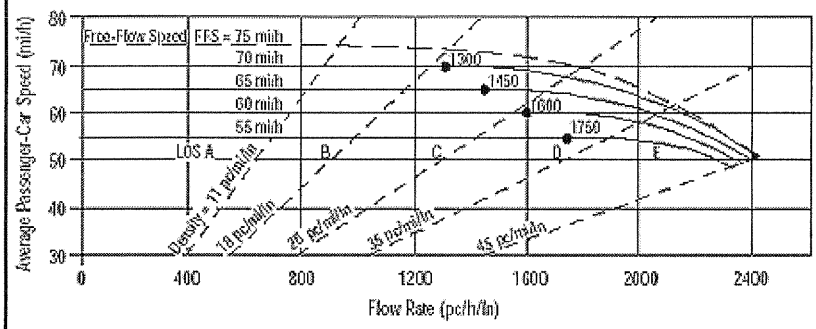
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*West of Yucaipa Blvd. (1)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*8576*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*13*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2697*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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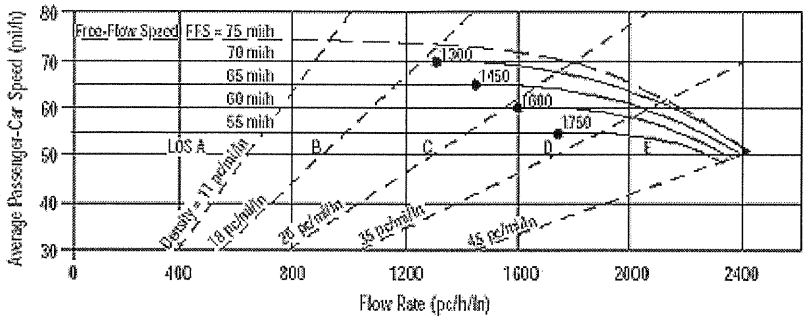
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4669*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1769*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.2*	mi/h	S		mi/h
D = v_p / S	*25.9*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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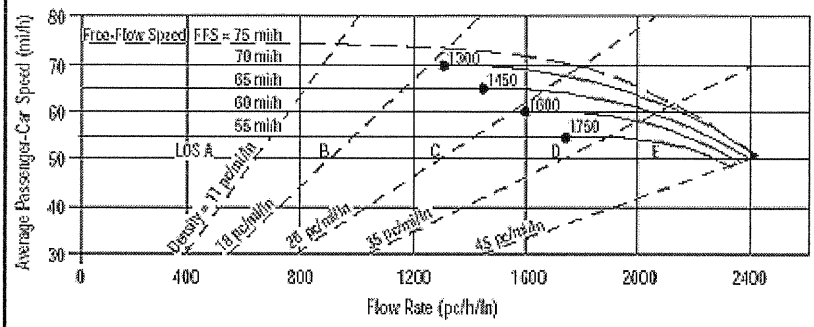

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*6472*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2453*	pc/h/ln	Design LOS v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h	S		mi/h
D = v_p / S		pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*F*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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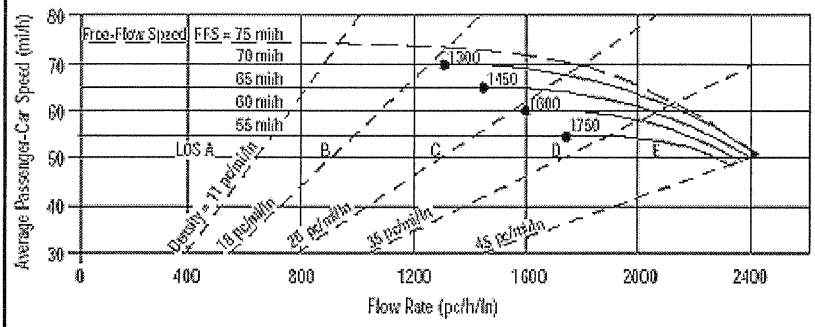

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4523*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1714*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.7*	mi/h	S		mi/h
D = v_p / S	*25.0*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*C*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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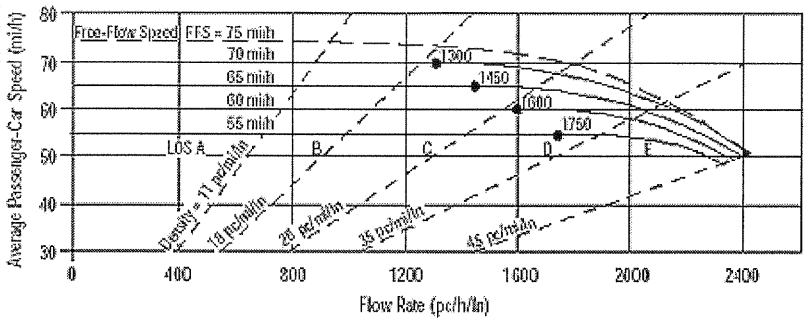

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6136*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2325*	pc/h/ln
S	*56.1*	mi/h
D = v_p / S	*41.4*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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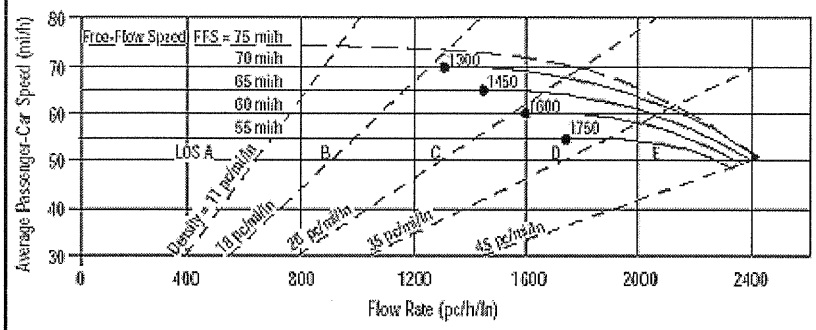

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*East of County Line (4)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3541*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1342*	pc/h/ln
S	*70.0*	mi/h
D = v_p / S	*19.2*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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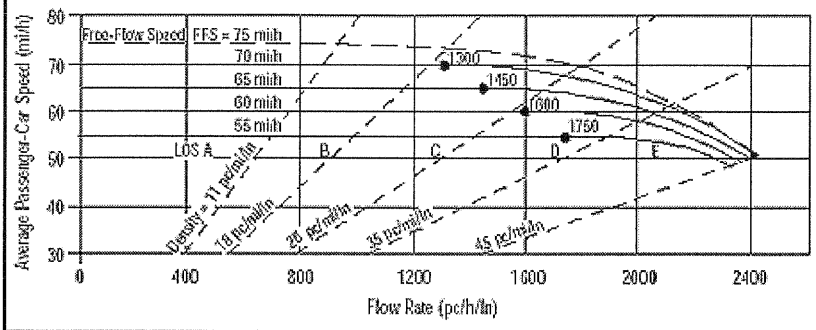

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4600*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1743*	pc/h/ln
S	*68.4*	mi/h
D = v_p / S	*25.5*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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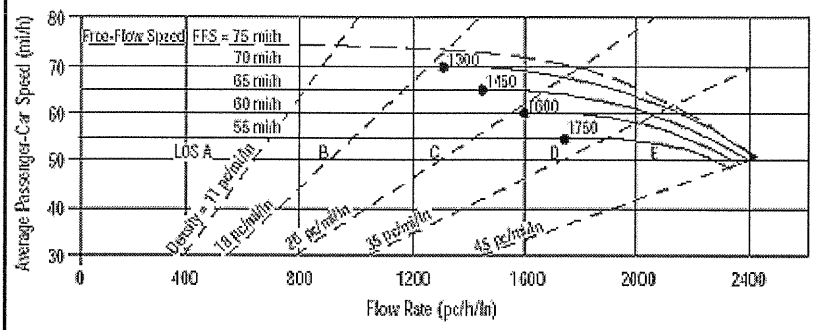

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3848*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1458*	pc/h/ln
S	*69.9*	mi/h
D = v_p / S	*20.9*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
S	mi/h
D = v_p / S	pc/mi/ln
Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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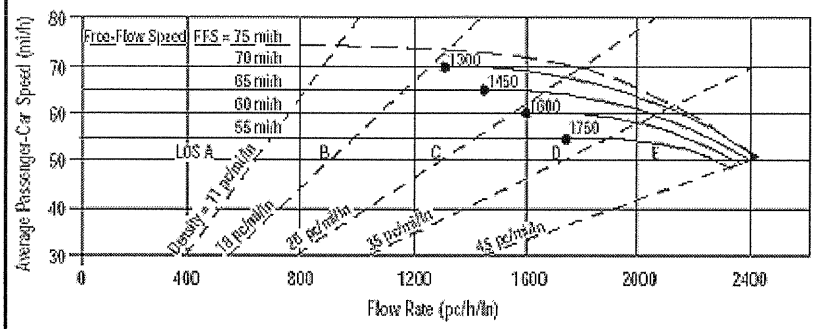

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4683*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1775*	pc/h/ln
S	*68.1*	mi/h
D = v_p / S	*26.1*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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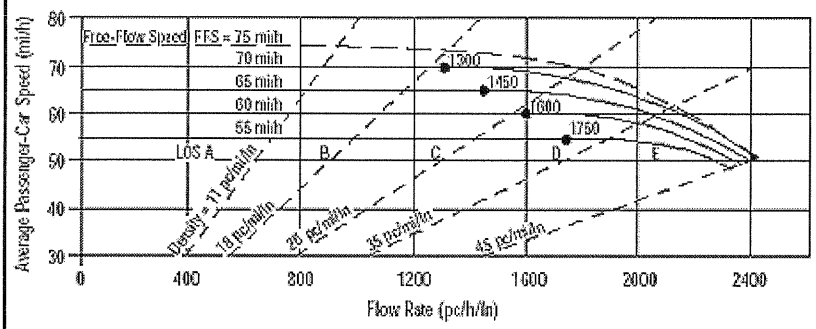

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5586*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2117*	pc/h/ln
S	*62.3*	mi/h
D = v_p / S	*34.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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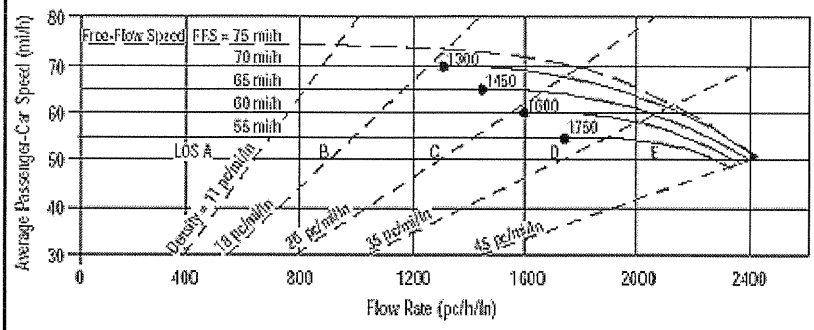

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*County Line/Live Oak (6)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5848*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2216*	pc/h/ln
S	*59.6*	mi/h
D = v_p / S	*37.2*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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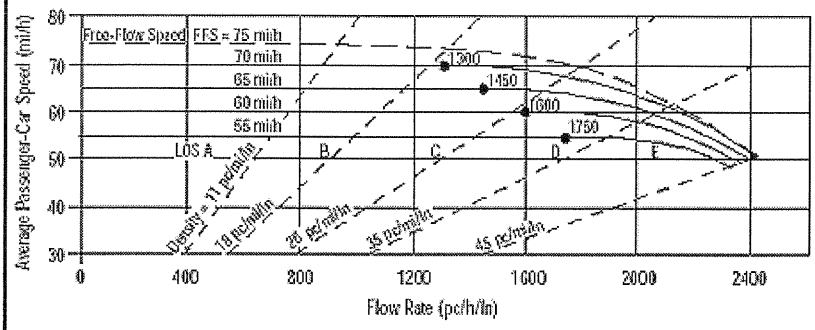

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5492*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2081*	pc/h/ln	Design LOS		
S	*63.2*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*32.9*	pc/mi/ln	S		mi/h
LOS	*D*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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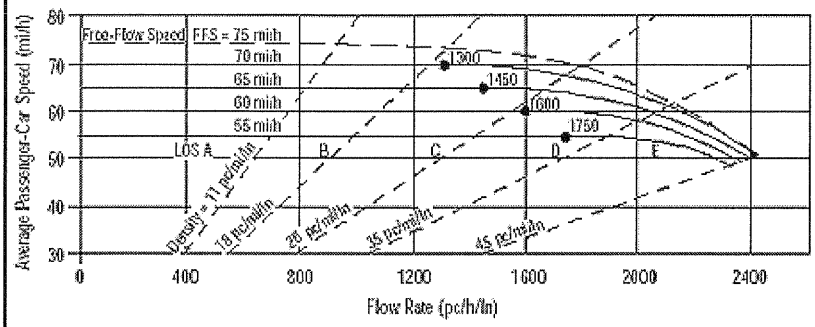

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*5834*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2211*	pc/h/ln	Design LOS		
S	*59.8*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*37.0*	pc/mi/ln	S		mi/h
LOS	*E*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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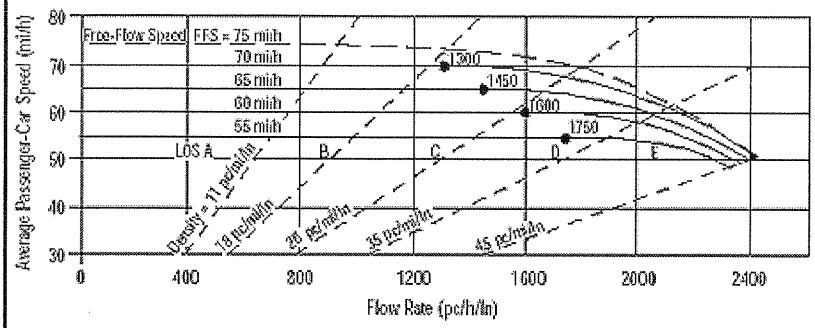

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7532*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2815*	pc/h/ln	Design LOS	
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S		pc/mi/ln	S	mi/h
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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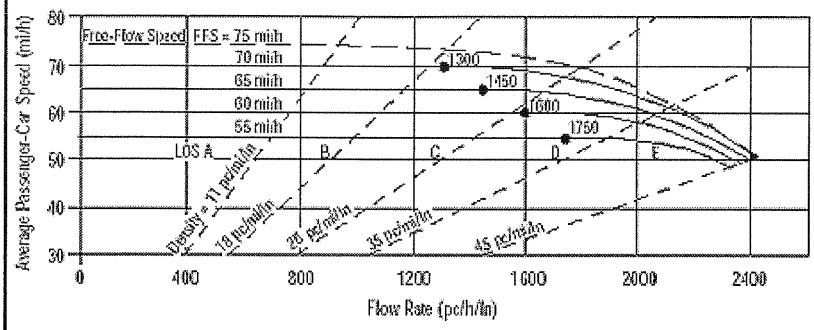

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 Without Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7504*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2804*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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APPENDIX 5.19

2030 With Robinson Ranch Specific Plan Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 103.2
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	606	130	35	352	4	2	4	3	289	2	90
Added Vol:	0	0	22	7	0	0	0	0	0	18	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	606	152	42	352	4	2	4	3	307	2	96
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:	1	638	160	44	371	4	2	4	3	323	2	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	638	160	44	371	4	2	4	3	323	2	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	638	160	44	371	4	2	4	3	323	2	101
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:	0.01	0.79	0.20	0.11	0.88	0.01	0.22	0.45	0.33	0.76	0.01	0.23
Final Sat.:	1	475	119	58	488	6	89	178	134	408	3	127
Capacity Analysis Module:												
Vol/Sat:	1.34	1.34	1.34	0.76	0.76	0.76	0.02	0.02	0.02	0.79	0.79	0.79
Crit Moves:	****				****		****			****		
Delay/Veh:	184.0	184	184.0	26.3	26.3	26.3	11.1	11.1	11.1	29.6	29.6	29.6
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:	184.0	184	184.0	26.3	26.3	26.3	11.1	11.1	11.1	29.6	29.6	29.6
LOS by Move:	F	F	F	D	D	D	B	B	B	D	D	D
ApproachDel:	184.0			26.3			11.1			29.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	184.0			26.3			11.1			29.6		
LOS by Appr:	F			D			B			D		
AllWayAvgQ:	28.9	28.9	28.9	2.6	2.6	2.6	0.0	0.0	0.0	3.0	3.0	3.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.9
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	1	606	130	35	352	4	2	4	3	289	2	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	606	130	35	352	4	2	4	3	289	2	90
Added Vol:	0	0	7	7	0	0	0	0	0	6	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	606	137	42	352	4	2	4	3	295	2	96
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:	1	638	144	44	371	4	2	4	3	311	2	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	638	144	44	371	4	2	4	3	311	2	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	638	144	44	371	4	2	4	3	311	2	101
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.83	0.88	0.88	0.73	0.78	0.78	0.89	0.94	0.94	0.90	0.85	0.85
Lanes:	0.01	1.63	0.36	0.22	1.76	0.02	0.23	0.44	0.33	1.00	0.02	0.98
Final Sat.:	4	2586	585	293	2460	28	373	746	559	1615	31	1504
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.15	0.15	0.15	0.01	0.01	0.01	0.19	0.07	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.20	0.20	0.20	0.32	0.32	0.32
Volume/Cap:	0.61	0.61	0.61	0.37	0.37	0.37	0.03	0.03	0.03	0.61	0.21	0.21
Delay/Veh:	19.5	19.5	19.5	16.7	16.7	16.7	25.8	25.8	25.8	25.1	20.2	20.2
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:	19.5	19.5	19.5	16.7	16.7	16.7	25.8	25.8	25.8	25.1	20.2	20.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	9	9	9	4	4	4	0	0	0	8	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.245
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 114.6
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
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:	2	419	293	36	629	6	10	5	1	140	1	35
Added Vol:	0	0	47	21	0	0	0	0	0	51	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	419	340	57	629	6	10	5	1	191	1	56
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:	2	441	358	60	662	6	11	5	1	201	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	441	358	60	662	6	11	5	1	201	1	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	441	358	60	662	6	11	5	1	201	1	59
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:	0.01	0.55	0.44	0.08	0.91	0.01	0.63	0.31	0.06	0.77	0.01	0.22
Final Sat.:	2	354	287	50	556	5	266	133	27	398	2	117
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	1.25	1.19	1.19	1.19	0.04	0.04	0.04	0.51	0.51	0.51
Crit Moves:		****			****		****				****	
Delay/Veh:	142.3	142	142.3	121.6	122	121.6	11.4	11.4	11.4	16.8	16.8	16.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.3	142	142.3	121.6	122	121.6	11.4	11.4	11.4	16.8	16.8	16.8
LOS by Move:	F	F	F	F	F	F	B	B	B	C	C	C
ApproachDel:	142.3			121.6			11.4			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	142.3			121.6			11.4			16.8		
LOS by Appr:	F			F			B			C		
AllWayAvgQ:	23.9	23.9	23.9	19.2	19.2	19.2	0.0	0.0	0.0	1.0	1.0	1.0

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 80 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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	2	419	293	36	629	6	10	5	1	140	1	35
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:	2	419	293	36	629	6	10	5	1	140	1	35
Added Vol:	0	0	21	21	0	0	0	0	0	21	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	419	314	57	629	6	10	5	1	161	1	56
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:	2	441	331	60	662	6	11	5	1	169	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	441	331	60	662	6	11	5	1	169	1	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	441	331	60	662	6	11	5	1	169	1	59
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.80	0.85	0.85	0.75	0.80	0.80	0.91	0.96	0.96	0.90	0.85	0.85
Lanes:	0.01	1.14	0.85	0.17	1.81	0.02	0.64	0.30	0.06	1.00	0.02	0.98
Final Sat.:	8	1739	1303	235	2590	25	1044	522	104	1615	27	1508
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.26	0.26	0.26	0.01	0.01	0.01	0.10	0.04	0.04
Crit Moves:					****		****			****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.20	0.20	0.20	0.21	0.21	0.21
Volume/Cap:	0.49	0.49	0.49	0.50	0.50	0.50	0.05	0.05	0.05	0.50	0.19	0.19
Delay/Veh:	12.9	12.9	12.9	13.0	13.0	13.0	25.9	25.9	25.9	29.0	26.2	26.2
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:	12.9	12.9	12.9	13.0	13.0	13.0	25.9	25.9	25.9	29.0	26.2	26.2
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	7	7	7	0	0	0	4	1	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	90	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	127	161	48	16	182	121	45	304	31	76	514	45
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:	127	161	48	16	182	121	45	304	31	76	514	45
Added Vol:	21	9	0	2	3	9	3	8	8	0	20	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	170	48	18	185	130	48	312	39	76	534	52
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:	156	179	51	19	195	137	51	328	41	80	562	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	179	51	19	195	137	51	328	41	80	562	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	179	51	19	195	137	51	328	41	80	562	55
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.03	0.01	0.11	0.08	0.03	0.18	0.02	0.05	0.31	0.03
Crit Moves:					****			****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25	0.25	0.43	0.43	0.43
Volume/Cap:	0.36	0.39	0.11	0.04	0.42	0.30	0.12	0.73	0.09	0.11	0.73	0.07
Delay/Veh:	28.0	28.2	25.8	25.3	28.6	27.4	26.2	37.0	26.0	15.5	25.0	15.2
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:	28.0	28.2	25.8	25.3	28.6	27.4	26.2	37.0	26.0	15.5	25.0	15.2
LOS by Move:	C	C	C	C	C	C	C	D	C	B	C	B
HCM2kAvgQ:	4	4	1	0	5	3	1	10	1	1	14	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 90 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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	63	192	76	23	173	75	131	611	86	33	322	17
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:	63	192	76	23	173	75	131	611	86	33	322	17
Added Vol:	15	6	0	8	10	6	10	25	24	0	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	198	76	31	183	81	141	636	110	33	337	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:	82	208	80	33	193	85	148	669	116	35	355	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	208	80	33	193	85	148	669	116	35	355	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
FinalVolume:	82	208	80	33	193	85	148	669	116	35	355	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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 Sat.:	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.04	0.02	0.11	0.05	0.09	0.37	0.06	0.02	0.20	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.19	0.45	0.17	0.08	0.42	0.19	0.20	0.86	0.15	0.08	0.81	0.05
Delay/Veh:	26.4	28.9	26.3	25.5	28.5	26.4	16.0	32.4	15.5	26.3	42.5	26.1
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:	26.4	28.9	26.3	25.5	28.5	26.4	16.0	32.4	15.5	26.3	42.5	26.1
LOS by Move:	C	C	C	C	C	C	B	C	B	C	D	C
HCM2kAvgQ:	2	5	2	1	5	2	3	20	2	1	12	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 100 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	120	63	76	90	4	17	259	142	71	782	27
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:	189	120	63	76	90	4	17	259	142	71	782	27
Added Vol:	15	4	7	2	11	4	1	3	27	2	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	124	70	78	101	8	18	262	169	73	783	28
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:	215	131	74	82	106	8	19	276	178	77	824	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	131	74	82	106	8	19	276	178	77	824	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	131	74	82	106	8	19	276	178	77	824	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.58	1.00	0.85	0.54	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1047	1800	1530	969	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.21	0.07	0.05	0.08	0.06	0.01	0.01	0.15	0.12	0.05	0.46	0.02
Crit Moves:	****						****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.47	0.47	0.21	0.58	0.58
Volume/Cap:	0.79	0.28	0.19	0.33	0.23	0.02	0.12	0.32	0.25	0.23	0.79	0.03
Delay/Veh:	48.8	29.9	29.0	30.7	29.4	27.6	41.3	16.6	15.8	33.4	20.4	9.0
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:	48.8	29.9	29.0	30.7	29.4	27.6	41.3	16.6	15.8	33.4	20.4	9.0
LOS by Move:	D	C	C	C	C	C	D	B	B	C	C	A
HCM2kAvgQ:	9	3	2	2	3	0	1	5	3	2	21	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 100 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	74		63		154		44		63		10		25		509		111		99		403		10	
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		63		154		44		63		10		25		509		111		99		403		10	
Added Vol:	33		13		4		1		7		3		5		2		24		8		4		2	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	107		76		158		45		70		13		30		511		135		107		407		12	
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:	113		80		166		47		74		14		32		538		142		113		428		13	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	113		80		166		47		74		14		32		538		142		113		428		13	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	113		80		166		47		74		14		32		538		142		113		428		13	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.64		1.00		0.85		0.63		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	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 Sat.:	1146		1800		1530		1125		1800		1530		1615		1800		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.04		0.11		0.04		0.04		0.01		0.02		0.30		0.09		0.07		0.24		0.01	
Crit Moves:					****										****				****					
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.20		0.56		0.56		0.13		0.49		0.49	
Volume/Cap:	0.39		0.18		0.43		0.17		0.16		0.04		0.10		0.53		0.17		0.53		0.49		0.02	
Delay/Veh:	32.1		29.6		32.3		29.6		29.5		28.4		32.4		14.4		10.8		43.3		17.8		13.3	
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:	32.1		29.6		32.3		29.6		29.5		28.4		32.4		14.4		10.8		43.3		17.8		13.3	
LOS by Move:	C		C		C		C		C		C		C		B		B		D		B		B	
HCM2kAvgQ:	3		2		5		1		2		0		1		11		2		4		9		0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	43	163	34	24	104	108	99	224	23	52	298	28
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:	43	163	34	24	104	108	99	224	23	52	298	28
Added Vol:	25	44	0	4	49	1	0	1	10	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	207	34	28	153	109	99	225	33	52	299	29
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:	72	218	36	29	161	115	104	237	35	55	315	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	218	36	29	161	115	104	237	35	55	315	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	218	36	29	161	115	104	237	35	55	315	31
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:	0.22	0.67	0.11	1.00	0.58	0.42	1.00	0.87	0.13	1.00	0.91	0.09
Final Sat.:	99	301	49	414	267	190	425	399	59	435	427	41
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.07	0.60	0.60	0.25	0.59	0.59	0.13	0.74	0.74
Crit Moves:	****				****			****			****	
Delay/Veh:	26.7	26.7	26.7	11.6	19.7	19.7	13.3	19.6	19.6	11.8	26.7	26.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.7	26.7	11.6	19.7	19.7	13.3	19.6	19.6	11.8	26.7	26.7
LOS by Move:	D	D	D	B	C	C	B	C	C	B	D	D
ApproachDel:	26.7			18.9			17.9			24.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.7			18.9			17.9			24.7		
LOS by Appr:	D			C			C			C		
AllWayAvgQ:	2.0	2.0	2.0	0.1	1.2	1.2	0.3	1.2	1.2	0.1	2.1	2.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 60 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	23	23		23			23	23		23			10	18		18			10	18		18		
Lanes:	0	0	1!	0	0		1	0	0	1	0		1	0	0	1	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	43	163		34			24	104		108			99	224		23			52	298		28		
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:	43	163		34			24	104		108			99	224		23			52	298		28		
Added Vol:	25	44		0			4	49		1			0	1		10			0	1		1		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	68	207		34			28	153		109			99	225		33			52	299		29		
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:	72	218		36			29	161		115			104	237		35			55	315		31		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	72	218		36			29	161		115			104	237		35			55	315		31		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	72	218		36			29	161		115			104	237		35			55	315		31		
Saturation Flow Module:																								
Sat/Lane:	1800	1800		1800			1800	1800		1800			1800	1800		1800			1800	1800		1800		
Adjustment:	0.82	0.87		0.87			0.72	0.94		0.94			0.90	0.98		0.98			0.90	0.99		0.99		
Lanes:	0.23	0.66		0.11			1.00	0.58		0.42			1.00	0.87		0.13			1.00	0.91		0.09		
Final Sat.:	341	1037		170			1289	986		702			1615	1540		226			1615	1620		157		
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.21		0.21			0.02	0.16		0.16			0.06	0.15		0.15			0.03	0.19		0.19		
Crit Moves:		****											****							****				
Green/Cycle:	0.38	0.38		0.38			0.38	0.38		0.38			0.17	0.33		0.33			0.18	0.35		0.35		
Volume/Cap:	0.55	0.55		0.55			0.06	0.43		0.43			0.39	0.46		0.46			0.18	0.56		0.56		
Delay/Veh:	15.5	15.5		15.5			11.7	14.1		14.1			23.2	16.4		16.4			20.9	16.8		16.8		
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:	15.5	15.5		15.5			11.7	14.1		14.1			23.2	16.4		16.4			20.9	16.8		16.8		
LOS by Move:	B	B		B			B	B		B			C	B		B			C	B		B		
HCM2kAvgQ:	5	5		5			0	4		4			2	4		4			1	6		6		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
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:	20	124	19	9	172	64	129	219	42	19	100	7
Added Vol:	19	71	0	3	66	1	1	1	31	0	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	195	19	12	238	65	130	220	73	19	101	12
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:	41	205	20	13	251	68	137	232	77	20	106	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	205	20	13	251	68	137	232	77	20	106	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	205	20	13	251	68	137	232	77	20	106	13
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:	0.15	0.77	0.08	1.00	0.79	0.21	1.00	0.75	0.25	1.00	0.89	0.11
Final Sat.:	78	389	38	480	416	114	488	404	134	432	416	49
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.03	0.60	0.60	0.28	0.57	0.57	0.05	0.26	0.26
Crit Moves:		****			****			****			****	
Delay/Veh:	16.6	16.6	16.6	10.1	17.9	17.9	12.5	16.8	16.8	10.7	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	10.1	17.9	17.9	12.5	16.8	16.8	10.7	11.9	11.9
LOS by Move:	C	C	C	B	C	C	B	C	C	B	B	B
ApproachDel:		16.6			17.6			15.5			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.6			17.6			15.5			11.8	
LOS by Appr:		C			C			C			B	
AllWayAvgQ:	0.9	0.9	0.9	0.0	1.3	1.3	0.4	1.1	1.1	0.0	0.3	0.3

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	60	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	20	124	19	9	172	64	129	219	42	19	100	7
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:	20	124	19	9	172	64	129	219	42	19	100	7
Added Vol:	19	71	0	3	66	1	1	1	31	0	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	195	19	12	238	65	130	220	73	19	101	12
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:	41	205	20	13	251	68	137	232	77	20	106	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	205	20	13	251	68	137	232	77	20	106	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	205	20	13	251	68	137	232	77	20	106	13
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.79	0.97	0.97	0.90	0.96	0.96	0.90	0.98	0.98
Lanes:	0.16	0.77	0.07	1.00	0.79	0.21	1.00	0.75	0.25	1.00	0.89	0.11
Final Sat.:	251	1256	122	1418	1369	374	1615	1302	432	1615	1583	188
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.01	0.18	0.18	0.08	0.18	0.18	0.01	0.07	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.35	0.35	0.17	0.33	0.33
Volume/Cap:	0.43	0.43	0.43	0.02	0.48	0.48	0.46	0.51	0.51	0.07	0.20	0.20
Delay/Veh:	14.1	14.1	14.1	11.5	14.5	14.5	22.9	16.1	16.1	21.2	14.5	14.5
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:	14.1	14.1	14.1	11.5	14.5	14.5	22.9	16.1	16.1	21.2	14.5	14.5
LOS by Move:	B	B	B	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	4	4	4	0	5	5	3	5	5	0	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 112.0
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
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:	56	15	4	70	14	81	95	215	15	2	718	126
Added Vol:	1	9	4	33	21	4	1	19	0	6	50	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	24	8	103	35	85	96	234	15	8	768	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:	60	25	8	108	37	89	101	246	16	8	808	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	25	8	108	37	89	101	246	16	8	808	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	25	8	108	37	89	101	246	16	8	808	194
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:	0.64	0.27	0.09	0.75	0.25	1.00	0.29	0.71	1.00	0.01	0.99	1.00
Final Sat.:	275	116	39	332	113	512	151	367	585	6	570	641
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.33	0.33	0.17	0.67	0.67	0.03	1.42	1.42	0.30
Crit Moves:		****		****			****			****		
Delay/Veh:	13.1	13.1	13.1	14.2	14.2	10.9	22.0	22.0	8.9	216.0	216	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	14.2	14.2	10.9	22.0	22.0	8.9	216.0	216	10.6
LOS by Move:	B	B	B	B	B	B	C	C	A	F	F	B
ApproachDel:		13.1			12.9			21.4			176.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.1			12.9			21.4			176.7	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.2	1.8	1.8	0.0	33.1	33.1	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 110 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	56	15	4	70	14	81	95	215	15	2	718	126
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:	56	15	4	70	14	81	95	215	15	2	718	126
Added Vol:	1	9	4	33	21	4	1	19	0	6	50	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	24	8	103	35	85	96	234	15	8	768	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:	60	25	8	108	37	89	101	246	16	8	808	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	25	8	108	37	89	101	246	16	8	808	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	25	8	108	37	89	101	246	16	8	808	194
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.68	0.72	0.72	0.75	0.89	0.89	0.90	0.99	0.99	0.94	1.00	0.85
Lanes:	0.65	0.26	0.09	1.00	0.29	0.71	1.00	0.94	0.06	0.01	0.99	1.00
Final Sat.:	796	335	112	1348	469	1140	1615	1676	107	19	1780	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.08	0.08	0.08	0.06	0.15	0.15	0.45	0.45	0.13
Crit Moves:					****			****			****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.56	0.56	0.56
Volume/Cap:	0.39	0.39	0.39	0.42	0.41	0.41	0.33	0.77	0.77	0.81	0.81	0.22
Delay/Veh:	40.0	40.0	40.0	40.3	40.0	40.0	39.0	52.5	52.5	24.0	24.0	12.1
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:	40.0	40.0	40.0	40.3	40.0	40.0	39.0	52.5	52.5	24.0	24.0	12.1
LOS by Move:	D	D	D	D	D	D	D	D	D	C	C	B
HCM2kAvgQ:	3	3	3	4	4	4	3	10	10	24	24	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
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	0	0 1	0 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
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:	14	23	1	126	14	57	67	329	33	2	183	74
Added Vol:	1	24	9	79	16	3	5	59	1	7	37	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	47	10	205	30	60	72	388	34	9	220	135
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:	16	49	11	216	32	63	76	408	36	9	232	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	49	11	216	32	63	76	408	36	9	232	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	49	11	216	32	63	76	408	36	9	232	142
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:	0.21	0.65	0.14	0.87	0.13	1.00	0.16	0.84	1.00	0.04	0.96	1.00
Final Sat.:	89	279	59	400	59	535	86	464	611	20	500	579
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.54	0.54	0.12	0.88	0.88	0.06	0.46	0.46	0.25
Crit Moves:		****			****			****			****	
Delay/Veh:	12.2	12.2	12.2	18.0	18.0	9.9	38.7	38.7	8.8	14.7	14.7	10.5
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:	12.2	12.2	12.2	18.0	18.0	9.9	38.7	38.7	8.8	14.7	14.7	10.5
LOS by Move:	B	B	B	C	C	A	E	E	A	B	B	B
ApproachDel:		12.2			16.3			36.7			13.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			16.3			36.7			13.1	
LOS by Appr:		B			C			E			B	
AllWayAvgQ:	0.2	0.2	0.2	1.0	1.0	0.1	4.5	4.5	0.1	0.8	0.8	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 110 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	14	23	1	126	14	57	67	329	33	2	183	74
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:	14	23	1	126	14	57	67	329	33	2	183	74
Added Vol:	1	24	9	79	16	3	5	59	1	7	37	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	47	10	205	30	60	72	388	34	9	220	135
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:	16	49	11	216	32	63	76	408	36	9	232	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	49	11	216	32	63	76	408	36	9	232	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	49	11	216	32	63	76	408	36	9	232	142
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.71	0.90	0.90	0.90	0.99	0.99	0.94	1.00	0.85
Lanes:	0.22	0.64	0.14	1.00	0.33	0.67	1.00	0.92	0.08	0.04	0.96	1.00
Final Sat.:	344	1078	229	1273	540	1080	1615	1635	143	70	1722	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.17	0.06	0.06	0.05	0.25	0.25	0.13	0.13	0.09
Crit Moves:				****				****			****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.43	0.43	0.43	0.23	0.23	0.23
Volume/Cap:	0.16	0.16	0.16	0.59	0.20	0.20	0.11	0.59	0.59	0.59	0.59	0.40
Delay/Veh:	29.3	29.3	29.3	35.9	29.7	29.7	19.1	25.3	25.3	39.9	39.9	36.7
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:	29.3	29.3	29.3	35.9	29.7	29.7	19.1	25.3	25.3	39.9	39.9	36.7
LOS by Move:	C	C	C	D	C	C	B	C	C	D	D	D
HCM2kAvgQ:	2	2	2	7	2	2	2	12	12	8	8	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	14	1	3	220	1	30	27	201	3	9	790	298
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:	14	1	3	220	1	30	27	201	3	9	790	298
Added Vol:	0	0	0	26	0	0	1	55	0	0	114	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	3	246	1	30	28	256	3	9	904	350
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:	15	1	3	259	1	32	29	269	3	9	952	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	3	259	1	32	29	269	3	9	952	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	3	259	1	32	29	269	3	9	952	368
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	0.79	0.05	0.16	0.89	0.01	0.10	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	1339	96	287	1519	6	185	1700	3380	40	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.17	0.17	0.17	0.02	0.08	0.08	0.01	0.53	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.04	0.04	0.04	0.67	0.67	0.67	0.16	0.18	0.18	0.02	0.93	0.36
Delay/Veh:	25.4	25.4	25.4	37.9	37.9	37.9	37.9	13.0	13.0	26.7	27.7	7.9
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:	25.4	25.4	25.4	37.9	37.9	37.9	37.9	13.0	13.0	26.7	27.7	7.9
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	8	8	8	1	2	2	0	27	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 90 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	3	1	3	262	1	20	35	436	9	1	213	173
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	1	3	262	1	20	35	436	9	1	213	173
Added Vol:	0	0	0	73	0	1	1	146	0	0	103	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	335	1	21	36	582	9	1	316	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:	3	1	3	353	1	22	38	613	9	1	333	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	353	1	22	38	613	9	1	333	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
FinalVolume:	3	1	3	353	1	22	38	613	9	1	333	240
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.95	0.95	0.94	1.00	1.00
Lanes:	0.44	0.14	0.42	0.94	0.01	0.05	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	752	251	752	1601	5	100	1700	3368	52	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.02	0.18	0.18	0.00	0.18	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.11	0.32	0.32	0.17	0.38	0.38
Volume/Cap:	0.01	0.01	0.01	0.49	0.49	0.49	0.20	0.57	0.57	0.00	0.49	0.36
Delay/Veh:	11.6	11.6	11.6	17.1	17.1	17.1	38.7	27.0	27.0	31.2	22.4	20.1
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:	11.6	11.6	11.6	17.1	17.1	17.1	38.7	27.0	27.0	31.2	22.4	20.1
LOS by Move:	B	B	B	B	B	B	D	C	C	C	C	C
HCM2kAvgQ:	0	0	0	7	7	7	1	7	7	0	6	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.241
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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				Permitted				Split Phase				Split Phase			
Rights:	Include				Ignore				Include				Include			
Min. Green:	10		16	0	0		16	16	0		0	0	7		0	7
Lanes:	1	0	2	0 0	0	0	2	0 1	0	0	0	0 0	0	0	1!	0 1
Volume Module:																
Base Vol:	92		571	0	0		103	901	0		0	0	22		0	148
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:	92		571	0	0		103	901	0		0	0	22		0	148
Added Vol:	65		38	0	0		41	61	0		0	0	3		0	7
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	157		609	0	0		144	962	0		0	0	25		0	155
User Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.95		0.95	0.95	0.95		0.95	0.00	0.95		0.95	0.95	0.95		0.95	0.95
PHF Volume:	165		641	0	0		152	0	0		0	0	26		0	163
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	165		641	0	0		152	0	0		0	0	26		0	163
PCE Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	165		641	0	0		152	0	0		0	0	26		0	163
Saturation Flow Module:																
Sat/Lane:	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.90		0.95	1.00	0.94		0.95	1.00	0.94		1.00	1.00	0.82		1.00	0.86
Lanes:	1.00		2.00	0.00	0.00		2.00	1.00	0.00		0.00	0.00	0.25		0.00	1.75
Final Sat.:	1615		3420	0	0		3420	1800	0		0	0	374		0	2717
Capacity Analysis Module:																
Vol/Sat:	0.10		0.19	0.00	0.00		0.04	0.00	0.00		0.00	0.00	0.07		0.00	0.06
Crit Moves:	****						****						****			
Green/Cycle:	0.38		0.64	0.00	0.00		0.27	0.00	0.00		0.00	0.00	0.26		0.00	0.26
Volume/Cap:	0.27		0.29	0.00	0.00		0.17	0.00	0.00		0.00	0.00	0.27		0.00	0.23
Delay/Veh:	13.3		4.8	0.0	0.0		17.0	0.0	0.0		0.0	0.0	18.0		0.0	17.7
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:	13.3		4.8	0.0	0.0		17.0	0.0	0.0		0.0	0.0	18.0		0.0	17.7
LOS by Move:	B		A	A	A		B	A	A		A	A	B		A	B
HCM2kAvgQ:	2		3	0	0		1	0	0		0	0	2		0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 60 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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	90	1412	0	0	185	643	0	0	0	23	0	146
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:	90	1412	0	0	185	643	0	0	0	23	0	146
Added Vol:	145	101	0	0	36	47	0	0	0	1	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1513	0	0	221	690	0	0	0	24	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	247	1593	0	0	233	0	0	0	0	25	0	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1593	0	0	233	0	0	0	0	25	0	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1593	0	0	233	0	0	0	0	25	0	177
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	0.95	1.00	0.94	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.23	0.00	1.77
Final Sat.:	1615	3420	0	0	3420	1800	0	0	0	341	0	2749
Capacity Analysis Module:												
Vol/Sat:	0.15	0.47	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:		****								****		
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.30	0.59	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.63	0.00	0.55
Delay/Veh:	8.5	3.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	29.5	0.0	26.8
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:	8.5	3.0	0.0	0.0	17.5	0.0	0.0	0.0	0.0	29.5	0.0	26.8
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	3	7	0	0	2	0	0	0	0	3	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1	1	0	1	0 2	0	0	1	0	1! 0	0	0	0	0	0 0
Volume Module:																
Base Vol:	0	115	47		80	45	0		548	0	83		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	47		80	45	0		548	0	83		0	0	0	
Added Vol:	0	80	2		19	25	0		23	0	82		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	195	49		99	70	0		571	0	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	205	52		104	74	0		601	0	174		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	205	52		104	74	0		601	0	174		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	
FinalVolume:	0	205	52		104	74	0		601	0	174		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.60	0.40		1.00	2.00	0.00		1.65	0.00	0.35		0.00	0.00	0.00	
Final Sat.:	0	2733	687		1700	3420	0		2800	0	636		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.08		0.06	0.02	0.00		0.21	0.00	0.27		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.17	0.17		0.14	0.32	0.00		0.64	0.00	0.64		0.00	0.00	0.00	
Volume/Cap:	0.00	0.43	0.43		0.43	0.07	0.00		0.34	0.00	0.43		0.00	0.00	0.00	
Delay/Veh:	0.0	48.3	48.3		52.1	31.0	0.0		11.0	0.0	12.0		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	48.3	48.3		52.1	31.0	0.0		11.0	0.0	12.0		0.0	0.0	0.0	
LOS by Move:	A	D	D		D	C	A		B	A	B		A	A	A	
HCM2kAvgQ:	0	5	5		4	1	0		7	0	10		0	0	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 130 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	20	20		10	20	0		7	0	7		0	0	0	
Lanes:	0 0	1	1	0	1	0	2	0 0	1	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	141	13		134	74	0		1361	0	302		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	141	13		134	74	0		1361	0	302		0	0	0	
Added Vol:	0	170	1		13	24	0		75	0	132		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	311	14		147	98	0		1436	0	434		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	327	15		155	103	0		1512	0	457		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	327	15		155	103	0		1512	0	457		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	
FinalVolume:	0	327	15		155	103	0		1512	0	457		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	0.95	0.95		0.94	0.95	1.00		0.94	1.00	1.00		0.94	1.00	1.00	
Lanes:	0.00	1.91	0.09		1.00	2.00	0.00		1.64	0.00	0.36		0.00	0.00	0.00	
Final Sat.:	0	3273	147		1700	3420	0		2782	0	654		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.10		0.09	0.03	0.00		0.54	0.00	0.70		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green/Cycle:	0.00	0.15	0.15		0.09	0.25	0.00		0.71	0.00	0.71		0.00	0.00	0.00	
Volume/Cap:	0.00	0.65	0.65		0.99	0.12	0.00		0.77	0.00	0.99		0.00	0.00	0.00	
Delay/Veh:	0.0	54.6	54.6		126.6	38.2	0.0		13.6	0.0	35.5		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	54.6	54.6		126.6	38.2	0.0		13.6	0.0	35.5		0.0	0.0	0.0	
LOS by Move:	A	D	D		F	D	A		B	A	D		A	A	A	
HCM2kAvgQ:	0	8	8		10	2	0		26	0	56		0	0	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0	1 0	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	4	1	116	2	10	7	3	2	1	4	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	4	1	116	2	10	7	3	2	1	4	151
Added Vol:	0	1	0	105	2	0	0	0	0	0	0	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	1	221	4	10	7	3	2	1	4	233
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:	1	5	1	233	4	11	7	3	2	1	4	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	1	233	4	11	7	3	2	1	4	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	1	233	4	11	7	3	2	1	4	245
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:	0.14	0.72	0.14	0.98	0.02	1.00	0.58	0.25	0.17	0.01	0.01	0.98
Final Sat.:	100	502	100	620	11	798	406	174	116	4	14	838
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.37	0.37	0.01	0.02	0.02	0.02	0.29	0.29	0.29
Crit Moves:		****		****				****			****	
Delay/Veh:	7.9	7.9	7.9	11.4	11.4	7.1	8.0	8.0	8.0	8.6	8.6	8.6
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:	7.9	7.9	7.9	11.4	11.4	7.1	8.0	8.0	8.0	8.6	8.6	8.6
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
ApproachDel:		7.9			11.2			8.0			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			11.2			8.0			8.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886	
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1	
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	3	2	343	7	26	28	15	1	1	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	3	2	343	7	26	28	15	1	1	4	123
Added Vol:	0	2	0	155	2	0	0	0	0	0	0	170
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	5	2	498	9	26	28	15	1	1	4	293
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:	1	5	2	524	9	27	29	16	1	1	4	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	2	524	9	27	29	16	1	1	4	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	5	2	524	9	27	29	16	1	1	4	308
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.63	0.25	0.98	0.02	1.00	0.64	0.34	0.02	0.01	0.01	0.98
Final Sat.:	74	368	147	591	11	753	352	189	13	2	9	671
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.89	0.89	0.04	0.08	0.08	0.08	0.46	0.46	0.46
Crit Moves:		****			****			****			****	
Delay/Veh:	8.8	8.8	8.8	37.1	37.1	7.6	9.7	9.7	9.7	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	37.1	37.1	7.6	9.7	9.7	9.7	11.9	11.9	11.9
LOS by Move:	A	A	A	E	E	A	A	A	A	B	B	B
ApproachDel:		8.8			35.6			9.7			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			35.6			9.7			11.9	
LOS by Appr:		A			E			A			B	
AllWayAvgQ:	0.0	0.0	0.0	4.8	4.8	0.0	0.1	0.1	0.1	0.7	0.7	0.7

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[10.5]

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	14	0	12	0	0	0	0	106	14	19	142	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:	14	0	12	0	0	0	0	106	14	19	142	0
Added Vol:	0	0	41	0	0	0	0	87	0	38	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	53	0	0	0	0	193	14	57	214	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:	15	0	56	0	0	0	0	203	15	60	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	56	0	0	0	0	203	15	60	225	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	556	556	211	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	xxxx	xxxxx
Potent Cap.:	496	442	835	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1364	xxxx	xxxxx
Move Cap.:	478	422	835	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1364	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	722	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[15.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	17	0	12	0	0	0	0	346	14	15	111	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:	17	0	12	0	0	0	0	346	14	15	111	0
Added Vol:	0	0	77	0	0	0	0	147	0	82	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	89	0	0	0	0	493	14	97	273	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:	18	0	94	0	0	0	0	519	15	102	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	0	94	0	0	0	0	519	15	102	287	0
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	1018 1018	526		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		534 xxxx	xxxxx	
Potent Cap.:	265 239	556		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1044 xxxx	xxxxx	
Move Cap.:	244 214	556		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		1044 xxxx	xxxxx	
Volume/Cap:	0.07 0.00	0.17		xxxx xxxx	xxxx		xxxx xxxx	xxxx		0.10 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		0.3 xxxx	xxxxx	
Control Del:	xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.8 xxxx	xxxxx	
LOS by Move:	* *	*		* *	*		* *	*		A *	*	
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx 461	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	xxxxx 0.9	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		0.3 xxxx	xxxxx	
Shrd ConDel:	xxxxx 15.3	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx		8.8 xxxx	xxxxx	
Shared LOS:	* C	*		* *	*		* *	*		A *	*	
ApproachDel:	15.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: F[89.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	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:	129	0	21	0	0	0	0	358	48	10	1001	0
Added Vol:	40	0	11	0	0	0	0	52	70	15	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	32	0	0	0	0	410	118	25	1085	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:	178	0	34	0	0	0	0	432	124	26	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	178	0	34	0	0	0	0	432	124	26	1142	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1117	1688	278	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	xxxx	xxxxx
Potent Cap.:	204	95	725	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1025	xxxx	xxxxx
Move Cap.:	200	92	725	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1025	xxxx	xxxxx
Volume/Cap:	0.89	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	226	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	89.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		89.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		F		*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	21	0	0	0	0	358	48	10	1001	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:	129	0	21	0	0	0	0	358	48	10	1001	0
Added Vol:	40	0	11	0	0	0	0	52	70	15	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	32	0	0	0	0	410	118	25	1085	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:	178	0	34	0	0	0	0	432	124	26	1142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	34	0	0	0	0	432	124	26	1142	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
FinalVolume:	178	0	34	0	0	0	0	432	124	26	1142	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	0.94	0.94	1.00	1.00	0.94	0.92	0.92	0.90	0.95	1.00
Lanes:	0.85	0.00	0.15	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1355	0	257	0	0	0	0	2568	739	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.17	0.17	0.02	0.33	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.25	0.25	0.46	0.71	0.00
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.67	0.67	0.04	0.47	0.00
Delay/Veh:	38.7	0.0	38.7	0.0	0.0	0.0	0.0	39.2	39.2	16.4	7.1	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:	38.7	0.0	38.7	0.0	0.0	0.0	0.0	39.2	39.2	16.4	7.1	0.0
LOS by Move:	D	A	D	A	A	A	A	D	D	B	A	A
HCM2kAvgQ:	7	0	7	0	0	0	0	10	10	1	9	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: F[93.1]

****

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 1!	0	0	0 0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																
Base Vol:	76	0	16	0	0	0	0	557	76			15	280		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:	76	0	16	0	0	0	0	557	76			15	280		0	
Added Vol:	101	0	28	0	0	0	0	114	80			25	93		0	
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0		0	
Initial Fut:	177	0	44	0	0	0	0	671	156			40	373		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:	186	0	46	0	0	0	0	706	164			42	393		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0		0	
FinalVolume:	186	0	46	0	0	0	0	706	164			42	393		0	
Critical Gap Module:																
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	1069	1265	435	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			871	xxxx	xxxxx		
Potent Cap.:	220	171	574	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			783	xxxx	xxxxx		
Move Cap.:	211	161	574	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			783	xxxx	xxxxx		
Volume/Cap:	0.88	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			9.9	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*	*	*			A	*	*		
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT			LT	- LTR	- RT		
Shared Cap.:	xxxx	241	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	93.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*	*	*	*	*	*	*			*	*	*		
ApproachDel:		93.1			xxxxxx			xxxxxx					xxxxxx			
ApproachLOS:		F			*			*					*			

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	16	0	0	0	0	557	76	15	280	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:	76	0	16	0	0	0	0	557	76	15	280	0
Added Vol:	101	0	28	0	0	0	0	114	80	25	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	0	44	0	0	0	0	671	156	40	373	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:	186	0	46	0	0	0	0	706	164	42	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	0	46	0	0	0	0	706	164	42	393	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
FinalVolume:	186	0	46	0	0	0	0	706	164	42	393	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.00	0.94	0.94	1.00	1.00	0.94	0.92	0.92	0.90	0.95	1.00
Lanes:	0.81	0.00	0.19	0.00	0.00	0.00	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	1287	0	320	0	0	0	0	2697	627	1615	3420	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.26	0.26	0.03	0.11	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.55	0.55	0.09	0.64	0.00
Volume/Cap:	0.48	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.48	0.29	0.18	0.00
Delay/Veh:	31.9	0.0	31.9	0.0	0.0	0.0	0.0	15.3	15.3	47.8	8.0	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:	31.9	0.0	31.9	0.0	0.0	0.0	0.0	15.3	15.3	47.8	8.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	7	0	7	0	0	0	0	9	9	2	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

****

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 1!	0	0	1	0	1	1	0	0	1	0	1	1	0
Volume Module:																		
Base Vol:	12	15	37	1	17	24	102	555	7				27	952	1			
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	15	37	1	17	24	102	555	7				27	952	1			
Added Vol:	6	34	2	0	45	39	17	31	7				1	79	0			
PasserByVol:	0	0	0	0	0	0	0	0	0				0	0	0			
Initial Fut:	18	49	39	1	62	63	119	586	14				28	1031	1			
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:	19	52	41	1	65	66	125	617	15				29	1085	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	19	52	41	1	65	66	125	617	15				29	1085	1			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	1509	2020	316	1729	2027	543	1086	xxxx	xxxxx				632	xxxx	xxxxx			
Potent Cap.:	85	59	686	58	58	489	650	xxxx	xxxxx				961	xxxx	xxxxx			
Move Cap.:	0	46	686	0	46	489	650	xxxx	xxxxx				961	xxxx	xxxxx			
Volume/Cap:	xxxx	1.12	0.06	xxxx	1.43	0.14	0.19	xxxx	xxxx				0.03	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx				8.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	B	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 130 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		10		23		23		10		23		23	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	12		15		37		1		17		24		102		555		7		27		952		1	
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		15		37		1		17		24		102		555		7		27		952		1	
Added Vol:	6		34		2		0		45		39		17		31		7		1		79		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	18		49		39		1		62		63		119		586		14		28		1031		1	
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:	19		52		41		1		65		66		125		617		15		29		1085		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	19		52		41		1		65		66		125		617		15		29		1085		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	19		52		41		1		65		66		125		617		15		29		1085		1	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.85		0.90		0.90		0.88		0.93		0.93		0.90		0.95		0.95		0.90		0.95		0.95	
Lanes:	0.18		0.46		0.36		0.01		0.49		0.50		1.00		1.95		0.05		1.00		1.99		0.01	
Final Sat.:	272		740		589		13		825		838		1615		3330		80		1615		3417		3	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.07		0.07		0.08		0.08		0.08		0.08		0.19		0.19		0.02		0.32		0.32	
Crit Moves:									****				****								****			
Green/Cycle:	0.20		0.20		0.20		0.20		0.20		0.20		0.15		0.53		0.53		0.22		0.61		0.61	
Volume/Cap:	0.35		0.35		0.35		0.40		0.40		0.40		0.52		0.35		0.35		0.08		0.52		0.52	
Delay/Veh:	45.4		45.4		45.4		45.9		45.9		45.9		53.3		17.5		17.5		40.3		15.0		15.0	
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:	45.4		45.4		45.4		45.9		45.9		45.9		53.3		17.5		17.5		40.3		15.0		15.0	
LOS by Move:	D		D		D		D		D		D		D		B		B		D		B		B	
HCM2kAvgQ:	4		4		4		5		5		5		5		7		7		1		13		13	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0		1 0	1	1	0	
Volume Module:																
Base Vol:	5	11	30	1	6	68	53	1437	13			25	720	4		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	5	11	30	1	6	68	53	1437	13			25	720	4		
Added Vol:	14	88	1	0	79	26	41	105	12			2	72	0		
PasserByVol:	0	0	0	0	0	0	0	0	0			0	0	0		
Initial Fut:	19	99	31	1	85	94	94	1542	25			27	792	4		
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:	20	104	33	1	89	99	99	1623	26			28	834	4		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	20	104	33	1	89	99	99	1623	26			28	834	4		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	2353	2729	825	1954	2740	419	838	xxxx	xxxxx			1649	xxxx	xxxxx		
Potent Cap.:	19	21	320	39	20	589	805	xxxx	xxxxx			397	xxxx	xxxxx		
Move Cap.:	0	17	320	0	17	589	805	xxxx	xxxxx			397	xxxx	xxxxx		
Volume/Cap:	xxxx	6.16	0.10	xxxx	5.38	0.17	0.12	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx			14.8	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			B	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 130 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			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	26	26	26	26	26	26	10	23	23		10	23	23	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1	0	1 0	1	1	0
Volume Module:														
Base Vol:	5	11	30	1	6	68	53	1437	13		25	720		4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	5	11	30	1	6	68	53	1437	13		25	720		4
Added Vol:	14	88	1	0	79	26	41	105	12		2	72		0
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0		0
Initial Fut:	19	99	31	1	85	94	94	1542	25		27	792		4
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:	20	104	33	1	89	99	99	1623	26		28	834		4
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0		0
Reduced Vol:	20	104	33	1	89	99	99	1623	26		28	834		4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	20	104	33	1	89	99	99	1623	26		28	834		4
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800		1800
Adjustment:	0.86	0.91	0.91	0.88	0.93	0.93	0.90	0.95	0.95		0.90	0.95		0.95
Lanes:	0.13	0.66	0.21	0.01	0.47	0.52	1.00	1.97	0.03		1.00	1.99		0.01
Final Sat.:	207	1079	338	9	789	873	1615	3359	54		1615	3399		17
Capacity Analysis Module:														
Vol/Sat:	0.10	0.10	0.10	0.11	0.11	0.11	0.06	0.48	0.48		0.02	0.25		0.25
Crit Moves:					****			****				****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.18	0.68	0.68		0.08	0.57		0.57
Volume/Cap:	0.48	0.48	0.48	0.57	0.57	0.57	0.34	0.71	0.71		0.23	0.43		0.43
Delay/Veh:	47.2	47.2	47.2	49.2	49.2	49.2	47.3	14.2	14.2		57.3	15.8		15.8
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:	47.2	47.2	47.2	49.2	49.2	49.2	47.3	14.2	14.2		57.3	15.8		15.8
LOS by Move:	D	D	D	D	D	D	D	B	B		E	B		B
HCM2kAvgQ:	6	6	6	7	7	7	4	22	22		1	10		10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 6.2 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	11	26	9	5	30	5	1	27	13	32	59	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	26	9	5	30	5	1	27	13	32	59	5
Added Vol:	1	38	22	12	46	1	1	1	1	39	3	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	64	31	17	76	6	2	28	14	71	62	24
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	67	33	18	80	6	2	29	15	75	65	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	67	33	18	80	6	2	29	15	75	65	25
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:	86	xxxx	xxxxx	100	xxxx	xxxxx	273	244	83	250	231	84
Potent Cap.:	1523	xxxx	xxxxx	1505	xxxx	xxxxx	683	661	982	708	672	981
Move Cap.:	1523	xxxx	xxxxx	1505	xxxx	xxxxx	606	648	982	662	659	981
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.05	0.02	0.11	0.10	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.4	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	xxxx	724	xxxxx	xxxx	695	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.3			11.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 5.3 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	9	35	33	10	17	8	1	61	9	7	35	7
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:	9	35	33	10	17	8	1	61	9	7	35	7
Added Vol:	1	95	65	28	88	1	1	3	1	53	2	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	130	98	38	105	9	2	64	10	60	37	31
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:	11	137	103	40	111	9	2	67	11	63	39	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	137	103	40	111	9	2	67	11	63	39	33
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:	120	xxxx	xxxxx	240	xxxx	xxxxx	441	456	115	444	409	188
Potent Cap.:	1480	xxxx	xxxxx	1339	xxxx	xxxxx	530	503	943	528	535	859
Move Cap.:	1480	xxxx	xxxxx	1339	xxxx	xxxxx	467	484	943	453	515	859
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.00	0.14	0.01	0.14	0.08	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.8	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	xxxx	517	xxxxx	xxxx	533	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.2			14.0		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 10.8 Worst Case Level Of Service: C[21.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	37	35	11	64	22	4	18	5	162	172	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	1.00 1.00	1.00	1.00
Initial Bse:	10	37	35	11	64	22	4	18	5	162	172	9
Added Vol:	11	58	0	0	73	0	0	0	15	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	95	35	11	137	22	4	18	20	162	172	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	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	0.95 0.95	0.95	0.95
PHF Volume:	22	100	37	12	144	23	4	19	21	171	181	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	100	37	12	144	23	4	19	21	171	181	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	648	569	29	633	575	186	191	xxxx	xxxxx	40	xxxx	xxxxx
Potent Cap.:	386	434	1051	395	431	862	1395	xxxx	xxxxx	1583	xxxx	xxxxx
Move Cap.:	241	382	1051	277	379	862	1395	xxxx	xxxxx	1583	xxxx	xxxxx
Volume/Cap:	0.09	0.26	0.04	0.04	0.38	0.03	0.00	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	345	xxxx	xxxxx	xxxx	398	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	21.0	xxxx	xxxxx	xxxxx	21.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	18.1			21.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 10.3 Worst Case Level Of Service: B[13.5]

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 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	58	127	16	26	4	17	63	17	17	39	13
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:	20	58	127	16	26	4	17	63	17	17	39	13
Added Vol:	28	155	0	0	141	0	0	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	213	127	16	167	4	17	63	42	17	39	13
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:	51	224	134	17	176	4	18	66	44	18	41	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	224	134	17	176	4	18	66	44	18	41	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	298	215	88	387	230	48	55	xxxx	xxxxx	111	xxxx	xxxxx
Potent Cap.:	658	686	975	575	673	1027	1563	xxxx	xxxxx	1492	xxxx	xxxxx
Move Cap.:	511	670	975	362	657	1027	1563	xxxx	xxxxx	1492	xxxx	xxxxx
Volume/Cap:	0.10 0.33	0.14		0.05 0.27	0.00		0.01	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	634	xxxx	xxxxx	xxxx	619	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	2.2	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	14.9	xxxx	xxxxx	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.1			13.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: C[20.4]

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 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
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	63	0	168	72	82	0	0	63	10
Added Vol:	0	0	0	88	0	0	0	142	0	0	133	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	168	72	224	0	0	196	79
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	159	0	177	76	236	0	0	206	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	159	0	177	76	236	0	0	206	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	635	635	248	289	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	446	398	796	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	425	374	796	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	0.00	0.22	0.06	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	563	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.9	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.4	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			20.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 70 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	63	0	168	72	82	0	0	63	10
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	63	0	168	72	82	0	0	63	10
Added Vol:	0	0	0	88	0	0	0	142	0	0	133	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	168	72	224	0	0	196	79
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	159	0	177	76	236	0	0	206	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	159	0	177	76	236	0	0	206	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	159	0	177	76	236	0	0	206	83
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.90	1.00	1.00	0.94	0.96	0.96
Lanes:	0.00	0.00	0.00	0.49	0.00	0.51	1.00	1.00	0.00	0.00	0.71	0.29
Final Sat.:	0	0	0	752	0	837	1615	1800	0	0	1233	497
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.05	0.13	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.43	0.00	0.43	0.14	0.49	0.00	0.00	0.34	0.34
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.49	0.33	0.27	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	15.1	0.0	15.1	27.8	10.8	0.0	0.0	18.8	18.8
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	0.0	0.0	15.1	0.0	15.1	27.8	10.8	0.0	0.0	18.8	18.8
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	6	2	3	0	0	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 46.2 Worst Case Level Of Service: F[277.6]

****

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	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
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	20	0	40	190	188	0	0	61	15
Added Vol:	0	0	0	166	0	0	0	260	0	0	274	182
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	186	0	40	190	448	0	0	335	197
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	42	200	472	0	0	353	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	196	0	42	200	472	0	0	353	207
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1328	1328	456	560	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	173	157	608	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	143	122	608	1021	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.36	0.00	0.07	0.20	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	166	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	15.0	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	278	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			277.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	70	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0	0 0	0	0	1! 0	0	1	0 1	0	0	0 1 0
Volume Module:												
Base Vol:	0	0	0	20	0	40	190	188	0	0	61	15
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	20	0	40	190	188	0	0	61	15
Added Vol:	0	0	0	166	0	0	0	260	0	0	274	182
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	186	0	40	190	448	0	0	335	197
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	42	200	472	0	0	353	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	42	200	472	0	0	353	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	42	200	472	0	0	353	207
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.88	1.00	0.94	0.90	1.00	1.00	0.94	0.95	0.95
Lanes:	0.00	0.00	0.00	0.83	0.00	0.17	1.00	1.00	0.00	0.00	0.63	0.37
Final Sat.:	0	0	0	1324	0	285	1615	1800	0	0	1077	633
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.12	0.26	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.18	0.66	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.58	0.69	0.40	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	24.7	0.0	24.7	33.6	5.8	0.0	0.0	16.7	16.7
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:	0.0	0.0	0.0	24.7	0.0	24.7	33.6	5.8	0.0	0.0	16.7	16.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	6	6	5	0	0	11	11

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	145	0	0	73	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	0	0	0	0	0	0	145	0	0	73	0
Added Vol:	56	0	84	0	0	0	0	159	74	112	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	0	84	0	0	0	0	304	74	112	211	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:	59	0	88	0	0	0	0	320	78	118	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	88	0	0	0	0	320	78	118	222	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
FinalVolume:	59	0	88	0	0	0	0	320	78	118	222	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.05	0.07	0.12	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.48	0.48	0.17	0.65	0.00
Volume/Cap:	0.15	0.00	0.23	0.00	0.00	0.00	0.00	0.37	0.11	0.44	0.19	0.00
Delay/Veh:	17.7	0.0	18.2	0.0	0.0	0.0	0.0	10.0	8.5	23.6	4.3	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:	17.7	0.0	18.2	0.0	0.0	0.0	0.0	10.0	8.5	23.6	4.3	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	4	1	3	2	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 60 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0	1 0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	208	0	0	76	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	0	0	0	0	0	0	208	0	0	76	0
Added Vol:	139	0	208	0	0	0	0	301	123	184	324	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	208	0	0	0	0	509	123	184	400	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:	146	0	219	0	0	0	0	536	129	194	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	219	0	0	0	0	536	129	194	421	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
FinalVolume:	146	0	219	0	0	0	0	536	129	194	421	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.30	0.08	0.12	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.48	0.48	0.17	0.65	0.00
Volume/Cap:	0.36	0.00	0.57	0.00	0.00	0.00	0.00	0.62	0.18	0.72	0.36	0.00
Delay/Veh:	19.1	0.0	21.8	0.0	0.0	0.0	0.0	12.7	8.9	32.7	5.0	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:	19.1	0.0	21.8	0.0	0.0	0.0	0.0	12.7	8.9	32.7	5.0	0.0
LOS by Move:	B	A	C	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	8	1	5	4	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	70	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0	0	0 0 0	0	0 1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	145	0	0	73	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	0	0	0	0	0	0	145	0	0	73	0
Added Vol:	45	0	123	0	0	0	0	183	60	164	205	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	123	0	0	0	0	328	60	164	278	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:	47	0	129	0	0	0	0	345	63	173	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	129	0	0	0	0	345	63	173	293	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
FinalVolume:	47	0	129	0	0	0	0	345	63	173	293	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.19	0.04	0.11	0.16	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.45	0.45	0.25	0.70	0.00
Volume/Cap:	0.14	0.00	0.39	0.00	0.00	0.00	0.00	0.43	0.09	0.43	0.23	0.00
Delay/Veh:	22.4	0.0	24.4	0.0	0.0	0.0	0.0	13.5	11.1	22.7	3.9	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:	22.4	0.0	24.4	0.0	0.0	0.0	0.0	13.5	11.1	22.7	3.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	5	1	4	2	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 70 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	1 0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	208	0	0	76	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	0	0	0	0	0	0	208	0	0	76	0
Added Vol:	111	0	306	0	0	0	0	411	98	270	397	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	0	306	0	0	0	0	619	98	270	473	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:	117	0	322	0	0	0	0	652	103	284	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	322	0	0	0	0	652	103	284	498	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
FinalVolume:	117	0	322	0	0	0	0	652	103	284	498	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	1800	1530	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.21	0.00	0.00	0.00	0.00	0.36	0.07	0.18	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.44	0.44	0.22	0.66	0.00
Volume/Cap:	0.28	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.15	0.82	0.42	0.00
Delay/Veh:	21.2	0.0	37.1	0.0	0.0	0.0	0.0	23.8	11.8	40.3	5.9	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:	21.2	0.0	37.1	0.0	0.0	0.0	0.0	23.8	11.8	40.3	5.9	0.0
LOS by Move:	C	A	D	A	A	A	A	C	B	D	A	A
HCM2kAvgQ:	2	0	9	0	0	0	0	15	1	9	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
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:	38	355	38	66	76	58	108	469	23	57	825	201
Added Vol:	27	45	0	20	16	47	16	6	10	0	5	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	400	38	86	92	105	124	475	33	57	830	212
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:	68	421	40	91	97	111	131	500	35	60	874	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	421	40	91	97	111	131	500	35	60	874	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	421	40	91	97	111	131	500	35	60	874	223
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.94	0.85	0.92	0.98	0.85	0.90	0.94	0.94	0.90	0.92	0.92
Lanes:	0.29	1.71	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.59	0.41
Final Sat.:	471	2898	1530	1659	1757	1530	1615	3166	220	1615	2642	675
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.06	0.07	0.08	0.16	0.16	0.04	0.33	0.33
Crit Moves:		****			****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.17	0.17	0.17	0.11	0.41	0.41	0.16	0.46	0.46
Volume/Cap:	0.72	0.72	0.13	0.32	0.33	0.43	0.72	0.38	0.38	0.24	0.72	0.72
Delay/Veh:	52.5	52.5	42.8	47.8	47.8	49.5	69.3	27.0	27.0	48.3	30.4	30.4
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:	52.5	52.5	42.8	47.8	47.8	49.5	69.3	27.0	27.0	48.3	30.4	30.4
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	11	11	1	4	4	4	7	8	8	2	19	19

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 120 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	38	355	38	66	76	58	108	469	23	57	825	201
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:	38	355	38	66	76	58	108	469	23	57	825	201
Added Vol:	27	45	0	20	16	47	16	6	10	0	5	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	400	38	86	92	105	124	475	33	57	830	212
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:	68	421	40	91	97	111	131	500	35	60	874	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	421	40	91	97	111	131	500	35	60	874	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	421	40	91	97	111	131	500	35	60	874	223
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.94	0.85	0.92	0.98	0.85	0.90	0.95	0.85	0.90	0.92	0.92
Lanes:	0.29	1.71	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	471	2898	1530	1659	1757	1530	1615	3420	1530	1615	2642	675
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.06	0.07	0.08	0.15	0.02	0.04	0.33	0.33
Crit Moves:		****			****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.18	0.18	0.18	0.11	0.40	0.40	0.15	0.45	0.45
Volume/Cap:	0.74	0.74	0.13	0.30	0.30	0.39	0.74	0.37	0.06	0.24	0.74	0.74
Delay/Veh:	49.9	49.9	40.1	42.6	42.6	44.0	67.4	25.4	22.1	45.1	29.6	29.6
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:	49.9	49.9	40.1	42.6	42.6	44.0	67.4	25.4	22.1	45.1	29.6	29.6
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	11	11	1	3	3	4	7	7	1	2	19	19

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: 130 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
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:	28	115	36	184	166	76	174	1253	56	39	671	100
Added Vol:	31	47	0	20	64	31	54	11	41	0	13	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	162	36	204	230	107	228	1264	97	39	684	127
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:	62	171	38	215	242	113	240	1331	102	41	720	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	171	38	215	242	113	240	1331	102	41	720	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	171	38	215	242	113	240	1331	102	41	720	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.94	0.85	0.92	0.98	0.85	0.90	0.94	0.94	0.90	0.93	0.93
Lanes:	0.56	1.44	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.69	0.31
Final Sat.:	887	2436	1530	1661	1759	1530	1615	3141	241	1615	2815	523
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.13	0.14	0.07	0.15	0.42	0.42	0.03	0.26	0.26
Crit Moves:	****				****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.22	0.52	0.52	0.08	0.38	0.38
Volume/Cap:	0.41	0.41	0.15	0.76	0.81	0.43	0.67	0.81	0.81	0.33	0.67	0.67
Delay/Veh:	48.7	48.7	46.3	57.1	60.6	49.5	51.5	28.7	28.7	58.4	35.1	35.1
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:	48.7	48.7	46.3	57.1	60.6	49.5	51.5	28.7	28.7	58.4	35.1	35.1
LOS by Move:	D	D	D	E	E	D	D	C	C	E	D	D
HCM2kAvgQ:	5	5	1	10	11	4	10	26	26	2	15	15

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 120 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	28	115	36	184	166	76	174	1253	56	39	671	100
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:	28	115	36	184	166	76	174	1253	56	39	671	100
Added Vol:	31	47	0	20	64	31	54	11	41	0	13	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	162	36	204	230	107	228	1264	97	39	684	127
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:	62	171	38	215	242	113	240	1331	102	41	720	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	171	38	215	242	113	240	1331	102	41	720	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	171	38	215	242	113	240	1331	102	41	720	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	0.94	0.85	0.92	0.98	0.85	0.90	0.95	0.85	0.90	0.93	0.93
Lanes:	0.56	1.44	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	887	2436	1530	1661	1759	1530	1615	3420	1530	1615	2815	523
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.13	0.14	0.07	0.15	0.39	0.07	0.03	0.26	0.26
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.21	0.48	0.48	0.08	0.36	0.36
Volume/Cap:	0.38	0.38	0.14	0.71	0.75	0.40	0.71	0.80	0.14	0.31	0.71	0.71
Delay/Veh:	43.4	43.4	41.3	49.5	51.6	44.1	51.2	29.2	17.2	53.0	35.2	35.2
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:	43.4	43.4	41.3	49.5	51.6	44.1	51.2	29.2	17.2	53.0	35.2	35.2
LOS by Move:	D	D	D	D	D	D	D	C	B	D	D	D
HCM2kAvgQ:	4	4	1	9	10	4	10	23	2	2	15	15

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
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:	14	414	17	21	114	5	10	30	12	11	53	99
Added Vol:	25	65	3	5	29	0	0	21	9	5	34	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	479	20	26	143	5	10	51	21	16	87	111
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:	41	504	21	27	151	5	11	54	22	17	92	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	504	21	27	151	5	11	54	22	17	92	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	504	21	27	151	5	11	54	22	17	92	117
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:	0.07	0.89	0.04	0.15	0.82	0.03	0.12	0.62	0.26	0.07	0.41	0.52
Final Sat.:	51	625	26	90	495	17	65	329	136	44	239	304
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.30	0.30	0.30	0.16	0.16	0.16	0.38	0.38	0.38
Crit Moves:		****			****			****			****	
Delay/Veh:	24.7	24.7	24.7	10.8	10.8	10.8	10.1	10.1	10.1	11.6	11.6	11.6
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:	24.7	24.7	24.7	10.8	10.8	10.8	10.1	10.1	10.1	11.6	11.6	11.6
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		24.7			10.8			10.1			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.7			10.8			10.1			11.6	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	3.2	3.2	3.2	0.4	0.4	0.4	0.2	0.2	0.2	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	14	414	17	21	114	5	10	30	12	11	53	99
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:	14	414	17	21	114	5	10	30	12	11	53	99
Added Vol:	25	65	3	5	29	0	0	21	9	5	34	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	479	20	26	143	5	10	51	21	16	87	111
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:	41	504	21	27	151	5	11	54	22	17	92	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	504	21	27	151	5	11	54	22	17	92	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	504	21	27	151	5	11	54	22	17	92	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.92	0.97	0.97	0.86	0.91	0.91	0.88	0.93	0.93	0.86	0.91	0.91
Lanes:	0.07	0.89	0.04	0.16	0.81	0.03	0.13	0.62	0.25	0.08	0.40	0.52
Final Sat.:	126	1547	65	243	1335	47	202	1032	425	122	664	847
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.11	0.11	0.11	0.05	0.05	0.05	0.14	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.50	0.50	0.50	0.17	0.17	0.17	0.18	0.18	0.18	0.49	0.49	0.49
Delay/Veh:	5.8	5.8	5.8	4.2	4.2	4.2	16.4	16.4	16.4	18.7	18.7	18.7
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:	5.8	5.8	5.8	4.2	4.2	4.2	16.4	16.4	16.4	18.7	18.7	18.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	6	6	6	1	1	1	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
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:	8	158	19	59	186	13	11	84	12	37	42	30
Added Vol:	27	78	18	18	99	0	0	57	37	17	48	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	236	37	77	285	13	11	141	49	54	90	44
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:	37	248	39	81	300	14	12	148	52	57	95	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	248	39	81	300	14	12	148	52	57	95	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	248	39	81	300	14	12	148	52	57	95	46
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:	0.11	0.77	0.12	0.21	0.76	0.03	0.05	0.71	0.24	0.29	0.48	0.23
Final Sat.:	67	453	71	124	460	21	29	370	129	149	248	121
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.65	0.65	0.65	0.40	0.40	0.40	0.38	0.38	0.38
Crit Moves:		****		****				****			****	
Delay/Veh:	14.8	14.8	14.8	17.7	17.7	17.7	12.5	12.5	12.5	12.4	12.4	12.4
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:	14.8	14.8	14.8	17.7	17.7	17.7	12.5	12.5	12.5	12.4	12.4	12.4
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:		14.8			17.7			12.5			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.8			17.7			12.5			12.4	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	1.0	1.0	1.0	1.5	1.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	158	19	59	186	13	11	84	12	37	42	30
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:	8	158	19	59	186	13	11	84	12	37	42	30
Added Vol:	27	78	18	18	99	0	0	57	37	17	48	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	236	37	77	285	13	11	141	49	54	90	44
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:	37	248	39	81	300	14	12	148	52	57	95	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	248	39	81	300	14	12	148	52	57	95	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	248	39	81	300	14	12	148	52	57	95	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.87	0.92	0.92	0.83	0.88	0.88	0.90	0.95	0.95	0.81	0.86	0.86
Lanes:	0.12	0.76	0.12	0.21	0.76	0.03	0.06	0.70	0.24	0.30	0.47	0.23
Final Sat.:	188	1266	198	321	1188	54	93	1198	416	437	728	356
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.25	0.25	0.25	0.12	0.12	0.12	0.13	0.13	0.13
Crit Moves:					****						****	
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.32	0.32	0.32	0.41	0.41	0.41	0.39	0.39	0.39	0.41	0.41	0.41
Delay/Veh:	5.7	5.7	5.7	6.2	6.2	6.2	16.4	16.4	16.4	16.6	16.6	16.6
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:	5.7	5.7	5.7	6.2	6.2	6.2	16.4	16.4	16.4	16.6	16.6	16.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	4	4	4	3	3	3	3	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	168	146	25	199	317	134	479	46	151	846	16
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:	55	168	146	25	199	317	134	479	46	151	846	16
Added Vol:	0	33	24	2	48	4	8	13	0	28	12	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	201	170	27	247	321	142	492	46	179	858	19
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:	58	212	179	28	260	338	149	518	48	188	903	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	212	179	28	260	338	149	518	48	188	903	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	212	179	28	260	338	149	518	48	188	903	20
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.88	0.88	0.90	0.95	0.85	0.84	0.90	0.90	0.84	0.91	0.91
Lanes:	1.00	1.08	0.92	1.00	2.00	1.00	2.00	2.74	0.26	2.00	2.94	0.06
Final Sat.:	1615	1725	1459	1615	3420	1530	3040	4435	415	3040	4793	106
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.02	0.08	0.22	0.05	0.12	0.12	0.06	0.19	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.39	0.39	0.10	0.40	0.40	0.09	0.33	0.33	0.10	0.34	0.34
Volume/Cap:	0.39	0.31	0.31	0.17	0.19	0.55	0.54	0.35	0.35	0.60	0.55	0.55
Delay/Veh:	48.9	23.4	23.4	45.6	21.3	26.3	50.0	28.0	28.0	50.3	29.6	29.6
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:	48.9	23.4	23.4	45.6	21.3	26.3	50.0	28.0	28.0	50.3	29.6	29.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	1	3	9	4	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: 110 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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	104	326	213	96	236	222	386	859	77	263	665	24
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:	104	326	213	96	236	222	386	859	77	263	665	24
Added Vol:	1	71	65	5	59	12	9	24	1	60	25	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	397	278	101	295	234	395	883	78	323	690	28
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:	111	418	293	106	311	246	416	929	82	340	726	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	418	293	106	311	246	416	929	82	340	726	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	418	293	106	311	246	416	929	82	340	726	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.89	0.89	0.90	0.95	0.85	0.84	0.90	0.90	0.84	0.90	0.90
Lanes:	1.00	1.18	0.82	1.00	2.00	1.00	2.00	2.76	0.24	2.00	2.88	0.12
Final Sat.:	1615	1887	1321	1615	3420	1530	3040	4461	394	3040	4694	190
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.07	0.09	0.16	0.14	0.21	0.21	0.11	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.35	0.35	0.09	0.35	0.35	0.20	0.35	0.35	0.14	0.29	0.29
Volume/Cap:	0.75	0.64	0.64	0.70	0.26	0.46	0.70	0.59	0.59	0.83	0.53	0.53
Delay/Veh:	67.4	31.6	31.6	61.5	25.8	28.5	44.7	29.7	29.7	59.2	33.1	33.1
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:	67.4	31.6	31.6	61.5	25.8	28.5	44.7	29.7	29.7	59.2	33.1	33.1
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	11	11	5	4	7	9	11	11	9	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	22	304	60	36	395	4	13	115	28	177	224	49
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:	22	304	60	36	395	4	13	115	28	177	224	49
Added Vol:	10	55	17	0	74	2	1	21	4	16	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	359	77	36	469	6	14	136	32	193	264	49
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:	34	378	81	38	494	6	15	143	34	203	278	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	378	81	38	494	6	15	143	34	203	278	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	378	81	38	494	6	15	143	34	203	278	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.37	0.92	0.92	0.39	0.95	0.95	0.49	1.00	0.85	0.61	1.00	0.85
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	665	2740	588	711	3370	43	884	1800	1530	1105	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.05	0.15	0.15	0.02	0.08	0.02	0.18	0.15	0.03
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.12	0.33	0.33	0.13	0.35	0.35	0.03	0.15	0.04	0.36	0.30	0.07
Delay/Veh:	11.0	12.0	12.0	11.0	12.1	12.1	7.2	7.7	7.2	9.0	8.5	7.3
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:	11.0	12.0	12.0	11.0	12.1	12.1	7.2	7.7	7.2	9.0	8.5	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	3	3	1	4	4	0	1	0	3	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	10	529	194	76	430	24	34	153	9	85	78	55
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:	10	529	194	76	430	24	34	153	9	85	78	55
Added Vol:	14	134	42	0	118	3	4	60	18	42	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	663	236	76	548	27	38	213	27	127	125	55
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	698	248	80	577	28	40	224	28	134	132	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	698	248	80	577	28	40	224	28	134	132	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	698	248	80	577	28	40	224	28	134	132	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.34	0.91	0.91	0.21	0.94	0.94	0.61	1.00	0.85	0.50	1.00	0.85
Lanes:	1.00	1.47	0.53	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	620	2424	863	376	3237	159	1095	1800	1530	904	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.21	0.18	0.18	0.04	0.12	0.02	0.15	0.07	0.04
Crit Moves:		****								****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.08	0.54	0.54	0.40	0.33	0.33	0.09	0.31	0.05	0.37	0.18	0.09
Delay/Veh:	6.9	9.5	9.5	9.6	8.1	8.1	11.3	12.6	11.0	13.3	11.8	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:	6.9	9.5	9.5	9.6	8.1	8.1	11.3	12.6	11.0	13.3	11.8	11.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	7	7	1	4	4	1	3	0	2	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[23.4]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	363	57	10	590	0	0	0	0	80	0	23
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	363	57	10	590	0	0	0	0	80	0	23
Added Vol:	0	83	43	0	94	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	446	100	10	684	0	0	0	0	112	0	23
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	469	105	11	720	0	0	0	0	118	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	469	105	11	720	0	0	0	0	118	0	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	575	xxxx	xxxxx	xxxx	xxxx	xxxxx	851	1211	235
Potent Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	184	773
Move Cap.:	xxxx	xxxx	xxxxx	1008	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	182	773
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	336	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.4		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.243
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	130	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	363	57	10	590	0	0	0	0	80	0	23
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	363	57	10	590	0	0	0	0	80	0	23
Added Vol:	0	83	43	0	94	0	0	0	0	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	446	100	10	684	0	0	0	0	112	0	23
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	469	105	11	720	0	0	0	0	118	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	469	105	11	720	0	0	0	0	118	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	469	105	11	720	0	0	0	0	118	0	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	0.95	1.00	0.94	1.00	1.00	0.89	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.84	0.00	0.16
Final Sat.:	0	3420	1530	1615	3420	0	0	0	0	1335	0	274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.07	0.01	0.21	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.53	0.08	0.61	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.26	0.13	0.08	0.34	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Delay/Veh:	0.0	16.5	15.2	56.0	12.6	0.0	0.0	0.0	0.0	31.0	0.0	31.0
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	16.5	15.2	56.0	12.6	0.0	0.0	0.0	0.0	31.0	0.0	31.0
LOS by Move:	A	B	B	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	2	0	7	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

****

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: F[111.2]

****

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	0 0 1!	0	0
Volume Module:												
Base Vol:	0	706	76	8	516	0	0	0	0	42	0	27
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	706	76	8	516	0	0	0	0	42	0	27
Added Vol:	0	189	80	0	177	0	0	0	0	85	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	895	156	8	693	0	0	0	0	127	0	27
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	942	164	8	729	0	0	0	0	134	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	942	164	8	729	0	0	0	0	134	0	28
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx	1324	1688	471
Potent Cap.:	xxxx	xxxx	xxxxx	639	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	95	545
Move Cap.:	xxxx	xxxx	xxxxx	639	xxxx	xxxxx	xxxx	xxxx	xxxxx	149	93	545
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.90	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	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	xxxx	170	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	111	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			111.2		
ApproachLOS:	*			*			*			F		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 130 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	706	76	8	516	0	0	0	0	42	0	27
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	706	76	8	516	0	0	0	0	42	0	27
Added Vol:	0	189	80	0	177	0	0	0	0	85	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	895	156	8	693	0	0	0	0	127	0	27
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	942	164	8	729	0	0	0	0	134	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	164	8	729	0	0	0	0	134	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	942	164	8	729	0	0	0	0	134	0	28
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	0.95	1.00	0.94	1.00	1.00	0.88	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	3420	1530	1615	3420	0	0	0	0	1326	0	282
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.11	0.01	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.64	0.64	0.08	0.72	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.43	0.17	0.07	0.30	0.00	0.00	0.00	0.00	0.43	0.00	0.43
Delay/Veh:	0.0	11.6	9.4	55.9	6.6	0.0	0.0	0.0	0.0	43.1	0.0	43.1
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:	0.0	11.6	9.4	55.9	6.6	0.0	0.0	0.0	0.0	43.1	0.0	43.1
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	3	0	5	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 138.0
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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	132	316	36	80	408	182	50	79	99	172	180	54
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:	132	316	36	80	408	182	50	79	99	172	180	54
Added Vol:	40	81	107	12	128	8	3	16	24	165	46	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	397	143	92	536	190	53	95	123	337	226	87
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:	181	418	151	97	564	200	56	100	129	355	238	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	418	151	97	564	200	56	100	129	355	238	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	418	151	97	564	200	56	100	129	355	238	92
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.96	0.96
Lanes:	0.25	0.55	0.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	412	951	343	1615	1800	1530	1615	1800	1530	1615	1245	479
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.06	0.31	0.13	0.03	0.06	0.08	0.22	0.19	0.19
Crit Moves:		****			****			****			****	
Green/Cycle:	0.35	0.35	0.35	0.25	0.25	0.25	0.15	0.15	0.15	0.18	0.18	0.18
Volume/Cap:	1.24	1.24	1.24	0.24	1.24	0.52	0.22	0.36	0.55	1.24	1.08	1.08
Delay/Veh:	163.3	163	163.3	38.9	174	43.0	48.7	50.1	53.6	187.4	127	127.3
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:	163.3	163	163.3	38.9	174	43.0	48.7	50.1	53.6	187.4	127	127.3
LOS by Move:	F	F	F	D	F	D	D	D	D	F	F	F
HCM2kAvgQ:	50	50	50	3	38	7	2	4	5	26	20	20

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	70	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	2 0 0	1	0
Volume Module:												
Base Vol:	132	316	36	80	408	182	50	79	99	172	180	54
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:	132	316	36	80	408	182	50	79	99	172	180	54
Added Vol:	40	81	107	12	128	8	3	16	24	165	46	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	397	143	92	536	190	53	95	123	337	226	87
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:	181	418	151	97	564	200	56	100	129	355	238	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	418	151	97	564	200	56	100	129	355	238	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	418	151	97	564	200	56	100	129	355	238	92
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	0.95	0.85	0.90	1.00	0.85	0.84	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.72	0.28
Final Sat.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	3040	1245	479
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.10	0.06	0.16	0.13	0.03	0.06	0.08	0.12	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.30	0.30	0.15	0.29	0.29	0.14	0.29	0.29	0.14	0.29	0.29
Volume/Cap:	0.66	0.40	0.32	0.40	0.58	0.46	0.24	0.19	0.29	0.81	0.66	0.66
Delay/Veh:	33.2	19.6	19.3	27.9	22.2	21.3	27.2	19.0	19.8	40.1	25.3	25.3
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:	33.2	19.6	19.3	27.9	22.2	21.3	27.2	19.0	19.8	40.1	25.3	25.3
LOS by Move:	C	B	B	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	5	4	3	2	6	4	1	2	2	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 279.1
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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	516	60	78	397	83	159	215	93	50	90	107
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:	75	516	60	78	397	83	159	215	93	50	90	107
Added Vol:	69	245	285	49	209	8	11	65	77	242	47	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	761	345	127	606	91	170	280	170	292	137	144
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:	152	801	363	134	638	96	179	295	179	307	144	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	801	363	134	638	96	179	295	179	307	144	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	801	363	134	638	96	179	295	179	307	144	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.92	0.92
Lanes:	0.12	0.61	0.27	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.49	0.51
Final Sat.:	197	1042	472	1615	1800	1530	1615	1800	1530	1615	810	851
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	0.08	0.35	0.06	0.11	0.16	0.12	0.19	0.18	0.18
Crit Moves:	****				****			****			****	
Green/Cycle:	0.43	0.43	0.43	0.20	0.20	0.20	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	1.78	1.78	1.78	0.42	1.78	0.31	0.72	1.06	0.76	1.24	1.16	1.16
Delay/Veh:	393.7	394	393.7	46.3	414	45.1	62.2	127	66.2	191.3	161	160.5
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:	393.7	394	393.7	46.3	414	45.1	62.2	127	66.2	191.3	161	160.5
LOS by Move:	F	F	F	D	F	D	E	F	E	F	F	F
HCM2kAvgQ:	123	123	123	5	60	3	9	18	9	23	20	20

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	70	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	0 1	0
Volume Module:												
Base Vol:	75	516	60	78	397	83	159	215	93	50	90	107
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:	75	516	60	78	397	83	159	215	93	50	90	107
Added Vol:	69	245	285	49	209	8	11	65	77	242	47	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	761	345	127	606	91	170	280	170	292	137	144
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:	152	801	363	134	638	96	179	295	179	307	144	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	801	363	134	638	96	179	295	179	307	144	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	801	363	134	638	96	179	295	179	307	144	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	0.95	0.85	0.90	1.00	0.85	0.84	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.49	0.51
Final Sat.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	3040	810	851
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.24	0.08	0.19	0.06	0.11	0.16	0.12	0.10	0.18	0.18
Crit Moves:			****	****			****				****	
Green/Cycle:	0.15	0.31	0.31	0.14	0.30	0.30	0.15	0.29	0.29	0.14	0.29	0.29
Volume/Cap:	0.62	0.75	0.76	0.58	0.62	0.21	0.76	0.57	0.41	0.70	0.62	0.62
Delay/Veh:	32.6	24.7	28.8	31.7	22.0	18.4	42.3	22.8	20.7	33.7	24.3	24.3
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:	32.6	24.7	28.8	31.7	22.0	18.4	42.3	22.8	20.7	33.7	24.3	24.3
LOS by Move:	C	C	C	C	C	B	D	C	C	C	C	C
HCM2kAvgQ:	4	10	9	4	7	2	6	6	3	5	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.877
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 252.8
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 1	0 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	334	0	0	386	293	0	0	0	213	0	150
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:	19	334	0	0	386	293	0	0	0	213	0	150
Added Vol:	71	215	0	0	290	27	0	0	0	86	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	549	0	0	676	320	0	0	0	299	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	578	0	0	712	337	0	0	0	315	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	578	0	0	712	337	0	0	0	315	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	578	0	0	712	337	0	0	0	315	0	172
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:	0.14	0.86	0.00	0.00	0.68	0.32	0.00	0.00	0.00	0.64	0.01	0.35
Final Sat.:	76	464	0	0	379	179	0	0	0	349	0	190
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	xxxx	xxxx	1.88	1.88	xxxx	xxxx	xxxx	0.90	0.00	0.90
Crit Moves:	****				****					****		
Delay/Veh:	147.2	147	0.0	0.0	417	417.3	0.0	0.0	0.0	44.1	44.1	44.1
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:	147.2	147	0.0	0.0	417	417.3	0.0	0.0	0.0	44.1	44.1	44.1
LOS by Move:	F	F	*	*	F	F	*	*	*	E	E	E
ApproachDel:	147.2			417.3			xxxxxx			44.1		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	147.2			417.3			xxxxxx			44.1		
LOS by Appr:	F			F			*			E		
AllWayAvgQ:	20.6	20.6	20.6	63.3	63.3	63.3	0.0	0.0	0.0	5.2	5.2	5.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	19	334	0	0	386	293	0	0	0	213	0	150
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:	19	334	0	0	386	293	0	0	0	213	0	150
Added Vol:	71	215	0	0	290	27	0	0	0	86	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	549	0	0	676	320	0	0	0	299	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	578	0	0	712	337	0	0	0	315	0	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	578	0	0	712	337	0	0	0	315	0	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	578	0	0	712	337	0	0	0	315	0	172
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.00	0.40	0.22	0.00	0.00	0.00	0.19	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.66	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.35	0.26	0.00	0.00	0.80	0.45	0.00	0.00	0.00	0.80	0.00	0.46
Delay/Veh:	22.9	4.3	0.0	0.0	18.3	10.4	0.0	0.0	0.0	33.0	0.0	20.3
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:	22.9	4.3	0.0	0.0	18.3	10.4	0.0	0.0	0.0	33.0	0.0	20.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	2	2	0	0	14	4	0	0	0	8	0	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.424
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 484.9
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	15	504	0	0	301	239	0	0	0	35	0	147
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:	15	504	0	0	301	239	0	0	0	35	0	147
Added Vol:	230	554	0	0	500	28	0	0	0	167	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1058	0	0	801	267	0	0	0	202	0	192
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:	258	1114	0	0	843	281	0	0	0	213	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1114	0	0	843	281	0	0	0	213	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1114	0	0	843	281	0	0	0	213	0	202
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:	0.19	0.81	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.51	0.01	0.48
Final Sat.:	106	459	0	0	437	146	0	0	0	281	0	267
Capacity Analysis Module:												
Vol/Sat:	2.42	2.42	xxxx	xxxx	1.93	1.93	xxxx	xxxx	xxxx	0.76	0.00	0.76
Crit Moves:	****				****					****		
Delay/Veh:	660.8	661	0.0	0.0	439	439.3	0.0	0.0	0.0	27.2	27.2	27.2
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:	660.8	661	0.0	0.0	439	439.3	0.0	0.0	0.0	27.2	27.2	27.2
LOS by Move:	F	F	*	*	F	F	*	*	*	D	D	D
ApproachDel:	660.8			439.3			xxxxxx			27.2		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	660.8			439.3			xxxxxx			27.2		
LOS by Appr:	F			F			*			D		
AllWayAvgQ:	102	102	102.4	69.7	69.7	69.7	0.0	0.0	0.0	2.7	2.7	2.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0 2	0	0	0	0 1	0 1	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	15	504	0	0	301	239	0	0	0	35	0	147
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:	15	504	0	0	301	239	0	0	0	35	0	147
Added Vol:	230	554	0	0	500	28	0	0	0	167	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1058	0	0	801	267	0	0	0	202	0	192
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:	258	1114	0	0	843	281	0	0	0	213	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1114	0	0	843	281	0	0	0	213	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1114	0	0	843	281	0	0	0	213	0	202
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1615	3420	0	0	1800	1530	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.00	0.00	0.47	0.18	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.19	0.74	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.84	0.44	0.00	0.00	0.84	0.33	0.00	0.00	0.00	0.84	0.00	0.84
Delay/Veh:	42.4	3.0	0.0	0.0	17.9	7.5	0.0	0.0	0.0	46.3	0.0	47.7
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:	42.4	3.0	0.0	0.0	17.9	7.5	0.0	0.0	0.0	46.3	0.0	47.7
LOS by Move:	D	A	A	A	B	A	A	A	A	D	A	D
HCM2kAvgQ:	8	4	0	0	16	3	0	0	0	7	0	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.720
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	202.9
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	228	371	0	165	0	36	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	188	55	228	371	0	165	0	36	0	0	0
Added Vol:	0	276	67	35	340	0	10	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	122	263	711	0	175	0	135	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	488	128	277	748	0	184	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	128	277	748	0	184	0	142	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
FinalVolume:	0	488	128	277	748	0	184	0	142	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	0.79	0.21	0.27	0.73	0.00	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	0	486	128	161	435	0	307	0	237	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.00	1.00	1.72	1.72	xxxx	0.60	xxxx	0.60	xxxx	xxxx	xxxx
Crit Moves:		****		****			****					
Delay/Veh:	0.0	61.2	61.2	346.7	347	0.0	19.0	0.0	19.0	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	61.2	61.2	346.7	347	0.0	19.0	0.0	19.0	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	C	*	C	*	*	*
ApproachDel:		61.2		346.7			19.0			xxxxxx		
Delay Adj:		1.00		1.00			1.00			xxxxx		
ApprAdjDel:		61.2		346.7			19.0			xxxxxx		
LOS by Appr:		F		F			C			*		
AllWayAvgQ:	8.9	8.9	8.9	55.9	55.9	55.9	1.4	1.4	1.4	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	60	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	188	55	228	371	0	165	0	36	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	188	55	228	371	0	165	0	36	0	0	0
Added Vol:	0	276	67	35	340	0	10	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	122	263	711	0	175	0	135	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	488	128	277	748	0	184	0	142	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	128	277	748	0	184	0	142	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
FinalVolume:	0	488	128	277	748	0	184	0	142	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3420	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.08	0.17	0.42	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.33	0.33	0.34	0.67	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.25	0.50	0.62	0.00	0.50	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	15.8	14.8	16.5	6.4	0.0	21.4	0.0	20.6	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	15.8	14.8	16.5	6.4	0.0	21.4	0.0	20.6	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	2	5	9	0	4	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.614
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	528.8
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	200	136	0	270	0	33	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	249	157	200	136	0	270	0	33	0	0	0
Added Vol:	0	745	184	29	639	0	38	0	207	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	994	341	229	775	0	308	0	240	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	1046	359	241	816	0	324	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	359	241	816	0	324	0	253	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
FinalVolume:	0	1046	359	241	816	0	324	0	253	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	0.74	0.26	0.23	0.77	0.00	0.56	0.00	0.44	0.00	0.00	0.00
Final Sat.:	0	400	137	119	403	0	306	0	239	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	2.61	2.61	2.03	2.03	xxxx	1.06	xxxx	1.06	xxxx	xxxx	xxxx
Crit Moves:		****		****					****			
Delay/Veh:	0.0	747	746.5	484.0	484	0.0	80.5	0.0	80.5	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	747	746.5	484.0	484	0.0	80.5	0.0	80.5	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		746.5			484.0			80.5			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		746.5			484.0			80.5			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	110	110	110.0	68.7	68.7	68.7	10.7	10.7	10.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	60	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	157	200	136	0	270	0	33	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	249	157	200	136	0	270	0	33	0	0	0
Added Vol:	0	745	184	29	639	0	38	0	207	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	994	341	229	775	0	308	0	240	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	1046	359	241	816	0	324	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1046	359	241	816	0	324	0	253	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
FinalVolume:	0	1046	359	241	816	0	324	0	253	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.95	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3420	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.23	0.15	0.45	0.00	0.20	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.42	0.42	0.20	0.62	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.56	0.73	0.73	0.00	0.73	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	14.3	30.3	10.1	0.0	25.7	0.0	21.3	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	16.5	14.3	30.3	10.1	0.0	25.7	0.0	21.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	10	6	6	12	0	8	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.071
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 262.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	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:	16	153	0	0	330	77	90	0	51	0	0	0
Added Vol:	67	122	70	77	173	189	142	80	84	91	113	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	275	70	77	503	266	232	80	135	91	113	78
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:	87	289	74	81	529	280	244	84	142	96	119	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	289	74	81	529	280	244	84	142	96	119	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	289	74	81	529	280	244	84	142	96	119	82
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:	0.19	0.65	0.16	0.09	0.60	0.31	0.52	0.18	0.30	0.32	0.40	0.28
Final Sat.:	82	273	69	39	256	135	221	76	128	129	160	110
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	2.07	2.07	2.07	1.11	1.11	1.11	0.74	0.74	0.74
Crit Moves:		****			****			****				****
Delay/Veh:	90.4	90.4	90.4	508.8	509	508.8	104.5	105	104.5	34.0	34.0	34.0
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:	90.4	90.4	90.4	508.8	509	508.8	104.5	105	104.5	34.0	34.0	34.0
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:		90.4			508.8			104.5			34.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		90.4			508.8			104.5			34.0	
LOS by Appr:		F			F			F			D	
AllWayAvgQ:	9.3	9.3	9.3	59.4	59.4	59.4	11.0	11.0	11.0	2.4	2.4	2.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 80 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:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0	2 0	1	1 0	1 0	1	2 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	16	153	0	0	330	77	90	0	51	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:	16	153	0	0	330	77	90	0	51	0	0	0
Added Vol:	67	122	70	77	173	189	142	80	84	91	113	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	275	70	77	503	266	232	80	135	91	113	78
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:	87	289	74	81	529	280	244	84	142	96	119	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	289	74	81	529	280	244	84	142	96	119	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	289	74	81	529	280	244	84	142	96	119	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	1.00	0.85	0.84	0.91	0.91	0.90	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.37	0.63	1.00	1.00	1.00
Final Sat.:	1615	3420	1530	1615	1800	1530	3040	607	1024	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.05	0.29	0.18	0.08	0.14	0.14	0.06	0.07	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.34	0.34	0.23	0.44	0.44	0.13	0.21	0.21	0.13	0.20	0.20
Volume/Cap:	0.43	0.25	0.14	0.22	0.67	0.41	0.60	0.67	0.67	0.47	0.33	0.27
Delay/Veh:	33.9	19.1	18.4	25.5	19.8	15.7	35.2	34.1	34.1	34.3	28.0	27.5
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:	33.9	19.1	18.4	25.5	19.8	15.7	35.2	34.1	34.1	34.3	28.0	27.5
LOS by Move:	C	B	B	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	3	3	1	2	11	5	4	6	6	3	3	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 654.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	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:	65	269	0	0	138	31	137	0	38	0	0	0
Added Vol:	157	311	188	256	269	320	359	216	142	172	190	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	580	188	256	407	351	496	216	180	172	190	260
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:	234	611	198	269	428	369	522	227	189	181	200	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	611	198	269	428	369	522	227	189	181	200	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	611	198	269	428	369	522	227	189	181	200	274
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:	0.22	0.59	0.19	0.25	0.40	0.35	0.56	0.24	0.20	0.28	0.30	0.42
Final Sat.:	89	233	75	101	161	139	219	96	80	112	123	169
Capacity Analysis Module:												
Vol/Sat:	2.62	2.62	2.62	2.66	2.66	2.66	2.38	2.38	2.38	1.62	1.62	1.62
Crit Moves:			****	****			****					****
Delay/Veh:	755.8	756	755.8	772.3	772	772.3	647.1	647	647.1	314.2	314	314.2
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:	755.8	756	755.8	772.3	772	772.3	647.1	647	647.1	314.2	314	314.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	755.8			772.3			647.1			314.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	755.8			772.3			647.1			314.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	82.1	82.1	82.1	84.7	84.7	84.7	69.6	69.6	69.6	33.9	33.9	33.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	80	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:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 2	0	1	1 0 1	0	1	2 0 0	1	0	1 0 1	0	1
Volume Module:												
Base Vol:	65	269	0	0	138	31	137	0	38	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:	65	269	0	0	138	31	137	0	38	0	0	0
Added Vol:	157	311	188	256	269	320	359	216	142	172	190	260
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	580	188	256	407	351	496	216	180	172	190	260
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:	234	611	198	269	428	369	522	227	189	181	200	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	611	198	269	428	369	522	227	189	181	200	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	611	198	269	428	369	522	227	189	181	200	274
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	1.00	0.85	0.84	0.93	0.93	0.90	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1615	3420	1530	1615	1800	1530	3040	915	763	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.13	0.17	0.24	0.24	0.17	0.25	0.25	0.11	0.11	0.18
Crit Moves:	****				****			****			****	
Green/Cycle:	0.18	0.25	0.25	0.22	0.29	0.29	0.21	0.30	0.30	0.14	0.23	0.23
Volume/Cap:	0.83	0.73	0.53	0.76	0.83	0.84	0.82	0.83	0.83	0.83	0.49	0.78
Delay/Veh:	49.6	31.0	27.6	38.9	37.1	40.0	38.8	36.7	36.7	55.6	27.7	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:	49.6	31.0	27.6	38.9	37.1	40.0	38.8	36.7	36.7	55.6	27.7	40.2
LOS by Move:	D	C	C	D	D	D	D	D	D	E	C	D
HCM2kAvgQ:	8	9	5	9	12	11	10	12	12	7	5	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 90 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	169	0	0	381	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	0	0	0	0	0	0	169	0	0	381	0
Added Vol:	0	0	0	129	0	11	15	130	0	0	177	171
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	129	0	11	15	299	0	0	558	171
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	136	0	12	16	315	0	0	587	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	12	16	315	0	0	587	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	0	12	16	315	0	0	587	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.17	0.00	0.00	0.33	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.11	0.76	0.00	0.00	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.04	0.09	0.23	0.00	0.00	0.50	0.18
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	31.4	36.1	3.1	0.0	0.0	8.3	6.2
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	0.0	0.0	35.4	0.0	31.4	36.1	3.1	0.0	0.0	8.3	6.2
LOS by Move:	A	A	A	D	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	0	0	3	0	0	9	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	90	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	0	0	0	0	334	0	0	176	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	0	0	0	0	0	0	334	0	0	176	0
Added Vol:	0	0	0	319	0	28	25	337	0	0	300	283
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	319	0	28	25	671	0	0	476	283
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	336	0	29	26	706	0	0	501	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	29	26	706	0	0	501	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	29	26	706	0	0	501	298
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.02	0.02	0.39	0.00	0.00	0.28	0.19
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.11	0.58	0.00	0.00	0.47	0.47
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.05	0.15	0.67	0.00	0.00	0.59	0.41
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	19.3	36.5	14.7	0.0	0.0	18.6	16.0
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	0.0	0.0	25.5	0.0	19.3	36.5	14.7	0.0	0.0	18.6	16.0
LOS by Move:	A	A	A	C	A	B	D	B	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	1	1	14	0	0	11	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
Lanes:	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	0	0	0	0	169	0	0	381	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	0	0	0	0	0	0	169	0	0	381	0
Added Vol:	0	0	0	101	0	11	15	44	0	0	54	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	11	15	213	0	0	435	134
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	106	0	12	16	224	0	0	458	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	12	16	224	0	0	458	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	106	0	12	16	224	0	0	458	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.01	0.12	0.00	0.00	0.25	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.13	0.74	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.04	0.08	0.17	0.00	0.00	0.42	0.15
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	26.7	31.1	3.2	0.0	0.0	8.3	6.7
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:	0.0	0.0	0.0	29.0	0.0	26.7	31.1	3.2	0.0	0.0	8.3	6.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	0	2	0	0	6	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
Lanes:	0	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	334	0	0	176	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	0	0	0	0	0	0	334	0	0	176	0
Added Vol:	0	0	0	250	0	28	25	112	0	0	107	221
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	28	25	446	0	0	283	221
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	263	0	29	26	469	0	0	298	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	29	26	469	0	0	298	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	29	26	469	0	0	298	233
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.02	0.26	0.00	0.00	0.17	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.05	0.13	0.49	0.00	0.00	0.41	0.38
Delay/Veh:	0.0	0.0	0.0	17.8	0.0	14.9	31.4	12.5	0.0	0.0	17.5	17.2
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	0.0	0.0	17.8	0.0	14.9	31.4	12.5	0.0	0.0	17.5	17.2
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	8	0	0	5	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	110	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	20	20	10	20	0	0	0	0	15	0	15
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	678	0	0	230	0	0	0	0	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	678	0	0	230	0	0	0	0	0	0	0
Added Vol:	0	189	34	23	113	0	0	0	0	31	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	867	34	23	343	0	0	0	0	31	0	55
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	913	36	24	361	0	0	0	0	33	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	913	36	24	361	0	0	0	0	33	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	913	36	24	361	0	0	0	0	33	0	58
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	0.94	0.90	0.95	1.00	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3271	128	1615	3420	0	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.01	0.11	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.72	0.72	0.09	0.81	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.39	0.39	0.16	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.28
Delay/Veh:	0.0	6.2	6.2	46.7	2.3	0.0	0.0	0.0	0.0	42.2	0.0	43.4
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:	0.0	6.2	6.2	46.7	2.3	0.0	0.0	0.0	0.0	42.2	0.0	43.4
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	1	1	0	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 110 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	20	20	10	20	0	0	0	0	15	0	15
Lanes:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	328	0	0	474	0	0	0	0	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	328	0	0	474	0	0	0	0	0	0	0
Added Vol:	0	266	57	79	320	0	0	0	0	59	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	594	57	79	794	0	0	0	0	59	0	59
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	625	60	83	836	0	0	0	0	62	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	625	60	83	836	0	0	0	0	62	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	625	60	83	836	0	0	0	0	62	0	62
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	0.94	0.94	0.90	0.95	1.00	0.94	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3080	296	1615	3420	0	0	0	0	1615	0	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.65	0.65	0.16	0.81	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.31	0.31	0.31	0.30	0.00	0.00	0.00	0.00	0.28	0.00	0.30
Delay/Veh:	0.0	8.8	8.8	41.2	2.7	0.0	0.0	0.0	0.0	43.4	0.0	43.6
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:	0.0	8.8	8.8	41.2	2.7	0.0	0.0	0.0	0.0	43.4	0.0	43.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	5	5	3	4	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[24.2]

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 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	230	0	0	678	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	0	0	0	0	0	0	230	0	0	678	0
Added Vol:	0	0	0	8	0	0	0	144	0	0	223	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	0	0	374	0	0	901	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	0	0	8	0	0	0	394	0	0	948	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	0	0	394	0	0	948	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.2	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[24.0]

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 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	474	0	0	328	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	0	0	0	0	0	0	474	0	0	328	0
Added Vol:	0	0	0	8	0	0	0	379	0	0	323	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	8	0	0	0	853	0	0	651	11
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	8	0	0	0	898	0	0	685	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	0	0	898	0	0	685	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	198	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.0	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	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[27.5]

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 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	230	0	0	678	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	0	0	0	0	0	0	230	0	0	678	0
Added Vol:	0	0	0	31	0	0	0	152	0	0	226	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	0	0	382	0	0	904	11
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	33	0	0	0	402	0	0	952	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	0	0	402	0	0	952	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1158	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	192	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	192	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	27.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[27.9]

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 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	474	0	0	328	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	0	0	0	0	0	0	474	0	0	328	0
Added Vol:	0	0	0	30	0	0	0	387	0	0	334	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	0	0	861	0	0	662	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	32	0	0	0	906	0	0	697	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	0	0	906	0	0	697	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1172	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	188	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	27.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 70 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			Ovl			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	21	123	13	4	207	384	29	141	60	29	273	7
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	123	13	4	207	384	29	141	60	29	273	7
Added Vol:	115	243	25	3	137	112	85	40	73	115	52	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	366	38	7	344	496	114	181	133	144	325	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	385	40	7	362	522	120	191	140	152	342	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	385	40	7	362	522	120	191	140	152	342	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	385	40	7	362	522	120	191	140	152	342	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.94	0.94	0.90	0.95	0.85	0.84	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.98	0.02
Final Sat.:	1615	3055	317	1615	3420	1530	3040	1800	1530	1615	1750	43
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.00	0.11	0.34	0.04	0.11	0.09	0.09	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.23	0.23	0.15	0.21	0.36	0.14	0.30	0.30	0.20	0.36	0.36
Volume/Cap:	0.54	0.55	0.55	0.03	0.49	0.96	0.28	0.35	0.30	0.46	0.54	0.54
Delay/Veh:	29.0	24.8	24.8	25.4	24.7	49.6	27.1	19.4	19.0	25.6	18.5	18.5
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:	29.0	24.8	24.8	25.4	24.7	49.6	27.1	19.4	19.0	25.6	18.5	18.5
LOS by Move:	C	C	C	C	C	D	C	B	B	C	B	B
HCM2kAvgQ:	4	5	5	0	4	17	2	3	3	4	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle:	70	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			Ovl			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	27	255	36	11	153	140	221	202	51	19	161	10
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	255	36	11	153	140	221	202	51	19	161	10
Added Vol:	166	343	113	2	406	172	194	90	192	57	80	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	598	149	13	559	312	415	292	243	76	241	13
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:	203	629	157	14	588	328	437	307	256	80	254	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	629	157	14	588	328	437	307	256	80	254	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	629	157	14	588	328	437	307	256	80	254	14
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.92	0.92	0.90	0.95	0.85	0.84	1.00	0.85	0.90	0.99	0.99
Lanes:	1.00	1.60	0.40	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	1615	2656	662	1615	3420	1530	3040	1800	1530	1615	1694	91
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.01	0.17	0.21	0.14	0.17	0.17	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.33	0.33	0.14	0.28	0.48	0.20	0.25	0.25	0.17	0.21	0.21
Volume/Cap:	0.67	0.72	0.72	0.06	0.61	0.44	0.72	0.69	0.67	0.30	0.70	0.70
Delay/Veh:	31.9	23.0	23.0	26.0	22.8	12.4	30.4	28.3	28.5	26.3	31.0	31.0
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:	31.9	23.0	23.0	26.0	22.8	12.4	30.4	28.3	28.5	26.3	31.0	31.0
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	6	9	9	0	7	5	7	7	6	2	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	96	0	0	52	244	0	0	0	0	0	61
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	96	0	0	52	244	0	0	0	0	0	61
Added Vol:	156	374	0	0	255	70	0	0	0	39	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	470	0	0	307	314	0	0	0	39	0	70
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:	164	495	0	0	323	331	0	0	0	41	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	495	0	0	323	331	0	0	0	41	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	495	0	0	323	331	0	0	0	41	0	74
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.85	1.00	0.90
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	566	0	1015
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.18	0.22	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.26	0.72	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.18	0.00	0.18
Volume/Cap:	0.39	0.38	0.00	0.00	0.39	0.47	0.00	0.00	0.00	0.39	0.00	0.39
Delay/Veh:	19.0	3.5	0.0	0.0	11.1	11.8	0.0	0.0	0.0	22.4	0.0	22.4
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:	19.0	3.5	0.0	0.0	11.1	11.8	0.0	0.0	0.0	22.4	0.0	22.4
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	3	4	0	0	4	5	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	223	0	0	48	175	0	0	0	0	0	67
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	223	0	0	48	175	0	0	0	0	0	67
Added Vol:	183	582	0	0	616	38	0	0	0	147	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	805	0	0	664	213	0	0	0	147	0	107
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:	193	847	0	0	699	224	0	0	0	155	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	847	0	0	699	224	0	0	0	155	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	847	0	0	699	224	0	0	0	155	0	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.94	1.00	0.85	0.94	1.00	1.00	0.87	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.59	0.00	0.41
Final Sat.:	1615	1800	0	0	1800	1530	0	0	0	923	0	672
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.00	0.00	0.39	0.15	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.68	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.72	0.69	0.00	0.00	0.76	0.29	0.00	0.00	0.00	0.76	0.00	0.76
Delay/Veh:	32.5	7.6	0.0	0.0	15.3	8.6	0.0	0.0	0.0	31.0	0.0	31.0
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:	32.5	7.6	0.0	0.0	15.3	8.6	0.0	0.0	0.0	31.0	0.0	31.0
LOS by Move:	C	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	5	11	0	0	12	3	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

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Cycle (sec): 65 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0	1	0 1	1 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	0	0	52	0	0	96	0	0	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	0	0	52	0	0	96	0	0	0	0	0
Added Vol:	0	514	64	38	257	0	16	0	60	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	514	64	90	257	0	112	0	60	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	541	67	95	271	0	118	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	67	95	271	0	118	0	63	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
FinalVolume:	0	541	67	95	271	0	118	0	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.04	0.06	0.15	0.00	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.61	0.61	0.15	0.76	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.07	0.38	0.20	0.00	0.50	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	5.3	25.7	2.3	0.0	27.1	0.0	25.3	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	7.6	5.3	25.7	2.3	0.0	27.1	0.0	25.3	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	1	2	2	0	3	0	1	0	0	0

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 65 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: OPTIMIZED 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	0	0	0
Lanes:	0 0	1	0 1	1	0 1	0 0	1	0 0	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	0	0	48	0	0	223	0	0	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	0	0	48	0	0	223	0	0	0	0	0
Added Vol:	0	693	134	23	741	0	72	0	240	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	693	134	71	741	0	295	0	240	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	729	141	75	780	0	311	0	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	729	141	75	780	0	311	0	253	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
FinalVolume:	0	729	141	75	780	0	311	0	253	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	0.85	0.90	1.00	1.00	0.90	1.00	0.85	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1530	1615	1800	0	1615	0	1530	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.09	0.05	0.43	0.00	0.19	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.51	0.51	0.15	0.67	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.18	0.30	0.65	0.00	0.79	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	0.0	17.8	8.7	25.1	7.7	0.0	33.6	0.0	27.4	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	17.8	8.7	25.1	7.7	0.0	33.6	0.0	27.4	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	14	2	2	10	0	9	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 80 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:	10		20	20	10		20	20	10		20	20	10		20	20
Lanes:	1	0	0	1 0	2	0	1	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0		0	0	0		0	0	0		0	0	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		0	0	0		0	0	0		0	0	0		0	0
Added Vol:	187		229	0	137		89	92	81		39	73	0		52	269
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	187		229	0	137		89	92	81		39	73	0		52	269
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:	197		241	0	144		94	97	85		41	77	0		55	283
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	197		241	0	144		94	97	85		41	77	0		55	283
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	197		241	0	144		94	97	85		41	77	0		55	283
Saturation Flow Module:																
Sat/Lane:	1800		1800	1800	1800		1800	1800	1800		1800	1800	1800		1800	1800
Adjustment:	0.90		1.00	1.00	0.84		1.00	0.85	0.90		0.90	0.90	0.94		1.00	0.85
Lanes:	1.00		1.00	0.00	2.00		1.00	1.00	1.00		0.35	0.65	1.00		1.00	1.00
Final Sat.:	1615		1800	0	3040		1800	1530	1615		565	1058	1700		1800	1530
Capacity Analysis Module:																
Vol/Sat:	0.12		0.13	0.00	0.05		0.05	0.06	0.05		0.07	0.07	0.00		0.03	0.19
Crit Moves:			****		****				****							****
Green/Cycle:	0.13		0.27	0.00	0.13		0.27	0.27	0.13		0.50	0.50	0.00		0.38	0.38
Volume/Cap:	0.92		0.49	0.00	0.38		0.20	0.24	0.42		0.14	0.14	0.00		0.08	0.49
Delay/Veh:	74.0		25.2	0.0	32.8		23.0	23.4	33.8		10.8	10.8	0.0		16.1	19.7
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:	74.0		25.2	0.0	32.8		23.0	23.4	33.8		10.8	10.8	0.0		16.1	19.7
LOS by Move:	E		C	A	C		C	C	C		B	B	A		B	B
HCM2kAvgQ:	9		5	0	2		2	2	3		2	2	0		1	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.7
Optimal Cycle:	80	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 0 1	0		2 0 1 0	1		1 0 0 1	0		1 0 1 0	1	
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	219	268	0	423	353	206	215	97	289	0	86	344
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	268	0	423	353	206	215	97	289	0	86	344
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:	231	282	0	445	372	217	226	102	304	0	91	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	282	0	445	372	217	226	102	304	0	91	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	282	0	445	372	217	226	102	304	0	91	362
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	1.00	0.84	1.00	0.85	0.90	0.89	0.89	0.94	1.00	0.85
Lanes:	1.00	1.00	0.00	2.00	1.00	1.00	1.00	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1615	1800	0	3040	1800	1530	1615	402	1197	1700	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.15	0.21	0.14	0.14	0.25	0.25	0.00	0.05	0.24
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.25	0.00	0.18	0.27	0.27	0.17	0.47	0.47	0.00	0.29	0.29
Volume/Cap:	0.91	0.63	0.00	0.81	0.75	0.52	0.81	0.54	0.54	0.00	0.17	0.81
Delay/Veh:	66.6	29.5	0.0	39.8	32.8	25.6	47.2	16.0	16.0	0.0	21.1	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:	66.6	29.5	0.0	39.8	32.8	25.6	47.2	16.0	16.0	0.0	21.1	36.3
LOS by Move:	E	C	A	D	C	C	D	B	B	A	C	D
HCM2kAvgQ:	10	7	0	8	10	5	8	8	8	0	2	11

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
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	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	158	0	0	309	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	0	0	0	0	0	0	158	0	0	309	0
Added Vol:	0	0	0	24	0	129	32	36	0	0	40	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	129	32	194	0	0	349	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	25	0	136	34	204	0	0	367	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	136	34	204	0	0	367	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	136	34	204	0	0	367	5
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	526	0	638	607	667	0	0	687	783
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.05	xxxx	0.21	0.06	0.31	xxxx	xxxx	0.53	0.01
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	9.4	0.0	9.2	8.8	10.2	0.0	0.0	13.5	7.2
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	9.4	0.0	9.2	8.8	10.2	0.0	0.0	13.5	7.2
LOS by Move:	*	*	*	A	*	A	A	B	*	*	B	A
ApproachDel:	xxxxxx			9.2			10.0			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.2			10.0			13.4		
LOS by Appr:	*			A			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.4	0.0	0.0	1.1	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
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	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	249	0	0	190	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	0	0	0	0	0	0	249	0	0	190	0
Added Vol:	0	0	0	12	0	69	129	76	0	0	71	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	69	129	325	0	0	261	23
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	13	0	73	136	342	0	0	275	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	73	136	342	0	0	275	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	73	136	342	0	0	275	24
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	503	0	603	646	714	0	0	685	781
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.03	xxxx	0.12	0.21	0.48	xxxx	xxxx	0.40	0.03
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	9.5	0.0	8.8	9.6	12.1	0.0	0.0	11.2	7.3
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	9.5	0.0	8.8	9.6	12.1	0.0	0.0	11.2	7.3
LOS by Move:	*	*	*	A	*	A	A	B	*	*	B	A
ApproachDel:	xxxxxx			8.9			11.4			10.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.9			11.4			10.9		
LOS by Appr:	*			A			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.9	0.0	0.0	0.6	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	4	4	37	4	7	12	22	23	7	26	78
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:	10	4	4	37	4	7	12	22	23	7	26	78
Added Vol:	0	0	0	4	0	7	8	11	0	0	33	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	4	4	41	4	14	20	33	23	7	59	90
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:	11	4	4	43	4	15	21	35	24	7	62	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	4	4	43	4	15	21	35	24	7	62	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	4	4	43	4	15	21	35	24	7	62	95
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:	0.56	0.22	0.22	0.69	0.07	0.24	0.26	0.44	0.30	0.04	0.38	0.58
Final Sat.:	428	171	171	542	53	185	226	372	259	41	350	533
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.08	0.09	0.09	0.09	0.18	0.18	0.18
Crit Moves:	****				****		****					****
Delay/Veh:	7.5	7.5	7.5	7.8	7.8	7.8	7.5	7.5	7.5	7.6	7.6	7.6
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:	7.5	7.5	7.5	7.8	7.8	7.8	7.5	7.5	7.5	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.5			7.8			7.5			7.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.5			7.8			7.5			7.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #37 8th St. (NS) / Colorado St. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.134
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 0 Level Of Service: A

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Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	7	7	9				13	2	4			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	7	7	9				13	2	4			
Added Vol:	0	0	0				12	0	15			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	7	7	9				25	2	19			
User Adj:	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			
PHF Volume:	7	7	9				26	2	20			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	7	7	9				26	2	20			
PCE Adj:	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			
FinalVolume:	7	7	9				26	2	20			
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.30	0.30	0.40				0.55	0.04	0.41			
Final Sat.:	247	247	317				441	35	335			
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03				0.06	0.06	0.06			
Crit Moves:	****						****					
Delay/Veh:	7.3	7.3	7.3				7.5	7.5	7.5			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	7.3	7.3	7.3				7.5	7.5	7.5			
LOS by Move:	A	A	A				A	A	A			
ApproachDel:	7.3						7.5					
Delay Adj:	1.00						1.00					
ApprAdjDel:	7.3						7.5					
LOS by Appr:	A						A					
AllWayAvgQ:	0.0	0.0	0.0				0.1	0.1	0.1			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	0	0	1!	0	0		0	0	1!	0	0	
Volume Module:												
Base Vol:	5	40	5				4	38	21			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	5	40	5				4	38	21			
Added Vol:	14	44	0				0	30	7			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	19	84	5				4	68	28			
User Adj:	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			
PHF Volume:	20	88	5				4	72	29			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	20	88	5				4	72	29			
PCE Adj:	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			
FinalVolume:	20	88	5				4	72	29			
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.17	0.78	0.05				0.04	0.68	0.28			
Final Sat.:	149	661	39				35	599	247			
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13				0.12	0.12	0.12			
Crit Moves:	****						****					
Delay/Veh:	7.8	7.8	7.8				7.5	7.5	7.5			
Delay Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	7.8	7.8	7.8				7.5	7.5	7.5			
LOS by Move:	A	A	A				A	A	A			
ApproachDel:	7.8						7.5					
Delay Adj:	1.00						1.00					
ApprAdjDel:	7.8						7.5					
LOS by Appr:	A						A					
AllWayAvgQ:	0.1	0.1	0.1				0.1	0.1	0.1			

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 80 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	69	0	0	46	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	0	0	0	0	0	0	69	0	0	46	0
Added Vol:	0	0	0	260	0	0	0	0	0	0	0	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	0	0	69	0	0	46	101
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	274	0	0	0	73	0	0	48	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	274	0	0	0	73	0	0	48	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	274	0	0	0	73	0	0	48	106
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1615	0	0	1700	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.16	0.00	0.00	0.11	0.28
Delay/Veh:	0.0	0.0	0.0	5.2	0.0	0.0	0.0	23.6	0.0	0.0	23.2	24.6
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:	0.0	0.0	0.0	5.2	0.0	0.0	0.0	23.6	0.0	0.0	23.2	24.6
LOS by Move:	A	A	A	A	A	A	A	C	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	0	0	1	0	0	1	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	87	0	0	80	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	0	0	0	0	0	0	87	0	0	80	0
Added Vol:	0	0	0	305	0	0	0	0	0	0	0	401
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	305	0	0	0	87	0	0	80	401
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	321	0	0	0	92	0	0	84	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	0	0	92	0	0	84	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	321	0	0	0	92	0	0	84	422
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	1.00	0.94	1.00	1.00	0.94	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1615	0	0	1700	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.05	0.00	0.00	0.05	0.28
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.00	0.00	0.54	0.00	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.00	0.00	0.09	0.00	0.00	0.09	0.51
Delay/Veh:	0.0	0.0	0.0	19.5	0.0	0.0	0.0	9.1	0.0	0.0	9.0	12.4
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:	0.0	0.0	0.0	19.5	0.0	0.0	0.0	9.1	0.0	0.0	9.0	12.4
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	B
HCM2kAvgQ:	0	0	0	7	0	0	0	1	0	0	1	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 393.4 Worst Case Level Of Service: F[1476.4]

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	199	0	16	0	67	2	233	30	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	0	0	199	0	16	0	67	2	233	30	0
Added Vol:	0	0	0	50	0	258	0	654	128	29	305	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	249	0	274	0	721	130	262	335	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	0	0	262	0	288	0	759	137	276	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	262	0	288	0	759	137	276	353	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1732	1800	353	xxxx	xxxx	xxxxx	896	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	98	81	696	xxxx	xxxx	xxxxx	766	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	71	52	696	xxxx	xxxx	xxxxx	766	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.72	0.00	0.41	xxxx	xxxx	xxxx	0.36	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	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	133	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	55.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1476	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			1476.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	80	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0 1!	0 1	0	0 1	0 1	2	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	199	0	16	0	67	2	233	30	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	0	0	199	0	16	0	67	2	233	30	0
Added Vol:	0	0	0	50	0	258	0	654	128	29	305	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	249	0	274	0	721	130	262	335	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	0	0	262	0	288	0	759	137	276	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	288	0	759	137	276	353	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
FinalVolume:	0	0	0	262	0	288	0	759	137	276	353	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.85	1.00	0.90	0.94	1.00	0.85	0.84	1.00	1.00
Lanes:	0.00	0.00	0.00	1.49	0.00	1.51	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	2280	0	2445	0	1800	1530	3040	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.12	0.00	0.42	0.09	0.09	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.62	0.62	0.13	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.68	0.00	0.68	0.14	0.68	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	0.0	33.4	0.0	11.8	6.5	37.8	3.2	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	0.0	0.0	32.9	0.0	33.4	0.0	11.8	6.5	37.8	3.2	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	6	0	6	0	13	1	5	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 3533.2 Worst Case Level Of Service: F[10695.9]

****

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 0 1! 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	516	0	25	0	85	2	255	55	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	0	0	516	0	25	0	85	2	255	55	0
Added Vol:	0	0	0	35	0	401	0	710	166	70	639	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	551	0	426	0	795	168	325	694	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	0	0	580	0	448	0	837	177	342	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	580	0	448	0	837	177	342	731	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2340	2428	731	xxxx	xxxx	xxxxx	1014	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	41	32	425	xxxx	xxxx	xxxxx	692	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	25	16	425	xxxx	xxxx	xxxxx	692	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	23.32	0.00	1.05	xxxx	xxxx	xxxx	0.49	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	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	42	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	126	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 80 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0	0 0	1	0 1!	0	1	0 0	1 0	1	2 0	1 0 0
Volume Module:												
Base Vol:	0	0	0	516	0	25	0	85	2	255	55	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	0	0	516	0	25	0	85	2	255	55	0
Added Vol:	0	0	0	35	0	401	0	710	166	70	639	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	551	0	426	0	795	168	325	694	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	0	0	580	0	448	0	837	177	342	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	580	0	448	0	837	177	342	731	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
FinalVolume:	0	0	0	580	0	448	0	837	177	342	731	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.86	1.00	0.91	0.94	1.00	0.85	0.84	1.00	1.00
Lanes:	0.00	0.00	0.00	1.58	0.00	1.42	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	2440	0	2329	0	1800	1530	3040	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.19	0.00	0.46	0.12	0.11	0.41	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.53	0.53	0.13	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.88	0.00	0.71	0.00	0.88	0.22	0.88	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	36.0	0.0	28.1	0.0	26.3	10.2	54.5	9.0	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	0.0	0.0	36.0	0.0	28.1	0.0	26.3	10.2	54.5	9.0	0.0
LOS by Move:	A	A	A	D	A	C	A	C	B	D	A	A
HCM2kAvgQ:	0	0	0	13	0	9	0	22	2	8	11	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 229.7 Worst Case Level Of Service: F[1618.5]

****

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 1!	0 0		0 0 0	0 0		1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	5	0	138	0	0	0	30	236	0	0	258	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	138	0	0	0	30	236	0	0	258	440
Added Vol:	115	0	53	0	0	0	323	380	0	0	219	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	191	0	0	0	353	616	0	0	477	458
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	0	201	0	0	0	372	648	0	0	502	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	126	0	201	0	0	0	372	648	0	0	502	482
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2135	2376	648	xxxx	xxxx	xxxxx	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	55	35	474	xxxx	xxxx	xxxxx	710	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	32	17	474	xxxx	xxxx	xxxxx	710	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	3.92	0.00	0.42	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.5	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	75	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	35.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1618	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1618.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	90	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	0	0	0	10	15	0	0	15	15
Lanes:	1 0	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	5	0	138	0	0	0	30	236	0	0	258	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	138	0	0	0	30	236	0	0	258	440
Added Vol:	115	0	53	0	0	0	323	380	0	0	219	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	0	191	0	0	0	353	616	0	0	477	458
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	0	201	0	0	0	372	648	0	0	502	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	201	0	0	0	372	648	0	0	502	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	0	201	0	0	0	372	648	0	0	502	482
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.84	0.95	1.00	0.94	1.00	0.85
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	1615	0	1530	0	0	0	3040	3420	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.12	0.19	0.00	0.00	0.28	0.32
Crit Moves:			****				****					****
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.20	0.72	0.00	0.00	0.52	0.52
Volume/Cap:	0.36	0.00	0.61	0.00	0.00	0.00	0.61	0.26	0.00	0.00	0.54	0.61
Delay/Veh:	30.7	0.0	35.2	0.0	0.0	0.0	34.6	4.5	0.0	0.0	15.2	16.7
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:	30.7	0.0	35.2	0.0	0.0	0.0	34.6	4.5	0.0	0.0	15.2	16.7
LOS by Move:	C	A	D	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	3	0	6	0	0	0	6	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 1954.9 Worst Case Level Of Service: F[11803.7]

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0 1!	0	0	0 0 0	0	0	1 0 1	0	0		0 0 1	0	1	
Volume Module:														
Base Vol:	8	0	266	0	0	0	32	569	0		0	302	285	
Growth Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00		1.00 1.00	1.00	1.00	
Initial Bse:	8	0	266	0	0	0	32	569	0		0	302	285	
Added Vol:	178	0	48	0	0	0	352	392	0		0	531	61	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	186	0	314	0	0	0	384	961	0		0	833	346	
User Adj:	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00		1.00 1.00	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		0.95 0.95	0.95	0.95	
PHF Volume:	196	0	331	0	0	0	404	1012	0		0	877	364	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
FinalVolume:	196	0	331	0	0	0	404	1012	0		0	877	364	
Critical Gap Module:														
Critical Gp:	6.4 6.5		6.2	xxxxx xxxx xxxxx			4.1	xxxx	xxxxx		xxxxx xxxx xxxxx			
FollowUpTim:	3.5 4.0		3.3	xxxxx xxxx xxxxx			2.2	xxxx	xxxxx		xxxxx xxxx xxxxx			
Capacity Module:														
Cnflict Vol:	2879 3061		1012	xxxx xxxx xxxxx			1241	xxxx	xxxxx		xxxx xxxx xxxxx			
Potent Cap.:	18	13	293	xxxx xxxx xxxxx			568	xxxx	xxxxx		xxxx xxxx xxxxx			
Move Cap.:	8	4	293	xxxx xxxx xxxxx			568	xxxx	xxxxx		xxxx xxxx xxxxx			
Volume/Cap:	25.28 0.00		1.13	xxxx xxxx xxxx			0.71	xxxx	xxxx		xxxx xxxx xxxx			
Level Of Service Module:														
2Way95thQ:	xxxx xxxx		xxxxx	xxxx xxxx xxxxx			5.8	xxxx	xxxxx		xxxx xxxx xxxxx			
Control Del:	xxxxx xxxx		xxxxx	xxxxx xxxx xxxxx			25.4	xxxx	xxxxx		xxxxx xxxx xxxxx			
LOS by Move:	*	*	*	*	*	*	D	*	*		*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx 20		xxxxx	xxxx xxxx xxxxx			xxxx	xxxx	xxxxx		xxxx xxxx xxxxx			
SharedQueue:	xxxxx 66.3		xxxxx	xxxxx xxxx xxxxx			xxxxx	xxxx	xxxxx		xxxxx xxxx xxxxx			
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx xxxxx			xxxxx	xxxx	xxxxx		xxxxx xxxx xxxxx			
Shared LOS:	*	F	*	*	*	*	*	*	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				xxxxxx			
ApproachLOS:	F			*			*				*			

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 90 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:	Split Phase						Split Phase						Protected						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	7		7		7		0		0		0		10		15		0		0		15			15
Lanes:	1	0	0	0	1		0	0	0	0	0		2	0	2	0	0		0	0	1	0	1	
Volume Module:																								
Base Vol:	8	0	266				0	0	0				32	569	0				0	302	285			
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:	8	0	266				0	0	0				32	569	0				0	302	285			
Added Vol:	178	0	48				0	0	0				352	392	0				0	531	61			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	186	0	314				0	0	0				384	961	0				0	833	346			
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:	196	0	331				0	0	0				404	1012	0				0	877	364			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	196	0	331				0	0	0				404	1012	0				0	877	364			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	196	0	331				0	0	0				404	1012	0				0	877	364			
Saturation Flow Module:																								
Sat/Lane:	1800	1800	1800				1800	1800	1800				1800	1800	1800				1800	1800	1800			
Adjustment:	0.90	1.00	0.85				0.94	1.00	1.00				0.84	0.95	1.00				0.94	1.00	0.85			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				2.00	2.00	0.00				0.00	1.00	1.00			
Final Sat.:	1615	0	1530				0	0	0				3040	3420	0				0	1800	1530			
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.00	0.22				0.00	0.00	0.00				0.13	0.30	0.00				0.00	0.49	0.24			
Crit Moves:			****										****							****				
Green/Cycle:	0.24	0.00	0.24				0.00	0.00	0.00				0.15	0.69	0.00				0.00	0.54	0.54			
Volume/Cap:	0.50	0.00	0.90				0.00	0.00	0.00				0.90	0.43	0.00				0.00	0.90	0.44			
Delay/Veh:	30.5	0.0	56.4				0.0	0.0	0.0				57.7	6.2	0.0				0.0	29.0	12.7			
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:	30.5	0.0	56.4				0.0	0.0	0.0				57.7	6.2	0.0				0.0	29.0	12.7			
LOS by Move:	C		A		E		A		A		A		E		A		A		A	C			B	
HCM2kAvgQ:	5		0		12		0		0		0		10		7		0		0	25			6	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[24.9]

****

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 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	60	0	33	18	165	0	0	642	51
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	60	0	33	18	165	0	0	642	51
Added Vol:	0	0	0	1	0	14	45	139	0	0	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	61	0	47	63	304	0	0	711	51
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	64	0	49	66	320	0	0	748	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	64	0	49	66	320	0	0	748	54
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	1201	xxxx	748	802	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	206	xxxx	415	830	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	194	xxxx	415	830	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.12	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	0.4	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	32.6	xxxx	14.8	9.7	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 120 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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	22	0	22	10	20	0		0	20	20	
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	60	0	33	18	165	0		0	642	51	
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	60	0	33	18	165	0		0	642	51	
Added Vol:	0	0	0	1	0	14	45	139	0		0	69	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	0	61	0	47	63	304	0		0	711	51	
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	64	0	49	66	320	0		0	748	54	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	64	0	49	66	320	0		0	748	54	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0	64	0	49	66	320	0		0	748	54	
Saturation Flow Module:														
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800		1800	1800	1800	
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00		0.94	1.00	0.85	
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	1615	0	1530	1615	1800	0		0	1800	1530	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.04	0.18	0.00		0.00	0.42	0.04	
Crit Moves:				****			****					****		
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.08	0.77	0.00		0.00	0.68	0.68	
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.18	0.49	0.23	0.00		0.00	0.61	0.05	
Delay/Veh:	0.0	0.0	0.0	42.0	0.0	41.7	55.4	4.1	0.0		0.0	11.2	6.3	
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:	0.0	0.0	0.0	42.0	0.0	41.7	55.4	4.1	0.0		0.0	11.2	6.3	
LOS by Move:	A	A	A	D	A	D	E	A	A		A	B	A	
HCM2kAvgQ:	0	0	0	2	0	2	3	3	0		0	15	1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: C[24.2]

****

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	64	0	15	25	346	0	0	335	59
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	64	0	15	25	346	0	0	335	59
Added Vol:	0	0	0	0	0	56	37	176	0	0	217	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	71	62	522	0	0	552	60
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	67	0	75	65	549	0	0	581	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	67	0	75	65	549	0	0	581	63
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	1261	xxxx	581	644	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	190	xxxx	517	950	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	180	xxxx	517	950	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	0.14	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	0.5	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	36.6	xxxx	13.1	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 120 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 120 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	22	0	22	10	20	0	0	20	20
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	64	0	15	25	346	0	0	335	59
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	64	0	15	25	346	0	0	335	59
Added Vol:	0	0	0	0	0	56	37	176	0	0	217	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	71	62	522	0	0	552	60
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	67	0	75	65	549	0	0	581	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	75	65	549	0	0	581	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	67	0	75	65	549	0	0	581	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.94	1.00	0.85
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	1615	0	1530	1615	1800	0	0	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.04	0.31	0.00	0.00	0.32	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.08	0.77	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.27	0.49	0.40	0.00	0.00	0.47	0.06
Delay/Veh:	0.0	0.0	0.0	42.2	0.0	42.6	55.3	4.9	0.0	0.0	9.2	6.3
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:	0.0	0.0	0.0	42.2	0.0	42.6	55.3	4.9	0.0	0.0	9.2	6.3
LOS by Move:	A	A	A	D	A	D	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	3	7	0	0	10	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 70 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	142		109		42		29		93		119		63		205		106		41		437		48	
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:	142		109		42		29		93		119		63		205		106		41		437		48	
Added Vol:	112		35		18		9		71		12		31		168		234		50		113		8	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	254		144		60		38		164		131		94		373		340		91		550		56	
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		152		63		40		173		138		99		393		358		96		579		59	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	267		152		63		40		173		138		99		393		358		96		579		59	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	267		152		63		40		173		138		99		393		358		96		579		59	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.57		0.91		0.91		0.58		1.00		0.85		0.31		1.00		0.85		0.34		0.94		0.94	
Lanes:	1.00		1.41		0.59		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.82		0.18	
Final Sat.:	1020		2308		962		1040		1800		1530		564		1800		1530		610		3061		312	
Capacity Analysis Module:																								
Vol/Sat:	0.26		0.07		0.07		0.04		0.10		0.09		0.18		0.22		0.23		0.16		0.19		0.19	
Crit Moves:	****																****							
Green/Cycle:	0.50		0.50		0.50		0.50		0.50		0.50		0.44		0.44		0.44		0.44		0.44		0.44	
Volume/Cap:	0.53		0.13		0.13		0.08		0.19		0.18		0.39		0.49		0.53		0.35		0.43		0.43	
Delay/Veh:	13.0		9.5		9.5		9.2		9.9		9.8		14.1		14.3		14.9		13.6		13.5		13.5	
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:	13.0		9.5		9.5		9.2		9.9		9.8		14.1		14.3		14.9		13.6		13.5		13.5	
LOS by Move:	B		A		A		A		A		A		B		B		B		B		B		B	
HCM2kAvgQ:	5		1		1		1		2		2		2		6		6		2		5		5	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.966
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 130 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	130	83	62	121	86	123	550	162	50	372	50
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:	129	130	83	62	121	86	123	550	162	50	372	50
Added Vol:	302	97	61	15	68	48	37	207	197	35	243	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	227	144	77	189	134	160	757	359	85	615	65
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:	454	239	152	81	199	141	168	797	378	89	647	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	239	152	81	199	141	168	797	378	89	647	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	239	152	81	199	141	168	797	378	89	647	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.54	0.89	0.89	0.47	1.00	0.85	0.28	1.00	0.85	0.12	0.94	0.94
Lanes:	1.00	1.22	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	969	1971	1250	838	1800	1530	505	1800	1530	212	3050	322
Capacity Analysis Module:												
Vol/Sat:	0.47	0.12	0.12	0.10	0.11	0.09	0.33	0.44	0.25	0.42	0.21	0.21
Crit Moves:	****							****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.97	0.25	0.25	0.20	0.23	0.19	0.73	0.97	0.54	0.87	0.46	0.46
Delay/Veh:	50.3	10.7	10.7	10.5	10.6	10.4	26.5	41.7	14.5	67.1	13.3	13.3
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:	50.3	10.7	10.7	10.5	10.6	10.4	26.5	41.7	14.5	67.1	13.3	13.3
LOS by Move:	D	B	B	B	B	B	C	D	B	E	B	B
HCM2kAvgQ:	16	3	3	1	3	2	5	23	6	4	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	70	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	150	53	35	96	22	21	14	26	67	23	84
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:	22	150	53	35	96	22	21	14	26	67	23	84
Added Vol:	0	233	0	9	154	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	383	53	44	250	22	21	14	26	67	23	92
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	403	56	46	263	23	22	15	27	71	24	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	403	56	46	263	23	22	15	27	71	24	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	403	56	46	263	23	22	15	27	71	24	97
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.95	0.85	0.61	0.90	0.90	0.69	0.88	0.88
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.20	0.80
Final Sat.:	1615	1800	1530	1615	3420	1530	1100	569	1057	1248	317	1267
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.04	0.03	0.08	0.02	0.02	0.03	0.03	0.06	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.08	0.58	0.09	0.20	0.21	0.04	0.05	0.07	0.07	0.15	0.20	0.20
Delay/Veh:	24.6	18.3	13.8	26.9	15.7	14.7	13.5	13.6	13.6	14.1	14.5	14.5
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:	24.6	18.3	13.8	26.9	15.7	14.7	13.5	13.6	13.6	14.1	14.5	14.5
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	8	1	1	2	0	0	1	1	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	235	80	43	198	40	33	35	47	68	15	67
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:	40	235	80	43	198	40	33	35	47	68	15	67
Added Vol:	0	252	0	15	323	0	0	0	0	0	0	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	487	80	58	521	40	33	35	47	68	15	82
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:	42	513	84	61	548	42	35	37	49	72	16	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	513	84	61	548	42	35	37	49	72	16	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	513	84	61	548	42	35	37	49	72	16	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.90	0.95	0.85	0.64	0.91	0.91	0.66	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.43	0.57	1.00	0.15	0.85
Final Sat.:	1615	1800	1530	1615	3420	1530	1144	702	943	1183	243	1328
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.06	0.04	0.16	0.03	0.03	0.05	0.05	0.06	0.06	0.06
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.15	0.74	0.14	0.26	0.45	0.08	0.08	0.14	0.14	0.16	0.17	0.17
Delay/Veh:	25.0	22.7	14.1	27.3	17.4	14.9	13.7	14.0	14.0	14.2	14.3	14.3
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:	25.0	22.7	14.1	27.3	17.4	14.9	13.7	14.0	14.0	14.2	14.3	14.3
LOS by Move:	C	C	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	11	1	1	5	1	1	1	1	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	94	138	37	39	145	141	55	122	171	43	392	52
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:	94	138	37	39	145	141	55	122	171	43	392	52
Added Vol:	10	144	2	1	190	16	39	71	16	11	38	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	282	39	40	335	157	94	193	187	54	430	53
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:	109	297	41	42	353	165	99	203	197	57	453	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	297	41	42	353	165	99	203	197	57	453	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	297	41	42	353	165	99	203	197	57	453	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1615	2950	408	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.03	0.20	0.11	0.06	0.11	0.13	0.04	0.25	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.54	0.35	0.35	0.21	0.68	0.38	0.49	0.33	0.38	0.24	0.69	0.10
Delay/Veh:	35.8	22.8	22.8	32.0	29.0	23.3	34.5	20.0	20.5	30.6	25.0	17.0
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:	35.8	22.8	22.8	32.0	29.0	23.3	34.5	20.0	20.5	30.6	25.0	17.0
LOS by Move:	D	C	C	C	C	C	C	B	C	C	C	B
HCM2kAvgQ:	4	4	4	1	9	4	3	4	4	1	11	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 80 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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	144	155	55	79	173	83	104	257	159	62	173	42
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:	144	155	55	79	173	83	104	257	159	62	173	42
Added Vol:	23	243	10	2	209	65	51	91	20	5	111	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	398	65	81	382	148	155	348	179	67	284	44
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:	176	419	68	85	402	156	163	366	188	71	299	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	419	68	85	402	156	163	366	188	71	299	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	419	68	85	402	156	163	366	188	71	299	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.93	0.93	0.90	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.:	1615	2878	470	1615	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.22	0.10	0.10	0.20	0.12	0.04	0.17	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.33	0.33	0.14	0.32	0.32	0.14	0.30	0.30	0.13	0.29	0.29
Volume/Cap:	0.71	0.44	0.44	0.37	0.71	0.32	0.71	0.68	0.41	0.33	0.58	0.11
Delay/Veh:	41.2	21.5	21.5	32.1	28.2	21.2	42.4	28.1	23.0	32.6	26.0	21.0
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:	41.2	21.5	21.5	32.1	28.2	21.2	42.4	28.1	23.0	32.6	26.0	21.0
LOS by Move:	D	C	C	C	C	C	D	C	C	C	C	C
HCM2kAvgQ:	6	5	5	2	10	3	6	9	4	2	7	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	17	91	17	15	92	224	111	185	19	16	429	48
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:	17	91	17	15	92	224	111	185	19	16	429	48
Added Vol:	17	142	65	3	193	20	24	125	45	74	134	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	233	82	18	285	244	135	310	64	90	563	50
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:	36	245	86	19	300	257	142	326	67	95	593	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	245	86	19	300	257	142	326	67	95	593	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	245	86	19	300	257	142	326	67	95	593	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.26	1.00	0.85	0.34	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	466	1800	1530	619	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.06	0.03	0.17	0.17	0.09	0.18	0.04	0.06	0.33	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.34	0.34	0.71	0.44	0.44
Volume/Cap:	0.31	0.55	0.23	0.12	0.67	0.67	0.26	0.53	0.13	0.12	0.75	0.08
Delay/Veh:	32.0	34.0	30.1	29.4	37.5	38.4	10.8	27.0	22.5	5.7	27.3	16.3
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:	32.0	34.0	30.1	29.4	37.5	38.4	10.8	27.0	22.5	5.7	27.3	16.3
LOS by Move:	C	C	C	C	D	D	B	C	C	A	C	B
HCM2kAvgQ:	1	7	2	1	9	8	2	8	1	1	16	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 100 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						Prot+Permit						Prot+Permit					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		25		25		25		25		25		25	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	17		91		17		15		92		224		111		185		19		16		429		48	
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:	17		91		17		15		92		224		111		185		19		16		429		48	
Added Vol:	17		142		65		3		193		20		24		125		45		74		134		2	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	34		233		82		18		285		244		135		310		64		90		563		50	
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:	36		245		86		19		300		257		142		326		67		95		593		53	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	36		245		86		19		300		257		142		326		67		95		593		53	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	36		245		86		19		300		257		142		326		67		95		593		53	
Saturation Flow Module:																								
Sat/Lane:	1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800		1800	
Adjustment:	0.26		1.00		0.85		0.34		1.00		0.85		0.90		0.95		0.85		0.90		1.00		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		1.00		1.00		1.00	
Final Sat.:	466		1800		1530		619		1800		1530		1615		3420		1530		1615		1800		1530	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.14		0.06		0.03		0.17		0.17		0.09		0.10		0.04		0.06		0.33		0.03	
Crit Moves:									****				****								****			
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.60		0.34		0.34		0.71		0.44		0.44	
Volume/Cap:	0.31		0.55		0.23		0.12		0.67		0.67		0.27		0.28		0.13		0.11		0.75		0.08	
Delay/Veh:	32.0		34.0		30.1		29.4		37.5		38.4		11.3		23.8		22.5		4.8		27.3		16.3	
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:	32.0		34.0		30.1		29.4		37.5		38.4		11.3		23.8		22.5		4.8		27.3		16.3	
LOS by Move:	C		C		C		C		D		D		B		C		C		A		C		B	
HCM2kAvgQ:	1		7		2		1		9		8		2		4		1		1		16		1	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 41.8
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	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:	15	139	42	42	138	152	245	537	18	32	348	37
Added Vol:	67	241	88	5	204	41	38	196	50	79	185	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	380	130	47	342	193	283	733	68	111	533	43
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:	86	400	137	49	360	203	298	772	72	117	561	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	400	137	49	360	203	298	772	72	117	561	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	400	137	49	360	203	298	772	72	117	561	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.21	1.00	0.85	0.16	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	381	1800	1530	284	1800	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.09	0.17	0.20	0.13	0.18	0.43	0.05	0.07	0.31	0.03
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.63	0.38	0.38
Volume/Cap:	0.91	0.89	0.36	0.69	0.80	0.53	0.52	0.97	0.11	0.25	0.81	0.08
Delay/Veh:	99.1	55.2	31.5	58.3	45.0	33.9	17.4	53.1	16.5	8.1	35.0	19.7
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:	99.1	55.2	31.5	58.3	45.0	33.9	17.4	53.1	16.5	8.1	35.0	19.7
LOS by Move:	F	E	C	E	D	C	B	D	B	A	D	B
HCM2kAvgQ:	5	15	4	3	13	6	5	30	1	2	18	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	15	139	42	42	138	152	245	537	18	32	348	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:	15	139	42	42	138	152	245	537	18	32	348	37
Added Vol:	67	241	88	5	204	41	38	196	50	79	185	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	380	130	47	342	193	283	733	68	111	533	43
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:	86	400	137	49	360	203	298	772	72	117	561	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	400	137	49	360	203	298	772	72	117	561	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	400	137	49	360	203	298	772	72	117	561	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.23	1.00	0.85	0.18	1.00	0.85	0.90	0.95	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	415	1800	1530	323	1800	1530	1615	3420	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.21	0.22	0.09	0.15	0.20	0.13	0.18	0.23	0.05	0.07	0.31	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.58	0.33	0.33	0.67	0.40	0.40
Volume/Cap:	0.72	0.77	0.31	0.53	0.70	0.46	0.59	0.69	0.14	0.19	0.77	0.07
Delay/Veh:	51.8	39.8	28.3	35.9	35.9	30.1	16.1	31.2	23.9	8.0	31.1	18.4
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:	51.8	39.8	28.3	35.9	35.9	30.1	16.1	31.2	23.9	8.0	31.1	18.4
LOS by Move:	D	D	C	D	D	C	B	C	C	A	C	B
HCM2kAvgQ:	4	13	3	2	11	5	7	12	2	2	17	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
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:	6	81	52	12	77	23	22	79	11	71	140	23
Added Vol:	0	198	50	73	238	0	0	9	0	18	8	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	279	102	85	315	23	22	88	11	89	148	49
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:	6	294	107	89	332	24	23	93	12	94	156	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	294	107	89	332	24	23	93	12	94	156	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	294	107	89	332	24	23	93	12	94	156	52
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:	0.02	0.72	0.26	0.20	0.75	0.05	0.18	0.73	0.09	0.31	0.52	0.17
Final Sat.:	9	417	152	116	430	31	78	310	39	158	263	87
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.77	0.77	0.77	0.30	0.30	0.30	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	20.6	20.6	20.6	24.9	24.9	24.9	12.4	12.4	12.4	17.1	17.1	17.1
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:	20.6	20.6	20.6	24.9	24.9	24.9	12.4	12.4	12.4	17.1	17.1	17.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
ApproachDel:		20.6			24.9			12.4			17.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.6			24.9			12.4			17.1	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	1.9	1.9	1.9	2.5	2.5	2.5	0.3	0.3	0.3	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	6	81	52	12	77	23	22	79	11	71	140	23
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:	6	81	52	12	77	23	22	79	11	71	140	23
Added Vol:	0	198	50	73	238	0	0	9	0	18	8	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	279	102	85	315	23	22	88	11	89	148	49
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:	6	294	107	89	332	24	23	93	12	94	156	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	294	107	89	332	24	23	93	12	94	156	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	294	107	89	332	24	23	93	12	94	156	52
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.96	0.96	0.81	0.86	0.86	0.87	0.93	0.93	0.70	0.96	0.96
Lanes:	0.02	0.72	0.26	0.21	0.74	0.05	0.19	0.72	0.09	1.00	0.75	0.25
Final Sat.:	27	1244	455	307	1138	83	300	1199	150	1265	1302	431
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.29	0.29	0.29	0.08	0.08	0.08	0.07	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.37	0.37	0.37	0.46	0.46	0.46	0.26	0.26	0.26	0.25	0.40	0.40
Delay/Veh:	5.5	5.5	5.5	6.0	6.0	6.0	16.2	16.2	16.2	16.2	17.2	17.2
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:	5.5	5.5	5.5	6.0	6.0	6.0	16.2	16.2	16.2	16.2	17.2	17.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	2	2	2	2	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.250
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 92.4
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
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:	9	135	114	19	112	37	32	103	23	54	96	26
Added Vol:	0	300	35	61	272	0	0	15	0	61	15	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	435	149	80	384	37	32	118	23	115	111	122
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:	9	458	157	84	404	39	34	124	24	121	117	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	458	157	84	404	39	34	124	24	121	117	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	458	157	84	404	39	34	124	24	121	117	128
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:	0.02	0.73	0.25	0.16	0.77	0.07	0.18	0.69	0.13	0.33	0.32	0.35
Final Sat.:	8	366	125	78	376	36	75	277	54	154	148	163
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	1.25	1.08	1.08	1.08	0.45	0.45	0.45	0.79	0.79	0.79
Crit Moves:	****					****			****		****	
Delay/Veh:	151.4	151	151.4	89.4	89.4	89.4	18.0	18.0	18.0	33.2	33.2	33.2
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:	151.4	151	151.4	89.4	89.4	89.4	18.0	18.0	18.0	33.2	33.2	33.2
LOS by Move:	F	F	F	F	F	F	C	C	C	D	D	D
ApproachDel:	151.4			89.4			18.0			33.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	151.4			89.4			18.0			33.2		
LOS by Appr:	F			F			C			D		
AllWayAvgQ:	19.6	19.6	19.6	10.8	10.8	10.8	0.7	0.7	0.7	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	9	135	114	19	112	37	32	103	23	54	96	26
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:	9	135	114	19	112	37	32	103	23	54	96	26
Added Vol:	0	300	35	61	272	0	0	15	0	61	15	96
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	435	149	80	384	37	32	118	23	115	111	122
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:	9	458	157	84	404	39	34	124	24	121	117	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	458	157	84	404	39	34	124	24	121	117	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	458	157	84	404	39	34	124	24	121	117	128
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.91	0.96	0.96	0.80	0.85	0.85	0.85	0.90	0.90	0.71	0.92	0.92
Lanes:	0.02	0.73	0.25	0.17	0.76	0.07	0.19	0.68	0.13	1.00	0.48	0.52
Final Sat.:	26	1265	433	241	1156	111	297	1096	214	1283	790	868
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.35	0.35	0.35	0.11	0.11	0.11	0.09	0.15	0.15
Crit Moves:		****									****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.57	0.57	0.57	0.55	0.55	0.55	0.38	0.38	0.38	0.31	0.49	0.49
Delay/Veh:	7.1	7.1	7.1	6.9	6.9	6.9	17.1	17.1	17.1	16.7	18.0	18.0
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:	7.1	7.1	7.1	6.9	6.9	6.9	17.1	17.1	17.1	16.7	18.0	18.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	6	6	6	3	3	3	2	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
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:	16	61	15	19	40	66	43	191	13	10	377	22
Added Vol:	0	0	0	0	0	54	30	148	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	15	19	40	120	73	339	13	10	520	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:	17	64	16	20	42	126	77	357	14	11	547	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	126	77	357	14	11	547	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
FinalVolume:	17	64	16	20	42	126	77	357	14	11	547	23
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:	0.17	0.67	0.16	1.00	0.25	0.75	0.17	0.80	0.03	0.02	0.94	0.04
Final Sat.:	80	304	75	435	124	372	105	486	19	12	606	26
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.05	0.34	0.34	0.73	0.73	0.73	0.90	0.90	0.90
Crit Moves:		****			****			****			****	
Delay/Veh:	11.7	11.7	11.7	10.8	12.6	12.6	22.0	22.0	22.0	37.8	37.8	37.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	10.8	12.6	12.6	22.0	22.0	22.0	37.8	37.8	37.8
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		11.7			12.4			22.0			37.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			12.4			22.0			37.8	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.4	0.4	2.2	2.2	2.2	5.2	5.2	5.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 70 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	66	43	191	13	10	377	22
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:	16	61	15	19	40	66	43	191	13	10	377	22
Added Vol:	0	0	0	0	0	54	30	148	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	15	19	40	120	73	339	13	10	520	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:	17	64	16	20	42	126	77	357	14	11	547	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	126	77	357	14	11	547	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
FinalVolume:	17	64	16	20	42	126	77	357	14	11	547	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	0.93	0.93	0.80	0.89	0.89	0.55	0.99	0.99	0.93	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.25	0.75	1.00	0.96	0.04	0.02	0.94	0.04
Final Sat.:	288	1098	270	1433	400	1199	988	1723	66	32	1674	71
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.11	0.11	0.08	0.21	0.21	0.33	0.33	0.33
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.19	0.19	0.04	0.34	0.34	0.12	0.33	0.33	0.52	0.52	0.52
Delay/Veh:	17.7	17.7	17.7	16.7	18.8	18.8	5.3	6.3	6.3	7.6	7.6	7.6
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:	17.7	17.7	17.7	16.7	18.8	18.8	5.3	6.3	6.3	7.6	7.6	7.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	1	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 126.5
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	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
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:	28	88	17	18	58	86	94	416	41	12	225	15
Added Vol:	0	0	0	0	0	52	74	186	0	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	88	17	18	58	138	168	602	41	12	412	15
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:	29	93	18	19	61	145	177	634	43	13	434	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	145	177	634	43	13	434	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	145	177	634	43	13	434	16
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:	0.21	0.66	0.13	1.00	0.30	0.70	0.21	0.74	0.05	0.03	0.94	0.03
Final Sat.:	93	294	57	420	141	335	123	439	30	16	532	19
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.05	0.43	0.43	1.44	1.44	1.44	0.81	0.81	0.81
Crit Moves:	****					****		****		****		
Delay/Veh:	13.8	13.8	13.8	11.3	15.0	15.0	226.5	226	226.5	30.3	30.3	30.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	11.3	15.0	15.0	226.5	226	226.5	30.3	30.3	30.3
LOS by Move:	B	B	B	B	B	B	F	F	F	D	D	D
ApproachDel:	13.8			14.7			226.5			30.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			14.7			226.5			30.3		
LOS by Appr:	B			B			F			D		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.7	0.7	35.7	35.7	35.7	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 70 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	86	94	416	41	12	225	15
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:	28	88	17	18	58	86	94	416	41	12	225	15
Added Vol:	0	0	0	0	0	52	74	186	0	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	88	17	18	58	138	168	602	41	12	412	15
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:	29	93	18	19	61	145	177	634	43	13	434	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	145	177	634	43	13	434	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	145	177	634	43	13	434	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.86	0.91	0.91	0.78	0.89	0.89	0.54	0.99	0.99	0.92	0.98	0.98
Lanes:	0.22	0.65	0.13	1.00	0.30	0.70	1.00	0.94	0.06	0.03	0.94	0.03
Final Sat.:	340	1067	206	1413	476	1133	981	1668	114	48	1646	60
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.13	0.13	0.18	0.38	0.38	0.26	0.26	0.26
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.28	0.28	0.28	0.04	0.41	0.41	0.29	0.60	0.60	0.42	0.42	0.42
Delay/Veh:	18.3	18.3	18.3	16.7	19.4	19.4	6.1	8.7	8.7	6.8	6.8	6.8
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:	18.3	18.3	18.3	16.7	19.4	19.4	6.1	8.7	8.7	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	4	4	2	9	9	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 48.8 Worst Case Level Of Service: F[73.7]

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:	1 0	0	0 1	0 0	0	0 0	0 0	0	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	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:	616	0	32	0	0	0	0	37	82	54	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	0	32	0	0	0	0	37	82	54	166	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:	648	0	34	0	0	0	0	39	86	57	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	648	0	34	0	0	0	0	39	86	57	175	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	371	xxxx	82	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	125	xxxx	xxxxx
Potent Cap.:	634	xxxx	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx
Move Cap.:	615	xxxx	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1474	xxxx	xxxxx
Volume/Cap:	1.05	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	17.8	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	77.0	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		73.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0
Volume Module:												
Base Vol:	616	0	32	0	0	0	0	37	82	54	166	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:	616	0	32	0	0	0	0	37	82	54	166	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	0	32	0	0	0	0	37	82	54	166	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:	648	0	34	0	0	0	0	39	86	57	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	0	34	0	0	0	0	39	86	57	175	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
FinalVolume:	648	0	34	0	0	0	0	39	86	57	175	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.91	0.91	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	508	1125	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.10	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.28	0.28	0.09	0.37	0.00
Volume/Cap:	0.70	0.00	0.04	0.00	0.00	0.00	0.00	0.27	0.27	0.39	0.26	0.00
Delay/Veh:	19.2	0.0	10.3	0.0	0.0	0.0	0.0	31.0	31.0	48.8	24.2	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:	19.2	0.0	10.3	0.0	0.0	0.0	0.0	31.0	31.0	48.8	24.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	D	C	A
HCM2kAvgQ:	17	0	0	0	0	0	0	3	3	2	4	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: C[15.5]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	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:	152	0	55	0	0	0	0	155	383	57	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	55	0	0	0	0	155	383	57	98	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:	160	0	58	0	0	0	0	163	403	60	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	0	58	0	0	0	0	163	403	60	103	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	xxxx	365	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	566	xxxx	xxxxx
Potent Cap.:	475	xxxx	685	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	453	xxxx	685	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	0.35	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.6	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	17.2	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	0 1 0	1 0	1	0 0
Volume Module:												
Base Vol:	152	0	55	0	0	0	0	155	383	57	98	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:	152	0	55	0	0	0	0	155	383	57	98	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	55	0	0	0	0	155	383	57	98	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:	160	0	58	0	0	0	0	163	403	60	103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	58	0	0	0	0	163	403	60	103	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
FinalVolume:	160	0	58	0	0	0	0	163	403	60	103	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	1.00	0.85	0.94	1.00	1.00	0.94	0.90	0.90	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.29	0.71	1.00	1.00	0.00
Final Sat.:	1615	0	1530	0	0	0	0	469	1158	1615	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.04	0.00	0.00	0.00	0.00	0.35	0.35	0.04	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.67	0.67	0.09	0.76	0.00
Volume/Cap:	0.52	0.00	0.20	0.00	0.00	0.00	0.00	0.52	0.52	0.41	0.08	0.00
Delay/Veh:	41.8	0.0	37.9	0.0	0.0	0.0	0.0	9.9	9.9	49.1	3.5	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:	41.8	0.0	37.9	0.0	0.0	0.0	0.0	9.9	9.9	49.1	3.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	6	0	2	0	0	0	0	10	10	2	1	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	302	46	26	226	199	119	49	126	53	120	24
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:	250	302	46	26	226	199	119	49	126	53	120	24
Added Vol:	0	2	2	0	1	1	2	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	304	48	26	227	200	121	49	126	54	120	24
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:	263	320	51	27	239	211	127	52	133	57	126	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	320	51	27	239	211	127	52	133	57	126	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	320	51	27	239	211	127	52	133	57	126	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	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.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.16	0.09	0.03	0.02	0.07	0.14	0.08	0.03	0.09	0.04	0.07	0.02
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.34	0.34	0.15	0.26	0.26	0.11	0.31	0.31	0.11	0.31	0.31
Volume/Cap:	0.70	0.28	0.10	0.11	0.27	0.54	0.70	0.09	0.28	0.32	0.23	0.05
Delay/Veh:	37.6	21.8	20.4	33.5	27.0	30.4	50.2	22.0	23.6	37.8	23.2	21.8
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:	37.6	21.8	20.4	33.5	27.0	30.4	50.2	22.0	23.6	37.8	23.2	21.8
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	3	1	1	3	6	5	1	3	2	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 90 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:	10	23	23	10	23	23	10	28	28	10	28	28
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	248	27	48	301	126	220	148	152	36	82	50
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	248	27	48	301	126	220	148	152	36	82	50
Added Vol:	0	1	1	0	2	4	4	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	249	28	48	303	130	224	148	152	38	82	50
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	262	29	51	319	137	236	156	160	40	86	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	262	29	51	319	137	236	156	160	40	86	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	262	29	51	319	137	236	156	160	40	86	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.90	0.95	0.85	0.90	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.:	1615	3420	1530	1615	3420	1530	1615	1800	1530	1615	1800	1530
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.02	0.03	0.09	0.09	0.15	0.09	0.10	0.02	0.05	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.64	0.30	0.07	0.28	0.36	0.35	0.64	0.22	0.26	0.17	0.15	0.11
Delay/Veh:	45.2	26.9	25.3	37.4	27.8	27.9	35.1	18.0	18.5	34.3	22.6	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:	45.2	26.9	25.3	37.4	27.8	27.9	35.1	18.0	18.5	34.3	22.6	22.2
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	5	3	1	2	4	3	7	3	3	1	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 90 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	102	179	45	37	130	141	80	216	70	62	406	44
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:	102	179	45	37	130	141	80	216	70	62	406	44
Added Vol:	2	3	0	0	1	12	17	2	5	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	182	45	37	131	153	97	218	75	62	407	44
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:	109	192	47	39	138	161	102	229	79	65	428	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	192	47	39	138	161	102	229	79	65	428	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	192	47	39	138	161	102	229	79	65	428	46
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.53	0.97	0.97	0.37	1.00	0.85	0.93	0.99	0.85	0.88	0.93	0.93
Lanes:	1.00	0.80	0.20	1.00	1.00	1.00	0.32	0.68	1.00	0.25	1.58	0.17
Final Sat.:	959	1400	346	668	1800	1530	536	1205	1530	403	2643	286
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.08	0.11	0.19	0.19	0.05	0.16	0.16	0.16
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.36	0.36	0.36	0.31	0.31	0.31
Volume/Cap:	0.44	0.52	0.52	0.22	0.29	0.40	0.52	0.52	0.14	0.52	0.52	0.52
Delay/Veh:	29.0	29.6	29.6	26.7	27.0	28.1	23.4	23.4	19.4	26.1	26.1	26.1
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:	29.0	29.6	29.6	26.7	27.0	28.1	23.4	23.4	19.4	26.1	26.1	26.1
LOS by Move:	C	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	3	6	6	1	3	4	8	8	1	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 90 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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	87	133	44	39	195	59	131	416	106	67	268	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	133	44	39	195	59	131	416	106	67	268	20
Added Vol:	8	1	0	0	3	27	25	2	6	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	134	44	39	198	86	156	418	112	67	270	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	100	141	46	41	208	91	164	440	118	71	284	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	141	46	41	208	91	164	440	118	71	284	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	141	46	41	208	91	164	440	118	71	284	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.39	0.96	0.96	0.43	1.00	0.85	0.93	0.99	0.85	0.88	0.93	0.93
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	0.28	0.72	1.00	0.39	1.50	0.11
Final Sat.:	702	1305	428	768	1800	1530	475	1273	1530	624	2515	186
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.05	0.12	0.06	0.35	0.35	0.08	0.11	0.11	0.11
Crit Moves:	****						****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.47	0.47	0.47	0.23	0.23	0.23
Volume/Cap:	0.61	0.46	0.46	0.23	0.50	0.25	0.74	0.74	0.17	0.48	0.48	0.48
Delay/Veh:	37.4	30.5	30.5	28.6	30.8	28.5	23.2	23.2	14.0	30.3	30.3	30.3
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:	37.4	30.5	30.5	28.6	30.8	28.5	23.2	23.2	14.0	30.3	30.3	30.3
LOS by Move:	D	C	C	C	C	C	C	C	B	C	C	C
HCM2kAvgQ:	4	5	5	1	5	2	15	15	2	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
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:	38	76	11	24	97	36	30	147	16	26	382	115
Added Vol:	0	10	0	0	4	1	6	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	86	11	24	101	37	36	156	16	26	384	115
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:	40	91	12	25	106	39	38	164	17	27	404	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	91	12	25	106	39	38	164	17	27	404	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	91	12	25	106	39	38	164	17	27	404	121
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:	0.28	0.64	0.08	0.15	0.62	0.23	0.17	0.75	0.08	0.05	0.73	0.22
Final Sat.:	147	333	43	80	337	124	104	452	46	35	513	154
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.32	0.32	0.32	0.36	0.36	0.36	0.79	0.79	0.79
Crit Moves:		****		****				****			****	
Delay/Veh:	11.1	11.1	11.1	11.3	11.3	11.3	11.5	11.5	11.5	23.1	23.1	23.1
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:	11.1	11.1	11.1	11.3	11.3	11.3	11.5	11.5	11.5	23.1	23.1	23.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		11.1			11.3			11.5			23.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.3			11.5			23.1	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	2.9	2.9	2.9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	76	11	24	97	36	30	147	16	26	382	115
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:	38	76	11	24	97	36	30	147	16	26	382	115
Added Vol:	0	10	0	0	4	1	6	9	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	86	11	24	101	37	36	156	16	26	384	115
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:	40	91	12	25	106	39	38	164	17	27	404	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	91	12	25	106	39	38	164	17	27	404	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	91	12	25	106	39	38	164	17	27	404	121
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.87	0.92	0.92	0.83	0.88	0.88	0.90	0.95	0.95
Lanes:	0.29	0.63	0.08	0.15	0.62	0.23	0.18	0.74	0.08	0.05	0.73	0.22
Final Sat.:	442	1001	128	244	1026	376	272	1180	121	85	1252	375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.10	0.10	0.10	0.14	0.14	0.14	0.32	0.32	0.32
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.32	0.32	0.32	0.37	0.37	0.37	0.21	0.21	0.21	0.50	0.50	0.50
Delay/Veh:	17.4	17.4	17.4	17.7	17.7	17.7	4.4	4.4	4.4	5.8	5.8	5.8
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:	17.4	17.4	17.4	17.7	17.7	17.7	4.4	4.4	4.4	5.8	5.8	5.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
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:	59	44	56	59	78	77	28	343	55	22	223	66
Added Vol:	0	12	0	0	16	6	3	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	56	56	59	94	83	31	349	55	22	233	66
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:	62	59	59	62	99	87	33	367	58	23	245	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	59	59	62	99	87	33	367	58	23	245	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	59	59	62	99	87	33	367	58	23	245	69
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:	0.34	0.33	0.33	0.25	0.40	0.35	0.07	0.80	0.13	0.07	0.73	0.20
Final Sat.:	165	157	157	128	204	180	43	484	76	39	415	118
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.48	0.48	0.48	0.76	0.76	0.76	0.59	0.59	0.59
Crit Moves:		****				****	****				****	
Delay/Veh:	12.7	12.7	12.7	14.1	14.1	14.1	23.1	23.1	23.1	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	14.1	14.1	14.1	23.1	23.1	23.1	16.1	16.1	16.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		12.7			14.1			23.1			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.7			14.1			23.1			16.1	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.4	0.4	0.4	0.7	0.7	0.7	2.4	2.4	2.4	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	59	44	56	59	78	77	28	343	55	22	223	66
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:	59	44	56	59	78	77	28	343	55	22	223	66
Added Vol:	0	12	0	0	16	6	3	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	56	56	59	94	83	31	349	55	22	233	66
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:	62	59	59	62	99	87	33	367	58	23	245	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	59	59	62	99	87	33	367	58	23	245	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	59	59	62	99	87	33	367	58	23	245	69
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.77	0.82	0.82	0.81	0.85	0.85	0.90	0.95	0.95	0.88	0.94	0.94
Lanes:	0.36	0.32	0.32	0.26	0.39	0.35	0.07	0.80	0.13	0.07	0.73	0.20
Final Sat.:	499	474	474	379	603	533	121	1364	215	115	1219	345
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.16	0.16	0.16	0.27	0.27	0.27	0.20	0.20	0.20
Crit Moves:					****			****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.35	0.35	0.35	0.46	0.46	0.46	0.46	0.46	0.46	0.35	0.35	0.35
Delay/Veh:	14.8	14.8	14.8	15.6	15.6	15.6	7.6	7.6	7.6	6.8	6.8	6.8
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:	14.8	14.8	14.8	15.6	15.6	15.6	7.6	7.6	7.6	6.8	6.8	6.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	5	5	5	3	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
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:	19	36	19	34	37	63	41	160	18	15	309	34
Added Vol:	0	0	0	0	0	4	10	137	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	36	19	34	37	67	51	297	18	15	448	34
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:	20	38	20	36	39	71	54	313	19	16	472	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	38	20	36	39	71	54	313	19	16	472	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	38	20	36	39	71	54	313	19	16	472	36
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:	0.26	0.48	0.26	0.25	0.27	0.48	0.14	0.81	0.05	0.03	0.90	0.07
Final Sat.:	128	242	128	132	143	259	92	539	33	21	631	48
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.58	0.58	0.58	0.75	0.75	0.75
Crit Moves:		****			****			****			****	
Delay/Veh:	10.2	10.2	10.2	10.8	10.8	10.8	14.8	14.8	14.8	20.8	20.8	20.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.8	10.8	10.8	14.8	14.8	14.8	20.8	20.8	20.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
ApproachDel:		10.2			10.8			14.8			20.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.8			14.8			20.8	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.2	1.2	1.2	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	19	36	19	34	37	63	41	160	18	15	309	34
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:	19	36	19	34	37	63	41	160	18	15	309	34
Added Vol:	0	0	0	0	0	4	10	137	0	0	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	36	19	34	37	67	51	297	18	15	448	34
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:	20	38	20	36	39	71	54	313	19	16	472	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	38	20	36	39	71	54	313	19	16	472	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	38	20	36	39	71	54	313	19	16	472	36
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.84	0.89	0.89	0.81	0.86	0.86	0.85	0.90	0.90	0.92	0.98	0.98
Lanes:	0.27	0.48	0.25	0.26	0.26	0.48	0.15	0.80	0.05	0.03	0.90	0.07
Final Sat.:	404	766	404	377	410	743	223	1298	79	53	1586	120
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.09	0.09	0.09	0.24	0.24	0.24	0.30	0.30	0.30
Crit Moves:					****						****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.21	0.21	0.21	0.41	0.41	0.41	0.34	0.34	0.34	0.42	0.42	0.42
Delay/Veh:	18.8	18.8	18.8	20.2	20.2	20.2	3.7	3.7	3.7	4.1	4.1	4.1
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:	18.8	18.8	18.8	20.2	20.2	20.2	3.7	3.7	3.7	4.1	4.1	4.1
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	3	3	3	3	3	3	4	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	57	16	18	37	51	80	307	41	8	163	8
Added Vol:	0	0	0	0	0	16	12	174	0	0	171	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	57	16	18	37	67	92	481	41	8	334	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	60	17	19	39	71	97	506	43	8	352	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	60	17	19	39	71	97	506	43	8	352	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	60	17	19	39	71	97	506	43	8	352	8
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:	0.24	0.59	0.17	0.15	0.30	0.55	0.15	0.78	0.07	0.02	0.96	0.02
Final Sat.:	121	300	84	79	162	293	104	545	46	15	606	15
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.24	0.24	0.24	0.93	0.93	0.93	0.58	0.58	0.58
Crit Moves:	****			****				****			****	
Delay/Veh:	11.1	11.1	11.1	11.1	11.1	11.1	40.5	40.5	40.5	15.3	15.3	15.3
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:	11.1	11.1	11.1	11.1	11.1	11.1	40.5	40.5	40.5	15.3	15.3	15.3
LOS by Move:	B	B	B	B	B	B	E	E	E	C	C	C
ApproachDel:		11.1			11.1			40.5			15.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			11.1			40.5			15.3	
LOS by Appr:		B			B			E			C	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	6.2	6.2	6.2	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Existing Plus Project Plus Cumulative (2020) Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 60 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	17	17	17	17	17	17
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	23	57	16	18	37	51	80	307	41	8	163	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	57	16	18	37	51	80	307	41	8	163	8
Added Vol:	0	0	0	0	0	16	12	174	0	0	171	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	57	16	18	37	67	92	481	41	8	334	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	60	17	19	39	71	97	506	43	8	352	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	60	17	19	39	71	97	506	43	8	352	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	60	17	19	39	71	97	506	43	8	352	8
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.85	0.90	0.90	0.84	0.89	0.89	0.84	0.89	0.89	0.93	0.99	0.99
Lanes:	0.25	0.59	0.16	0.15	0.30	0.55	0.16	0.78	0.06	0.02	0.96	0.02
Final Sat.:	383	950	267	233	479	868	238	1245	106	41	1691	41
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.41	0.41	0.41	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.27	0.27	0.27	0.35	0.35	0.35	0.58	0.58	0.58	0.30	0.30	0.30
Delay/Veh:	19.2	19.2	19.2	19.8	19.8	19.8	5.3	5.3	5.3	3.5	3.5	3.5
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:	19.2	19.2	19.2	19.8	19.8	19.8	5.3	5.3	5.3	3.5	3.5	3.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	7	7	7	3	3	3

Note: Queue reported is the number of cars per lane.

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APPENDIX 5.20

2030 With Robinson Ranch Specific Plan Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Yucaipa Blvd.**

Minor Street: **Outer Hwy. 10 South**

Critical Approach Speed (Major) 40 mph

Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **2** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **5,550** vpd

Minor Street Future ADT = **4,850** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + **5,550** / 1 **4,850**	9,600	6,720	2,400 *	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 / 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + **5,550** / 1 **4,850**	14,400	10,080	1,200 *	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 / 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 58% B: 39%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **10,050** vpd Minor Street Future ADT = **1,350** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **10,050**	*1* **1,350**	8,000 *	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **10,050**	*1* **1,350**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 56% B 84%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **16th Street** Critical Approach Speed (Major) 35 mph

Minor Street: **Avenue E** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **4,450** vpd Minor Street Future ADT = **1,950** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,450** / *1* **1,950**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **4,450** / *1* **1,950**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 56% B: 37%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **16th Street**

Minor Street: **Dunlap Blvd.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **6,450** vpd

Minor Street Future ADT = **2,500** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,450** / *1* **2,500**	8,000	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **6,450** / *1* **2,500**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 81% B: 54%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 35 mph

Minor Street: **16th St.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **11,800** vpd Minor Street Future ADT = **3,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,800**	*1* **3,750**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,800**	*1* **3,750**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 98%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Outer Hwy. 10 South**				Critical Approach Speed (Major)	35 mph
Minor Street: **West Oak Village Rd. North**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **12,700** vpd Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,700** / *1* **3,450**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,700** / *1* **3,450**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Outer Hwy. 10 South**				Critical Approach Speed (Major)	35 mph
Minor Street: **West Oak Village Rd. South**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **15,350** vpd Minor Street Future ADT = **4,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **15,350** / *1* **4,150**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **15,350** / *1* **4,150**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **14th St.**

Minor Street: **Avenue E**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **8,650** vpd

Minor Street Future ADT = **2,400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
XX					
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,650**	*1* **2,400**	8,000 *	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **8,650**	*1* **2,400**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	100% / 72%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Live Oak Canyon Rd.**				Critical Approach Speed (Major)	35 mph
Minor Street: **West Oak Center Dr. North**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **16,450** vpd Minor Street Future ADT = **3,450** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied: XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **16,450**	1 **3,450**	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **16,450**	1 **3,450**	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Live Oak Canyon Rd.**

Minor Street: **West Oak Center Dr. South**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **11,400** vpd

Minor Street Future ADT = **2,750** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL

XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,400**	*1* **2,750**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **11,400**	*1* **2,750**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80% | 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Calimesa Blvd.**

Minor Street: **Oak Ridge Rd.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,600** vpd

Minor Street Future ADT = **1,400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL

XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied

XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,600**	*1* **1,400**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied

XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,600**	*1* **1,400**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied

XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 83% B: 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Calimesa Blvd.**

Minor Street: **12th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **14,600** vpd

Minor Street Future ADT = **100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,600**	*1* **100**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **14,600**	*1* **100**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	Minimum Requirements EADT	
6%	12%	2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Calimesa Blvd.** Critical Approach Speed (Major) 35 mph

Minor Street: **Cienaga Rd.** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,100** vpd Minor Street Future ADT = **400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,100**	*1* **400**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,100**	*1* **400**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 24% B: 47%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **I-10 WB Ramps**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **19,850** vpd

Minor Street Future ADT = **2,150** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL
XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **19,850**	*1* **2,150**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **19,850**	*1* **2,150**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 100% B 100%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS — **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **I-10 EB Ramps**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **19,400** vpd

Minor Street Future ADT = **2,200** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN — RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied: XX — Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **19,400**	1 **2,200**	8,000	5,600 *	2,400	1,680 *
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied: XX — Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **19,400**	1 **2,200**	12,000	8,400 *	1,200	850 *
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied: XX — Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	100%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Wildwood Center Dr.**

Minor Street: **Outer HWY. 10 South**

Critical Approach Speed (Major) 50 mph

Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **15,750** vpd

Minor Street Future ADT = **5,950** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or

In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL

XX

CONDITION A - Minimum Vehicular Volume

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,750**	*1* **5,950**	8,000	5,600 *	2,400	1,680 *
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied XX Not Satisfied

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **15,750**	*1* **5,950**	12,000	8,400 *	1,200	850 *
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied XX Not Satisfied

No one condition satisfied, but following conditions fulfilled 80% of more .....

A	B	2 CONDITIONS 80%	2 CONDITIONS 80%
100%	100%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Calimesa Blvd.**				Critical Approach Speed (Major)	50 mph
Minor Street: **Wildwood Cyn. Rd.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **2** lane

Major Street Future ADT = **8,100** vpd Minor Street Future ADT = **1,250** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or

In built up area of isolated community of < 10,000 population ..... [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach		Minimum Requirements EADT			
			Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	Major Street	Minor Street	Urban	Rural	Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX	*1*	*1*	8,000	5,600	2,400	1,680
	2 +	*1*	9,600	6,720	2,400	1,680
	2 +	*2 +*	9,600	6,720	3,200	2,240
	1 **8,100**	*2 +* **1,250**	8,000	5,600 *	3,200	2,240
CONDITION B - Interruption of Continuous Traffic						
Satisfied / Not Satisfied XX	*1*	*1*	12,000	8,400	1,200	850
	2 +	*1*	14,400	10,080	1,200	850
	2 +	*2 +*	14,000	10,080	1,600	1,120
	1 **8,100**	*2 +* **1,250**	12,000	8,400	1,600	1,120 *
Combination of CONDITIONS A + B						
Satisfied / Not Satisfied XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more	A 56%	B 96%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **2020 E+P+C**

CALC Amber Hsu DATE 07/01/08

CHK Tom Huang DATE 07/01/08

Jurisdiction: Yucaipa

Major Street: **Colorado St.**

Minor Street: **8th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **2,950** vpd

Minor Street Future ADT = **1,050** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Satisfied / Not Satisfied (XX)	Urban / Rural	Urban / Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street		
1 **2,950** / *1* **1,050**	8,000 / 5,600	2,400 / 1,680
2 + / *1*	9,600 / 6,720	2,400 / 1,680
2 + / *2* +	9,600 / 6,720	3,200 / 2,240
1 / *2* +	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Satisfied / Not Satisfied (XX)	Urban / Rural	Urban / Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street		
1 **2,950** / *1* **1,050**	12,000 / 8,400	1,200 / 850
2 + / *1*	14,400 / 10,080	1,200 / 850
2 + / *2* +	14,000 / 10,080	1,600 / 1,120
1 / *2* +	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A + B		
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 37% B: 25%		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

___ DIST	___ CO	___ RTE	___ PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/22/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/22/08
Major Street: **County Line Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Wildwood Ranch Rd.**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **11,950** vpd Minor Street Future ADT = **3,800** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **11,950** / *1* **3,800**	8,000 *	5,600	2,400 *	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street	Urban	Rural	Urban	Rural
1 **11,950** / *1* **3,800**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 100% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **Wildwood Cyn. Rd.**				Critical Approach Speed (Major)	40 mph
Minor Street: **Colorado St.**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **12,800** vpd Minor Street Future ADT = **1,650** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,800** / *1* **1,650**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,800** / *1* **1,650**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 69% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	2020 E+P+C
				CALC Amber Hsu	DATE 07/01/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/01/08
Major Street: **County Line Rd.**				Critical Approach Speed (Major)	35 mph
Minor Street: **Bryant St.**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **11,150** vpd Minor Street Future ADT = **1,950** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **11,150** / *1* **1,950**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2 +*	9,600	6,720	3,200	2,240
1 / *2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **11,150** / *1* **1,950**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2 +*	14,000	10,080	1,600	1,120
1 / *2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 81% B: 93%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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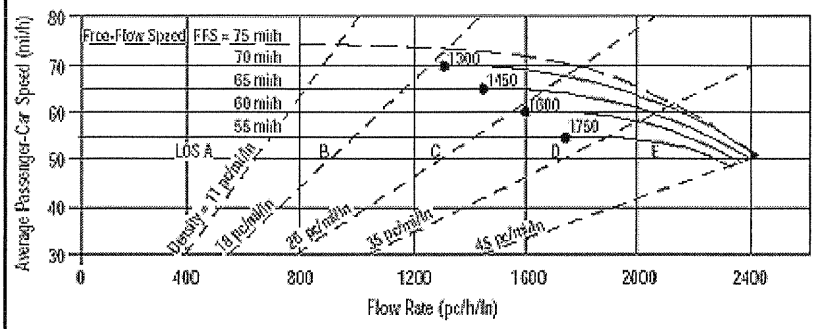
APPENDIX 5.21

2030 With Robinson Ranch Specific Plan Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6561*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2063*	pc/h/ln
S	*63.6*	mi/h
D = v_p / S	*32.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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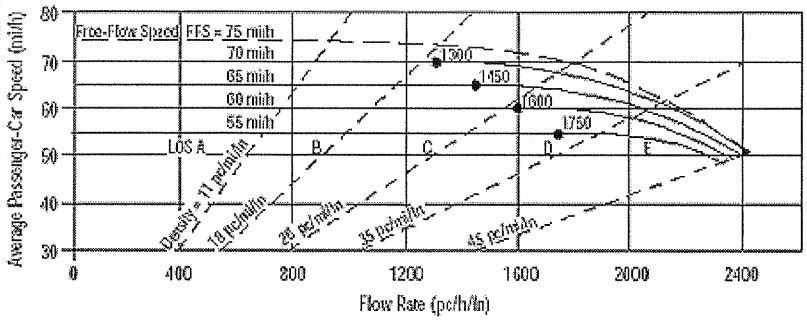

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*9539*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3000*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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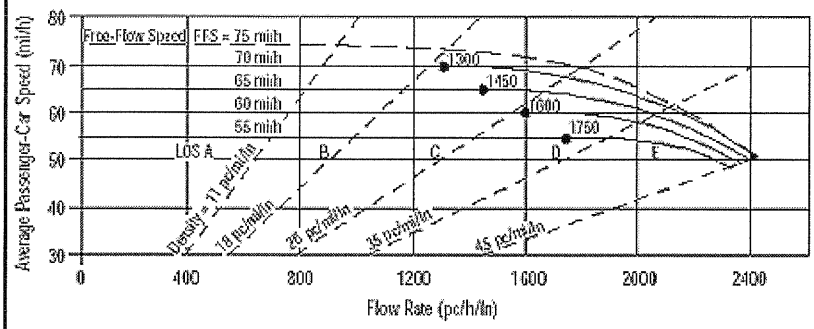

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4943*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1873*	pc/h/ln
S	*66.9*	mi/h
D = v_p / S	*28.0*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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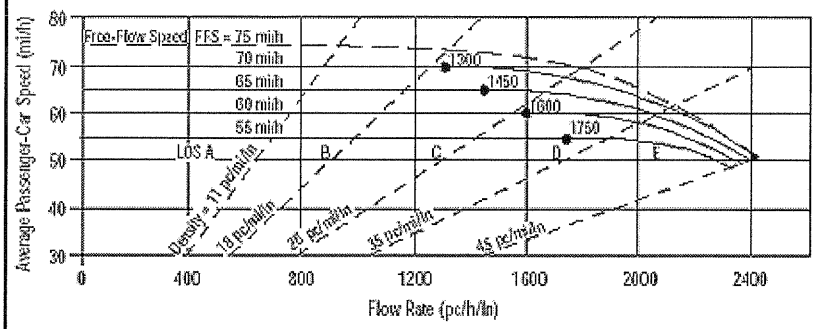

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*7312*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2771*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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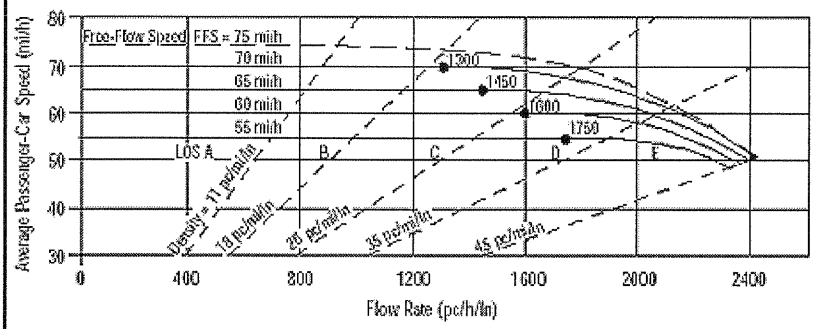

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*4682*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1774*	pc/h/ln	Design LOS		
			v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S	*68.1*	mi/h	S		mi/h
D = v_p / S	*26.0*	pc/mi/ln	D = v_p / S		pc/mi/ln
LOS	*D*		Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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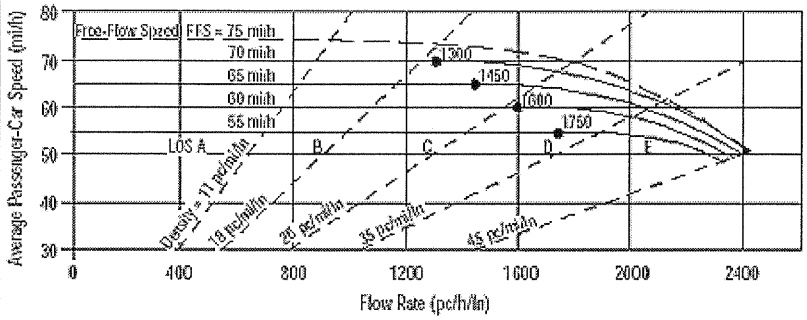

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6452*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2445*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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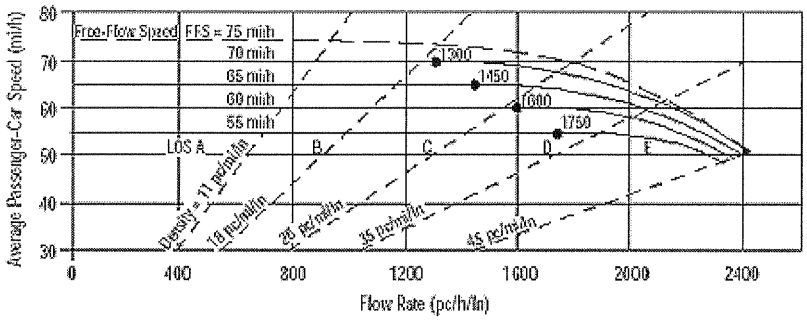

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3997*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1515*	pc/h/ln
S	*69.8*	mi/h
D = v_p / S	*21.7*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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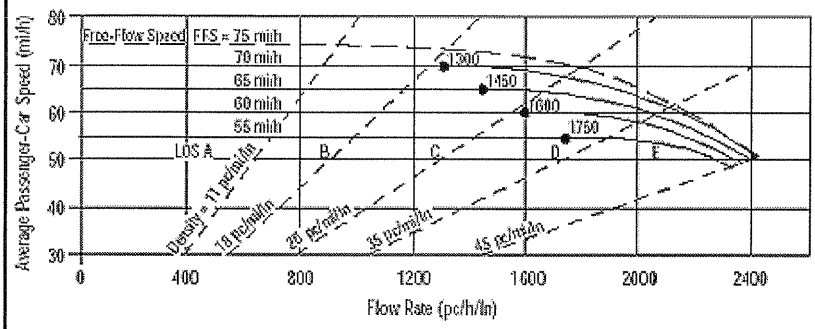

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5204*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1972*	pc/h/ln
S	*65.4*	mi/h
D = v_p / S	*30.2*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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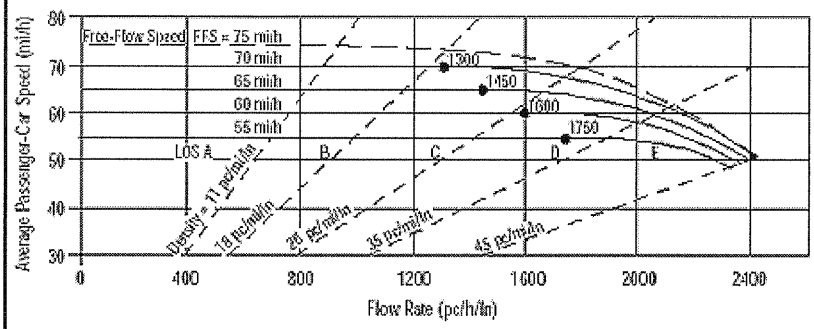

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*AM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4111*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1558*	pc/h/ln
S	*69.6*	mi/h
D = v_p / S	*22.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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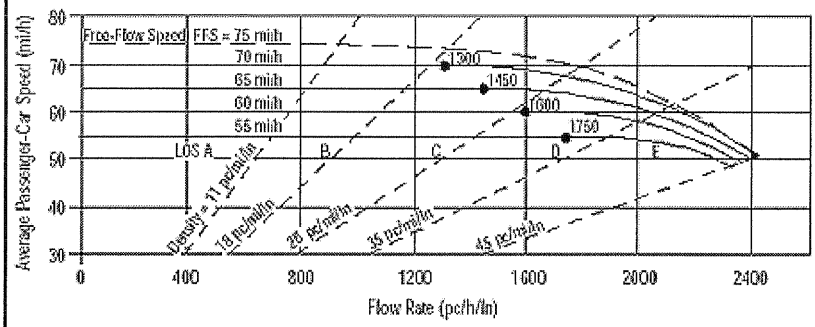

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5390*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2043*	pc/h/ln
S	*64.0*	mi/h
D = v_p / S	*31.9*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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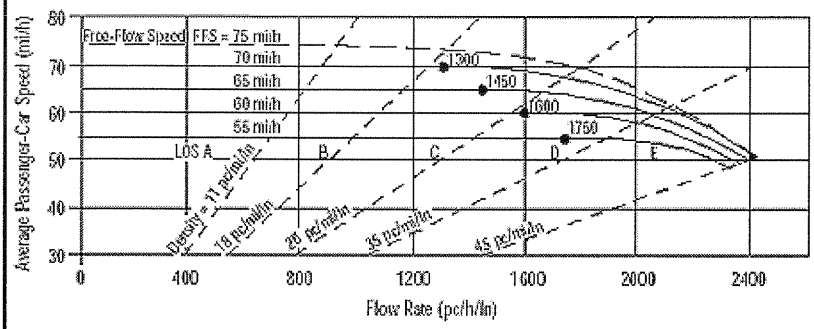

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5749*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2179*	pc/h/ln	Design LOS	
S	*60.7*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S	*35.9*	pc/mi/ln	S	mi/h
LOS	*E*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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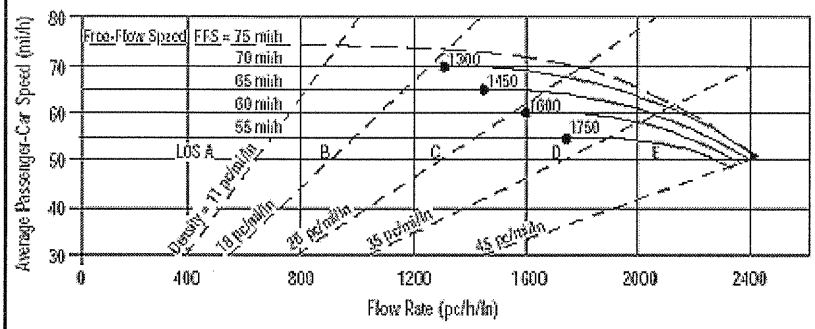

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6147*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2329*	pc/h/ln
S	*56.0*	mi/h
D = v_p / S	*41.6*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)		
Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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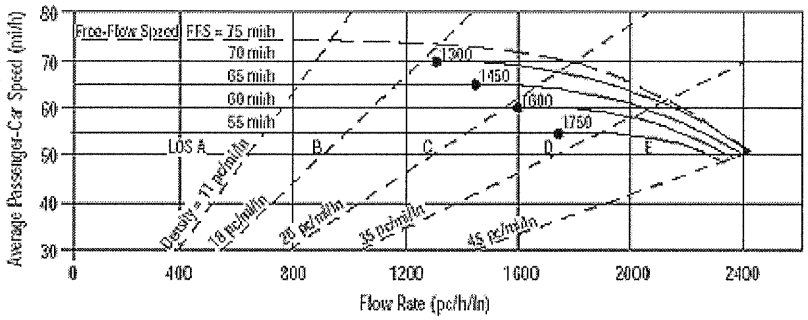

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		**Site Information**	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6045*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2291*	pc/h/ln
S	*57.3*	mi/h
D = v_p / S	*40.0*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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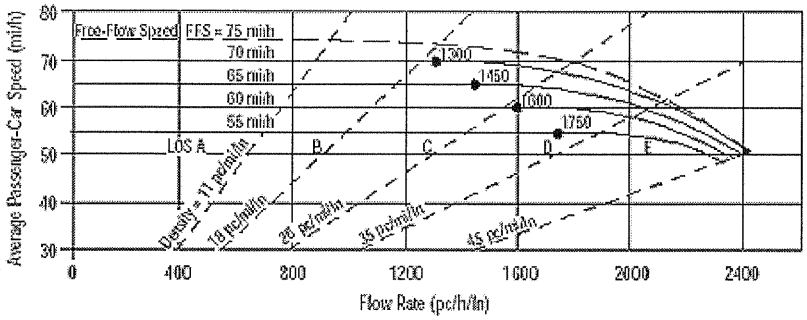

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6512*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2468*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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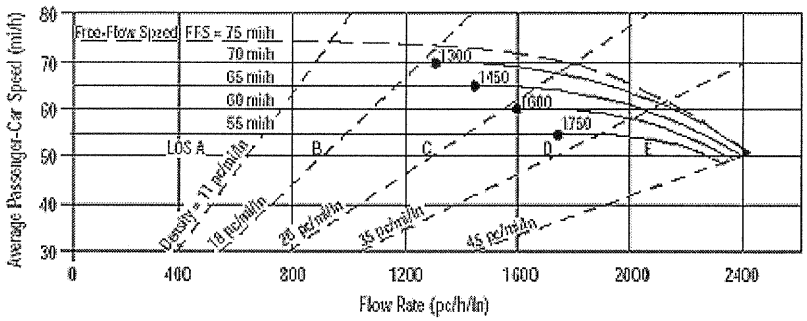
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8141*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3042*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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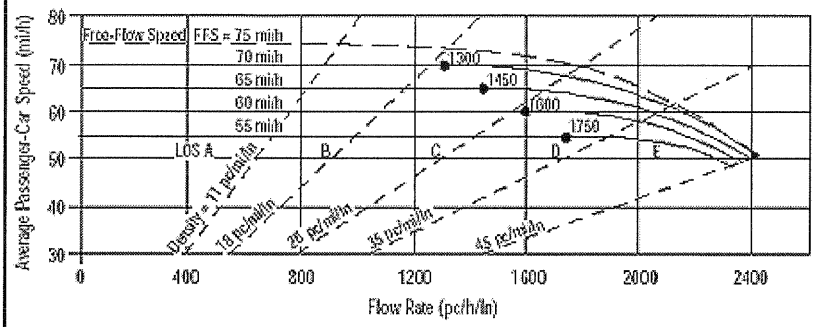
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2030 With Project*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs				
Volume, V	*8321*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments			
f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3109*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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APPENDIX 5.22

General Plan Buildout Project Conditions
Intersection Operations Analysis Worksheets

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.809
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	217.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	18	628	152	42	399	91	46	66	58	307	36	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	628	152	42	399	91	46	66	58	307	36	101
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:	19	661	160	44	420	96	48	69	61	323	38	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	661	160	44	420	96	48	69	61	323	38	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	661	160	44	420	96	48	69	61	323	38	106
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:	0.02	0.79	0.19	0.08	0.75	0.17	0.27	0.39	0.34	0.69	0.08	0.23
Final Sat.:	10	365	88	37	347	79	109	156	137	316	37	104
Capacity Analysis Module:												
Vol/Sat:	1.81	1.81	1.81	1.21	1.21	1.21	0.45	0.45	0.45	1.02	1.02	1.02
Crit Moves:	****				****		****				****	
Delay/Veh:	391.4	391	391.4	138.3	138	138.3	19.0	19.0	19.0	75.9	75.9	75.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	391.4	391	391.4	138.3	138	138.3	19.0	19.0	19.0	75.9	75.9	75.9
LOS by Move:	F	F	F	F	F	F	C	C	C	F	F	F
ApproachDel:	391.4			138.3			19.0			75.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	391.4			138.3			19.0			75.9		
LOS by Appr:	F			F			C			F		
AllWayAvgQ:	49.1	49.1	49.1	16.4	16.4	16.4	0.8	0.8	0.8	8.3	8.3	8.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.6
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	18	628	152	42	399	91	46	66	58	307	36	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	628	152	42	399	91	46	66	58	307	36	101
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:	19	661	160	44	420	96	48	69	61	323	38	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	661	160	44	420	96	48	69	61	323	38	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	661	160	44	420	96	48	69	61	323	38	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.91	0.77	0.81	0.81	0.89	0.94	0.94	0.90	0.89	0.89
Lanes:	0.05	1.57	0.38	0.17	1.49	0.34	0.28	0.38	0.34	1.00	0.26	0.74
Final Sat.:	78	2726	660	243	2308	526	477	684	601	1710	444	1245
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.18	0.18	0.18	0.10	0.10	0.10	0.19	0.09	0.09
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.20	0.20	0.20	0.32	0.32	0.32
Volume/Cap:	0.60	0.60	0.60	0.45	0.45	0.45	0.51	0.51	0.51	0.60	0.27	0.27
Delay/Veh:	19.2	19.2	19.2	17.4	17.4	17.4	29.7	29.7	29.7	24.8	20.6	20.6
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:	19.2	19.2	19.2	17.4	17.4	17.4	29.7	29.7	29.7	24.8	20.6	20.6
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	9	9	9	5	5	5	5	5	5	8	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.070
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	397.6
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	606	340	68	721	162	159	46	9	191	20	85
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:	38	606	340	68	721	162	159	46	9	191	20	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	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	638	358	72	759	171	167	48	9	201	21	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	638	358	72	759	171	167	48	9	201	21	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	638	358	72	759	171	167	48	9	201	21	89
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.62	0.34	0.07	0.76	0.17	0.75	0.21	0.04	0.64	0.07	0.29
Final Sat.:	19	308	173	35	374	84	305	88	17	286	30	127
Capacity Analysis Module:												
Vol/Sat:	2.07	2.07	2.07	2.03	2.03	2.03	0.55	0.55	0.55	0.70	0.70	0.70
Crit Moves:		****			****				****	****		
Delay/Veh:	504.1	504	504.1	487.4	487	487.4	21.0	21.0	21.0	27.3	27.3	27.3
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:	504.1	504	504.1	487.4	487	487.4	21.0	21.0	21.0	27.3	27.3	27.3
LOS by Move:	F	F	F	F	F	F	C	C	C	D	D	D
ApproachDel:	504.1			487.4			21.0			27.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	504.1			487.4			21.0			27.3		
LOS by Appr:	F			F			C			D		
AllWayAvgQ:	68.7	68.7	68.7	65.3	65.3	65.3	1.1	1.1	1.1	2.0	2.0	2.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 San Timoteo Cyn. Rd. (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	80	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:	18	18	18	18	18	18	16	16	16	16	16	16
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	38	606	340	68	721	162	159	46	9	191	20	85
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:	38	606	340	68	721	162	159	46	9	191	20	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	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	638	358	72	759	171	167	48	9	201	21	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	638	358	72	759	171	167	48	9	201	21	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	638	358	72	759	171	167	48	9	201	21	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.84	0.84	0.72	0.76	0.76	0.91	0.96	0.96	0.90	0.88	0.88
Lanes:	0.08	1.23	0.69	0.15	1.51	0.34	0.75	0.21	0.04	1.00	0.19	0.81
Final Sat.:	123	1968	1104	207	2193	493	1299	376	74	1710	318	1352
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.35	0.35	0.35	0.13	0.13	0.13	0.12	0.07	0.07
Crit Moves:					****		****			****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.62	0.62	0.62	0.66	0.66	0.66	0.64	0.64	0.64	0.59	0.33	0.33
Delay/Veh:	14.1	14.1	14.1	14.9	14.9	14.9	33.5	33.5	33.5	31.7	28.0	28.0
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:	14.1	14.1	14.1	14.9	14.9	14.9	33.5	33.5	33.5	31.7	28.0	28.0
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	10	10	10	10	10	10	6	6	6	6	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 1.200
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 174.8
Optimal Cycle: 130 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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	177	170	60	23	185	161	66	692	53	104	1143	73
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	170	60	23	185	161	66	692	53	104	1143	73
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:	186	179	63	24	195	169	69	728	56	109	1203	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	179	63	24	195	169	69	728	56	109	1203	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	179	63	24	195	169	69	728	56	109	1203	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	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 Sat.:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.03	0.01	0.10	0.09	0.04	0.38	0.03	0.06	0.63	0.04
Crit Moves:	****							****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.42	0.42	0.42
Volume/Cap:	0.41	0.37	0.13	0.05	0.40	0.35	0.15	1.50	0.11	0.14	1.50	0.10
Delay/Veh:	28.4	28.0	25.9	25.3	28.3	27.8	26.1	269	25.8	16.1	258	15.7
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:	28.4	28.0	25.9	25.3	28.3	27.8	26.1	269	25.8	16.1	258	15.7
LOS by Move:	C	C	C	C	C	C	C	F	C	B	F	B
HCM2kAvgQ:	5	4	1	1	5	4	2	51	1	2	83	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	80	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	22	22	10	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	177	170	60	23	185	161	66	692	53	104	1143	73
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	170	60	23	185	161	66	692	53	104	1143	73
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:	186	179	63	24	195	169	69	728	56	109	1203	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	179	63	24	195	169	69	728	56	109	1203	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	179	63	24	195	169	69	728	56	109	1203	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.03	0.01	0.10	0.09	0.04	0.19	0.03	0.06	0.32	0.04
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.13	0.44	0.44	0.20	0.51	0.51
Volume/Cap:	0.36	0.33	0.12	0.05	0.36	0.31	0.31	0.44	0.07	0.31	0.62	0.08
Delay/Veh:	23.1	22.8	21.1	20.6	23.0	22.6	32.6	15.8	13.0	27.8	14.5	9.9
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:	23.1	22.8	21.1	20.6	23.0	22.6	32.6	15.8	13.0	27.8	14.5	9.9
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	A
HCM2kAvgQ:	4	4	1	0	4	3	2	6	1	3	11	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	1.571
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	332.4
Optimal Cycle:	130	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:	23	23	23	23	23	23	22	22	22	22	22	22
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	102	198	86	46	183	138	215	1347	151	61	1102	43
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:	102	198	86	46	183	138	215	1347	151	61	1102	43
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:	107	208	91	48	193	145	226	1418	159	64	1160	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	208	91	48	193	145	226	1418	159	64	1160	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	208	91	48	193	145	226	1418	159	64	1160	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	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 Sat.:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.05	0.03	0.10	0.08	0.13	0.75	0.08	0.04	0.61	0.02
Crit Moves:		****						****			****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.37	0.37	0.37	0.30	0.30	0.30
Volume/Cap:	0.23	0.43	0.19	0.11	0.40	0.30	0.34	2.00	0.22	0.12	2.00	0.08
Delay/Veh:	26.8	28.6	26.4	25.7	28.3	27.4	20.5	484	19.5	22.6	488	22.3
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:	26.8	28.6	26.4	25.7	28.3	27.4	20.5	484	19.5	22.6	488	22.3
LOS by Move:	C	C	C	C	C	C	C	F	B	C	F	C
HCM2kAvgQ:	3	5	2	1	5	3	5	126	3	1	104	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Judson St.-Ford St. (NS) / Citrus Ave. (EW)

Cycle (sec): 80 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 80 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	22	22	10	22	22
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	102	198	86	46	183	138	215	1347	151	61	1102	43
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:	102	198	86	46	183	138	215	1347	151	61	1102	43
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:	107	208	91	48	193	145	226	1418	159	64	1160	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	208	91	48	193	145	226	1418	159	64	1160	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	208	91	48	193	145	226	1418	159	64	1160	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	1900	1900	1800	1900	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.05	0.03	0.10	0.08	0.13	0.37	0.08	0.04	0.31	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.19	0.51	0.51	0.13	0.45	0.45
Volume/Cap:	0.21	0.38	0.17	0.09	0.35	0.27	0.68	0.73	0.16	0.29	0.68	0.05
Delay/Veh:	21.8	23.3	21.5	20.9	23.0	22.2	35.7	16.6	10.5	32.5	18.4	12.4
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:	21.8	23.3	21.5	20.9	23.0	22.2	35.7	16.6	10.5	32.5	18.4	12.4
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	2	4	2	1	4	3	7	15	2	2	12	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.6
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	204	124	168	138	101	22	18	450	169	209	1027	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	124	168	138	101	22	18	450	169	209	1027	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	215	131	177	145	106	23	19	474	178	220	1081	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	131	177	145	106	23	19	474	178	220	1081	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	131	177	145	106	23	19	474	178	220	1081	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	1.00	0.85	0.53	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	1102	1900	1615	1015	1900	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.11	0.14	0.06	0.01	0.01	0.25	0.11	0.13	0.57	0.04
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.46	0.46	0.23	0.59	0.59
Volume/Cap:	0.78	0.27	0.44	0.57	0.22	0.06	0.11	0.55	0.24	0.55	0.96	0.08
Delay/Veh:	48.2	30.5	32.3	36.0	30.0	28.6	41.2	20.5	16.9	35.2	38.3	8.8
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:	48.2	30.5	32.3	36.0	30.0	28.6	41.2	20.5	16.9	35.2	38.3	8.8
LOS by Move:	D	C	C	D	C	C	D	C	B	D	D	A
HCM2kAvgQ:	9	3	5	5	3	1	1	11	3	7	38	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 70 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	10	23	23	10	23	23
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	204	124	168	138	101	22	18	450	169	209	1027	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	124	168	138	101	22	18	450	169	209	1027	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	215	131	177	145	106	23	19	474	178	220	1081	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	131	177	145	106	23	19	474	178	220	1081	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	131	177	145	106	23	19	474	178	220	1081	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	1.00	0.85	0.59	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1193	1900	1615	1129	1900	1615	1710	3800	1615	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.11	0.13	0.06	0.01	0.01	0.12	0.11	0.13	0.28	0.04
Crit Moves:	****						****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.39	0.39	0.17	0.41	0.41
Volume/Cap:	0.50	0.19	0.31	0.36	0.16	0.04	0.08	0.32	0.28	0.76	0.69	0.11
Delay/Veh:	18.6	15.7	16.5	17.2	15.4	14.7	26.1	15.1	15.0	39.1	18.1	12.6
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:	18.6	15.7	16.5	17.2	15.4	14.7	26.1	15.1	15.0	39.1	18.1	12.6
LOS by Move:	B	B	B	B	B	B	C	B	B	D	B	B
HCM2kAvgQ:	4	2	3	3	2	0	0	4	3	7	11	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.1
Optimal Cycle: 130 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:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	1	0	1		1	0	1	0	1	
Volume Module:																								
Base Vol:	207		176		285		72		170		13		30		973		135		289		881		32	
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:	207		176		285		72		170		13		30		973		135		289		881		32	
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:	218		185		300		76		179		14		32		1024		142		304		927		34	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	218		185		300		76		179		14		32		1024		142		304		927		34	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	218		185		300		76		179		14		32		1024		142		304		927		34	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.45		1.00		0.85		0.44		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	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 Sat.:	859		1900		1615		841		1900		1615		1710		1900		1615		1710		1900		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.25		0.10		0.19		0.09		0.09		0.01		0.02		0.54		0.09		0.18		0.49		0.02	
Crit Moves:	****														****				****					
Green/Cycle:	0.25		0.25		0.25		0.25		0.25		0.25		0.12		0.52		0.52		0.17		0.57		0.57	
Volume/Cap:	1.02		0.39		0.74		0.36		0.38		0.03		0.16		1.04		0.17		1.04		0.85		0.04	
Delay/Veh:	102.9		31.7		41.8		32.0		31.6		28.4		40.1		63.4		12.8		104.6		24.5		9.3	
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:	102.9		31.7		41.8		32.0		31.6		28.4		40.1		63.4		12.8		104.6		24.5		9.3	
LOS by Move:	F		C		D		C		C		C		D		E		B		F		C		A	
HCM2kAvgQ:	12		5		10		2		5		0		1		42		2		16		26		0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Wabash Ave. (NS) / State Hwy. 38 (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 70 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	25		25		25		25		25		25		10		23		23		10		23		23	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:																								
Base Vol:	207		176		285		72		170		13		30		973		135		289		881		32	
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:	207		176		285		72		170		13		30		973		135		289		881		32	
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:	218		185		300		76		179		14		32		1024		142		304		927		34	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	218		185		300		76		179		14		32		1024		142		304		927		34	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	218		185		300		76		179		14		32		1024		142		304		927		34	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.53		1.00		0.85		0.52		1.00		0.85		0.90		1.00		0.85		0.90		1.00		0.85	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1012		1900		1615		997		1900		1615		1710		3800		1615		1710		3800		1615	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.10		0.19		0.08		0.09		0.01		0.02		0.27		0.09		0.18		0.24		0.02	
Crit Moves:	****														****				****					
Green/Cycle:	0.36		0.36		0.36		0.36		0.36		0.36		0.17		0.34		0.34		0.22		0.39		0.39	
Volume/Cap:	0.60		0.27		0.52		0.21		0.26		0.02		0.11		0.80		0.26		0.80		0.63		0.05	
Delay/Veh:	21.3		16.2		18.6		16.0		16.2		14.6		24.8		24.9		17.2		37.5		18.2		13.4	
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:	21.3		16.2		18.6		16.0		16.2		14.6		24.8		24.9		17.2		37.5		18.2		13.4	
LOS by Move:	C		B		B		B		B		B		C		C		B		D		B		B	
HCM2kAvgQ:	5		3		6		1		3		0		1		12		2		9		9		0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.820
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	221.7
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	118	287	34	59	293	406	343	325	33	52	507	60
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:	118	287	34	59	293	406	343	325	33	52	507	60
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:	124	302	36	62	308	427	361	342	35	55	534	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	302	36	62	308	427	361	342	35	55	534	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	302	36	62	308	427	361	342	35	55	534	63
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:	0.27	0.65	0.08	1.00	0.42	0.58	1.00	0.91	0.09	1.00	0.89	0.11
Final Sat.:	99	242	29	367	170	235	368	354	36	366	348	41
Capacity Analysis Module:												
Vol/Sat:	1.25	1.25	1.25	0.17	1.82	1.82	0.98	0.97	0.97	0.15	1.53	1.53
Crit Moves:	****			****			****				****	
Delay/Veh:	161.5	161	161.5	14.5	399	399.2	74.2	67.9	67.9	14.2	276	276.3
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:	161.5	161	161.5	14.5	399	399.2	74.2	67.9	67.9	14.2	276	276.3
LOS by Move:	F	F	F	B	F	F	F	F	F	B	F	F
ApproachDel:	161.5			369.3			71.0			254.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	161.5			369.3			71.0			254.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	15.3	15.3	15.3	0.2	43.5	43.5	6.3	6.1	6.1	0.2	28.6	28.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	80	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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	118	287	34	59	293	406	343	325	33	52	507	60
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:	118	287	34	59	293	406	343	325	33	52	507	60
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:	124	302	36	62	308	427	361	342	35	55	534	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	302	36	62	308	427	361	342	35	55	534	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	302	36	62	308	427	361	342	35	55	534	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.98	0.98	0.28	1.00	0.85	0.85	0.99	0.99	0.90	0.98	0.98
Lanes:	1.00	0.89	0.11	1.00	1.00	1.00	2.00	0.91	0.09	1.00	0.89	0.11
Final Sat.:	610	1672	198	536	1900	1615	3230	1701	173	1710	1672	198
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.12	0.16	0.26	0.11	0.20	0.20	0.03	0.32	0.32
Crit Moves:	****						****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.46	0.16	0.40	0.40	0.22	0.47	0.47
Volume/Cap:	0.69	0.61	0.61	0.39	0.55	0.58	0.69	0.50	0.50	0.14	0.69	0.69
Delay/Veh:	35.3	26.1	26.1	24.0	24.8	17.0	35.3	18.3	18.3	25.0	19.1	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:	35.3	26.1	26.1	24.0	24.8	17.0	35.3	18.3	18.3	25.0	19.1	19.1
LOS by Move:	D	C	C	C	C	B	D	B	B	C	B	B
HCM2kAvgQ:	4	8	8	2	7	8	6	7	7	1	12	12

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.280
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	372.0
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	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	179	413	19	18	412	462	539	477	142	19	381	12
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:	179	413	19	18	412	462	539	477	142	19	381	12
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:	188	435	20	19	434	486	567	502	149	20	401	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	435	20	19	434	486	567	502	149	20	401	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	435	20	19	434	486	567	502	149	20	401	13
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:	0.29	0.68	0.03	1.00	0.47	0.53	1.00	0.77	0.23	1.00	0.97	0.03
Final Sat.:	108	249	11	368	190	213	368	304	91	368	376	12
Capacity Analysis Module:												
Vol/Sat:	1.74	1.74	1.74	0.05	2.28	2.28	1.54	1.65	1.65	0.05	1.07	1.07
Crit Moves:	****					****			****			****
Delay/Veh:	369.2	369	369.2	13.0	602	602.2	281.3	326	326.1	13.1	95.0	95.0
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:	369.2	369	369.2	13.0	602	602.2	281.3	326	326.1	13.1	95.0	95.0
LOS by Move:	F	F	F	B	F	F	F	F	F	B	F	F
ApproachDel:	369.2			590.3			305.2			91.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	369.2			590.3			305.2			91.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	36.5	36.5	36.5	0.1	66.2	66.2	27.5	34.5	34.5	0.1	9.0	9.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Wabash Ave. (NS) / Citrus Ave. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.0
Optimal Cycle:	80	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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	23	23	23	23	23	23	10	18	18	10	18	18
Lanes:	1 0	0 1	0	1 0	1 0	1	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	179	413	19	18	412	462	539	477	142	19	381	12
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:	179	413	19	18	412	462	539	477	142	19	381	12
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:	188	435	20	19	434	486	567	502	149	20	401	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	435	20	19	434	486	567	502	149	20	401	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	435	20	19	434	486	567	502	149	20	401	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.99	0.99	0.26	1.00	0.85	0.85	0.97	0.97	0.90	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	1.00	1.00	2.00	0.77	0.23	1.00	0.97	0.03
Final Sat.:	535	1804	83	495	1900	1615	3230	1414	421	1710	1833	58
Capacity Analysis Module:												
Vol/Sat:	0.35	0.24	0.24	0.04	0.23	0.30	0.18	0.36	0.36	0.01	0.22	0.22
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.63	0.23	0.40	0.40	0.13	0.30	0.30
Volume/Cap:	0.88	0.60	0.60	0.10	0.57	0.48	0.76	0.88	0.88	0.09	0.74	0.74
Delay/Veh:	54.8	20.5	20.5	15.3	19.8	8.2	33.3	34.5	34.5	31.2	30.6	30.6
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:	54.8	20.5	20.5	15.3	19.8	8.2	33.3	34.5	34.5	31.2	30.6	30.6
LOS by Move:	D	C	C	B	B	A	C	C	C	C	C	C
HCM2kAvgQ:	8	9	9	0	9	7	9	19	19	1	11	11

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.882
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	186.6
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	0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	174	95	31	126	164	85	96	234	15	8	768	184
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:	174	95	31	126	164	85	96	234	15	8	768	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:	183	100	33	133	173	89	101	246	16	8	808	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	100	33	133	173	89	101	246	16	8	808	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	100	33	133	173	89	101	246	16	8	808	194
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:	0.58	0.32	0.10	0.43	0.57	1.00	0.29	0.71	1.00	0.01	0.99	1.00
Final Sat.:	228	124	41	173	226	443	119	289	449	4	430	472
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.77	0.77	0.20	0.85	0.85	0.04	1.88	1.88	0.41
Crit Moves:		****			****			****			****	
Delay/Veh:	38.6	38.6	38.6	34.2	34.2	12.6	43.5	43.5	10.9	424.7	425	15.4
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:	38.6	38.6	38.6	34.2	34.2	12.6	43.5	43.5	10.9	424.7	425	15.4
LOS by Move:	E	E	E	D	D	B	E	E	B	F	F	C
ApproachDel:		38.6			29.3			42.1			346.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		38.6			29.3			42.1			346.2	
LOS by Appr:		E			D			E			F	
AllWayAvgQ:	2.9	2.9	2.9	2.5	2.5	0.2	3.6	3.6	0.0	49.9	49.9	0.7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	21	21	21	21	21	21
Lanes:	1 0 0	1 0		2 0 0	1 0		1 0	2 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	174	95	31	126	164	85	96	234	15	8	768	184
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:	174	95	31	126	164	85	96	234	15	8	768	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:	183	100	33	133	173	89	101	246	16	8	808	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	100	33	133	173	89	101	246	16	8	808	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	100	33	133	173	89	101	246	16	8	808	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.96	0.96	0.85	0.95	0.95	0.90	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	0.75	0.25	2.00	0.66	0.34	1.00	2.00	1.00	0.02	1.98	1.00
Final Sat.:	1710	1380	450	3230	1188	616	1710	3800	1615	39	3759	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.07	0.04	0.15	0.15	0.06	0.06	0.01	0.22	0.22	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.26	0.26	0.12	0.23	0.23	0.23	0.23	0.23	0.30	0.30	0.30
Volume/Cap:	0.72	0.28	0.28	0.33	0.62	0.62	0.25	0.28	0.04	0.72	0.72	0.40
Delay/Veh:	46.6	27.0	27.0	36.6	33.8	33.8	28.4	28.5	26.8	30.7	30.7	25.9
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:	46.6	27.0	27.0	36.6	33.8	33.8	28.4	28.5	26.8	30.7	30.7	25.9
LOS by Move:	D	C	C	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	7	3	3	2	7	7	3	3	0	12	12	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.716
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 191.1
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	0	0	1	0	0	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	46	240	43		384	187	80		113	517	151		64	335	340	
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:	46	240	43		384	187	80		113	517	151		64	335	340	
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:	48	253	45		404	197	84		119	544	159		67	353	358	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	253	45		404	197	84		119	544	159		67	353	358	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	48	253	45		404	197	84		119	544	159		67	353	358	
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:	0.14	0.73	0.13		0.67	0.33	1.00		0.18	0.82	1.00		0.16	0.84	1.00	
Final Sat.:	52	272	49		252	123	420		69	317	422		62	326	424	
Capacity Analysis Module:																
Vol/Sat:	0.93	0.93	0.93		1.60	1.60	0.20		1.72	1.72	0.38		1.08	1.08	0.84	
Crit Moves:		****			****					****				****		
Delay/Veh:	62.6	62.6	62.6		307.4	307	13.4		355.1	355	16.3		99.7	99.7	42.8	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.6	62.6	62.6		307.4	307	13.4		355.1	355	16.3		99.7	99.7	42.8	
LOS by Move:	F	F	F		F	F	B		F	F	C		F	F	E	
ApproachDel:		62.6				271.2				289.6				73.5		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		62.6				271.2				289.6				73.5		
LOS by Appr:		F				F				F				F		
AllWayAvgQ:	5.2	5.2	5.2		30.7	30.7	0.2		36.8	36.8	0.6		9.5	9.5	3.7	

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Wabash Ave. (NS) / 5th Ave. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	90	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	2 0	0 1	0	1 0	2 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	46	240	43	384	187	80	113	517	151	64	335	340
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:	46	240	43	384	187	80	113	517	151	64	335	340
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:	48	253	45	404	197	84	119	544	159	67	353	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	253	45	404	197	84	119	544	159	67	353	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	253	45	404	197	84	119	544	159	67	353	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.85	0.96	0.96	0.90	1.00	0.85	0.94	0.99	0.85
Lanes:	1.00	0.85	0.15	2.00	0.70	0.30	1.00	2.00	1.00	0.34	1.66	1.00
Final Sat.:	1710	1574	282	3230	1271	544	1710	3800	1615	599	3137	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.13	0.15	0.15	0.07	0.14	0.10	0.11	0.11	0.22
Crit Moves:		****		****				****			****	
Green/Cycle:	0.16	0.27	0.27	0.21	0.33	0.33	0.24	0.24	0.24	0.37	0.37	0.37
Volume/Cap:	0.18	0.59	0.59	0.59	0.48	0.48	0.29	0.59	0.41	0.30	0.30	0.59
Delay/Veh:	33.4	30.5	30.5	33.5	24.8	24.8	28.2	31.3	29.4	20.1	20.1	24.3
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:	33.4	30.5	30.5	33.5	24.8	24.8	28.2	31.3	29.4	20.1	20.1	24.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	6	6	6	3	7	4	4	4	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 90 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	16	1	3	250	1	34	35	257	3	9	904	384
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:	16	1	3	250	1	34	35	257	3	9	904	384
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:	17	1	3	263	1	36	37	271	3	9	952	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	3	263	1	36	37	271	3	9	952	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1	3	263	1	36	37	271	3	9	952	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.81	0.05	0.14	0.88	0.01	0.11	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	1455	91	273	1589	6	216	1800	3756	44	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.17	0.17	0.17	0.02	0.07	0.07	0.01	0.50	0.21
Crit Moves:					****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.44	0.44	0.23	0.57	0.57
Volume/Cap:	0.05	0.05	0.05	0.65	0.65	0.65	0.18	0.16	0.16	0.02	0.88	0.38
Delay/Veh:	25.4	25.4	25.4	36.7	36.7	36.7	38.3	12.9	12.9	26.7	21.6	8.0
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:	25.4	25.4	25.4	36.7	36.7	36.7	38.3	12.9	12.9	26.7	21.6	8.0
LOS by Move:	C	C	C	D	D	D	D	B	B	C	C	A
HCM2kAvgQ:	0	0	0	8	8	8	1	2	2	0	23	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Crafton Ave. (NS) / 5th Ave.-Sand Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	10	19	19	10	19	19
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	4	1	6	522	1	21	36	968	9	2	728	299
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:	4	1	6	522	1	21	36	968	9	2	728	299
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:	4	1	6	549	1	22	38	1019	9	2	766	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	6	549	1	22	38	1019	9	2	766	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	6	549	1	22	38	1019	9	2	766	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.38	0.09	0.53	0.96	0.01	0.03	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	677	169	1016	1731	3	70	1800	3765	35	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.32	0.32	0.32	0.02	0.27	0.27	0.00	0.40	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.11	0.40	0.40	0.17	0.46	0.46
Volume/Cap:	0.02	0.02	0.02	0.88	0.88	0.88	0.19	0.67	0.67	0.01	0.88	0.36
Delay/Veh:	17.2	17.2	17.2	40.4	40.4	40.4	38.4	21.7	21.7	31.4	30.1	14.1
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:	17.2	17.2	17.2	40.4	40.4	40.4	38.4	21.7	21.7	31.4	30.1	14.1
LOS by Move:	B	B	B	D	D	D	D	C	C	C	C	B
HCM2kAvgQ:	0	0	0	18	18	18	1	11	11	0	21	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 60 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			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	484	1286	0	0	180	1999	0	0	0	25	0	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	1286	0	0	180	1999	0	0	0	25	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	509	1354	0	0	189	0	0	0	0	26	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1354	0	0	189	0	0	0	0	26	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	1354	0	0	189	0	0	0	0	26	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.25	0.00	1.75
Final Sat.:	1710	3800	0	0	3800	1900	0	0	0	395	0	2869
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.58	0.45	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.57	0.00	0.49
Delay/Veh:	10.9	2.3	0.0	0.0	17.1	0.0	0.0	0.0	0.0	27.4	0.0	25.8
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:	10.9	2.3	0.0	0.0	17.1	0.0	0.0	0.0	0.0	27.4	0.0	25.8
LOS by Move:	B	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	7	5	0	0	1	0	0	0	0	3	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #7 Yucaipa Blvd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 130 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			Ignore			Include			Include		
Min. Green:	10	16	0	0	16	16	0	0	0	7	0	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	305	2840	0	0	243	2135	0	0	0	24	0	170
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:	305	2840	0	0	243	2135	0	0	0	24	0	170
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	321	2989	0	0	256	0	0	0	0	25	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	2989	0	0	256	0	0	0	0	25	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	2989	0	0	256	0	0	0	0	25	0	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.82	1.00	0.86
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.23	0.00	1.77
Final Sat.:	1710	3800	0	0	3800	1900	0	0	0	357	0	2906
Capacity Analysis Module:												
Vol/Sat:	0.19	0.79	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Crit Moves:		****								****		
Green/Cycle:	0.52	0.78	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.36	1.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.61	0.00	0.53
Delay/Veh:	8.9	24.0	0.0	0.0	17.4	0.0	0.0	0.0	0.0	28.3	0.0	26.3
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:	8.9	24.0	0.0	0.0	17.4	0.0	0.0	0.0	0.0	28.3	0.0	26.3
LOS by Move:	A	C	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	4	39	0	0	2	0	0	0	0	3	0	3

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	130	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	415	67	99	106	0	1355	0	389	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	415	67	99	106	0	1355	0	389	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	437	71	104	112	0	1426	0	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	71	104	112	0	1426	0	409	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
FinalVolume:	0	437	71	104	112	0	1426	0	409	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	1.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	0	3272	528	1800	3800	0	2966	0	669	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.03	0.00	0.48	0.00	0.61	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.16	0.16	0.08	0.23	0.00	0.72	0.00	0.72	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.85	0.75	0.13	0.00	0.67	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	64.4	64.4	79.3	39.4	0.0	10.5	0.0	16.6	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	64.4	64.4	79.3	39.4	0.0	10.5	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	E	E	E	D	A	B	A	B	A	A	A
HCM2kAvgQ:	0	12	12	6	2	0	20	0	35	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.1
Optimal Cycle:	110	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0	1	1 0	1 0	2	0 0	2 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	415	67	99	106	0	1355	0	389	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	415	67	99	106	0	1355	0	389	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	437	71	104	112	0	1426	0	409	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	71	104	112	0	1426	0	409	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
FinalVolume:	0	437	71	104	112	0	1426	0	409	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	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3272	528	1800	3800	0	3400	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.03	0.00	0.42	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.21	0.21	0.09	0.30	0.00	0.65	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.65	0.64	0.10	0.00	0.65	0.00	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	41.9	41.9	56.3	28.0	0.0	12.4	0.0	8.8	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	41.9	41.9	56.3	28.0	0.0	12.4	0.0	8.8	0.0	0.0	0.0
LOS by Move:	A	D	D	E	C	A	B	A	A	A	A	A
HCM2kAvgQ:	0	9	9	5	1	0	17	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 41.4
Optimal Cycle: 130 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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	321	14	156	111	0	1824	0	488	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	321	14	156	111	0	1824	0	488	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	338	15	164	117	0	1920	0	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	15	164	117	0	1920	0	514	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
FinalVolume:	0	338	15	164	117	0	1920	0	514	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	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	1.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	0	3641	159	1800	3800	0	2994	0	639	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.09	0.03	0.00	0.64	0.00	0.80	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.15	0.15	0.08	0.24	0.00	0.72	0.00	0.72	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	1.12	0.13	0.00	0.89	0.00	1.12	0.00	0.00	0.00
Delay/Veh:	0.0	53.1	53.1	169.4	39.3	0.0	18.5	0.0	78.6	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	53.1	53.1	169.4	39.3	0.0	18.5	0.0	78.6	0.0	0.0	0.0
LOS by Move:	A	D	D	F	D	A	B	A	E	A	A	A
HCM2kAvgQ:	0	7	7	12	2	0	41	0	82	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Yucaipa Blvd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.1
Optimal Cycle:	110	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	20	20	10	20	0	7	0	7	0	0	0
Lanes:	0 0 1	1 0		1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	321	14	156	111	0	1824	0	488	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	321	14	156	111	0	1824	0	488	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	338	15	164	117	0	1920	0	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	15	164	117	0	1920	0	514	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
FinalVolume:	0	338	15	164	117	0	1920	0	514	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	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3641	159	1800	3800	0	3400	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.09	0.03	0.00	0.56	0.00	0.27	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.18	0.18	0.11	0.29	0.00	0.66	0.00	0.66	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.51	0.86	0.11	0.00	0.86	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	41.2	41.2	78.5	28.8	0.0	18.4	0.0	9.1	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	41.2	41.2	78.5	28.8	0.0	18.4	0.0	9.1	0.0	0.0	0.0
LOS by Move:	A	D	D	E	C	A	B	A	A	A	A	A
HCM2kAvgQ:	0	6	6	8	1	0	31	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	7	2	475	7	13	7	10	2	12	21	468
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	2	475	7	13	7	10	2	12	21	468
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:	1	7	2	500	7	14	7	11	2	13	22	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	2	500	7	14	7	11	2	13	22	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	2	500	7	14	7	11	2	13	22	493
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	0.99	0.01	1.00	0.37	0.53	0.10	0.02	0.04	0.94
Final Sat.:	53	369	105	548	8	681	194	277	55	17	29	645
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.91	0.91	0.02	0.04	0.04	0.04	0.76	0.76	0.76
Crit Moves:		****		****				****		****		
Delay/Veh:	9.4	9.4	9.4	43.5	43.5	8.0	9.7	9.7	9.7	21.4	21.4	21.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	43.5	43.5	8.0	9.7	9.7	9.7	21.4	21.4	21.4
LOS by Move:	A	A	A	E	E	A	A	A	A	C	C	C
ApproachDel:		9.4			42.5			9.7			21.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			42.5			9.7			21.4	
LOS by Appr:		A			E			A			C	
AllWayAvgQ:	0.0	0.0	0.0	5.3	5.3	0.0	0.0	0.0	0.0	2.6	2.6	2.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
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 0	1 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	7	2	475	7	13	7	10	2	12	21	468
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	7	2	475	7	13	7	10	2	12	21	468
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:	1	7	2	500	7	14	7	11	2	13	22	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	7	2	500	7	14	7	11	2	13	22	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	7	2	500	7	14	7	11	2	13	22	493
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.20	1.97	0.03	1.00	0.37	0.53	0.10	0.02	0.04	0.94
Final Sat.:	55	386	110	1095	16	680	209	299	60	18	32	704
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.46	0.46	0.02	0.04	0.04	0.04	0.70	0.70	0.70
Crit Moves:		****			****			****			****	
Delay/Veh:	9.0	9.0	9.0	14.0	14.0	7.9	9.1	9.1	9.1	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	14.0	14.0	7.9	9.1	9.1	9.1	17.4	17.4	17.4
LOS by Move:	A	A	A	B	B	A	A	A	A	C	C	C
ApproachDel:		9.0			13.8			9.1			17.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			13.8			9.1			17.4	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.0	0.0	0.0	0.0	2.0	2.0	2.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec):	100		Critical Vol./Cap.(X):	1.013
Loss Time (sec):	0 (Y+R=4.0 sec)		Average Delay (sec/veh):	42.6
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	0	0 1	0 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	6	3	558	12	29	28	26	1	6	14	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	3	558	12	29	28	26	1	6	14	301
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:	1	6	3	587	13	31	29	27	1	6	15	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	3	587	13	31	29	27	1	6	15	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	6	3	587	13	31	29	27	1	6	15	317
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.60	0.30	0.98	0.02	1.00	0.51	0.47	0.02	0.02	0.04	0.94
Final Sat.:	57	345	172	580	12	737	280	260	10	13	29	633
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	1.01	1.01	0.04	0.11	0.11	0.11	0.50	0.50	0.50
Crit Moves:		****			****		****			****		
Delay/Veh:	9.0	9.0	9.0	64.5	64.5	7.8	10.2	10.2	10.2	13.5	13.5	13.5
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:	9.0	9.0	9.0	64.5	64.5	7.8	10.2	10.2	10.2	13.5	13.5	13.5
LOS by Move:	A	A	A	F	F	A	B	B	B	B	B	B
ApproachDel:		9.0			61.8			10.2			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			61.8			10.2			13.5	
LOS by Appr:		A			F			B			B	
AllWayAvgQ:	0.0	0.0	0.0	9.2	9.2	0.0	0.1	0.1	0.1	1.0	1.0	1.0

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Yucaipa Blvd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
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 0	1 1	0 0	1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	1	6	3	558	12	29	28	26	1	6	14	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	6	3	558	12	29	28	26	1	6	14	301
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:	1	6	3	587	13	31	29	27	1	6	15	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	6	3	587	13	31	29	27	1	6	15	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	6	3	587	13	31	29	27	1	6	15	317
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.60	0.30	1.96	0.04	1.00	0.51	0.47	0.02	0.02	0.04	0.94
Final Sat.:	60	357	179	1158	25	736	294	273	11	13	31	672
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.51	0.51	0.04	0.10	0.10	0.10	0.47	0.47	0.47
Crit Moves:		****		****				****		****		
Delay/Veh:	8.7	8.7	8.7	14.5	14.5	7.7	9.5	9.5	9.5	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	14.5	14.5	7.7	9.5	9.5	9.5	11.9	11.9	11.9
LOS by Move:	A	A	A	B	B	A	A	A	A	B	B	B
ApproachDel:		8.7			14.2			9.5			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			14.2			9.5			11.9	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	0.0	0.1	0.1	0.1	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[19.2]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1 0	0	0
Volume Module:												
Base Vol:	33	0	53	0	0	0	0	397	83	107	437	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:	33	0	53	0	0	0	0	397	83	107	437	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:	35	0	56	0	0	0	0	418	87	113	460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	0	56	0	0	0	0	418	87	113	460	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1147	1147	462	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	505	xxxx	xxxxx
Potent Cap.:	222	201	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1070	xxxx	xxxxx
Move Cap.:	203	178	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1070	xxxx	xxxxx
Volume/Cap:	0.17	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	344	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		19.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C		*			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	90	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	20	20	10	20	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	33	0	53	0	0	0	0	397	83	107	437	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:	33	0	53	0	0	0	0	397	83	107	437	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:	35	0	56	0	0	0	0	418	87	113	460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	56	0	0	0	0	418	87	113	460	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
FinalVolume:	35	0	56	0	0	0	0	418	87	113	460	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.90	0.95	1.00	1.00	0.95	0.98	0.98	0.90	1.00	1.00
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.83	0.17	1.00	1.00	0.00
Final Sat.:	642	0	1031	0	0	0	0	1535	321	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.27	0.07	0.24	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.57	0.57	0.14	0.71	0.00
Volume/Cap:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.48	0.48	0.48	0.34	0.00
Delay/Veh:	29.1	0.0	29.1	0.0	0.0	0.0	0.0	11.6	11.6	37.2	5.1	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:	29.1	0.0	29.1	0.0	0.0	0.0	0.0	11.6	11.6	37.2	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	8	8	4	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 14.2 Worst Case Level Of Service: F[100.4]

****

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 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	48	0	111	0	0	0	0	493	121	349	273	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:	48	0	111	0	0	0	0	493	121	349	273	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:	51	0	117	0	0	0	0	519	127	367	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	51	0	117	0	0	0	0	519	127	367	287	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1605	1605	583	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	646	xxxx	xxxxx
Potent Cap.:	117	106	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	949	xxxx	xxxxx
Move Cap.:	72	55	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	949	xxxx	xxxxx
Volume/Cap:	0.70	0.00	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	181	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.8	xxxx	xxxxx
Shrd ConDel:	xxxxx	100	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	B	*	*
ApproachDel:		100.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Alta Vista Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	90	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	20	20	10	20	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	48	0	111	0	0	0	0	493	121	349	273	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:	48	0	111	0	0	0	0	493	121	349	273	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:	51	0	117	0	0	0	0	519	127	367	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	117	0	0	0	0	519	127	367	287	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
FinalVolume:	51	0	117	0	0	0	0	519	127	367	287	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.89	0.95	1.00	1.00	0.95	0.97	0.97	0.90	1.00	1.00
Lanes:	0.31	0.00	0.69	0.00	0.00	0.00	0.00	0.80	0.20	1.00	1.00	0.00
Final Sat.:	503	0	1164	0	0	0	0	1484	364	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.21	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.44	0.44	0.27	0.71	0.00
Volume/Cap:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.21	0.00
Delay/Veh:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	27.1	27.1	39.6	4.5	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:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	27.1	27.1	39.6	4.5	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	17	17	12	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: F[90.7]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	169	0	32	0	0	0	0	412	118	25	1088	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:	169	0	32	0	0	0	0	412	118	25	1088	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:	178	0	34	0	0	0	0	434	124	26	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	178	0	34	0	0	0	0	434	124	26	1145	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1121	1694	279	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	xxxx	xxxxx
Potent Cap.:	203	94	724	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx
Move Cap.:	199	91	724	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1023	xxxx	xxxxx
Volume/Cap:	0.89	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	225	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	90.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:		90.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		F			*			*			*	

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	0	26	0	0	0	0	19	19	10	19	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	169	0	32	0	0	0	0	412	118	25	1088	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:	169	0	32	0	0	0	0	412	118	25	1088	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:	178	0	34	0	0	0	0	434	124	26	1145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	34	0	0	0	0	434	124	26	1145	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
FinalVolume:	178	0	34	0	0	0	0	434	124	26	1145	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.94	0.95	1.00	1.00	0.95	0.97	0.97	0.90	1.00	1.00
Lanes:	0.85	0.00	0.15	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1434	0	272	0	0	0	0	2856	818	1710	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.15	0.02	0.30	0.00
Crit Moves:	****										****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.25	0.25	0.46	0.71	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.61	0.61	0.03	0.43	0.00
Delay/Veh:	37.9	0.0	37.9	0.0	0.0	0.0	0.0	37.8	37.8	16.3	6.8	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:	37.9	0.0	37.9	0.0	0.0	0.0	0.0	37.8	37.8	16.3	6.8	0.0
LOS by Move:	D	A	D	A	A	A	A	D	D	B	A	A
HCM2kAvgQ:	7	0	7	0	0	0	0	9	9	0	8	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

****

Average Delay (sec/veh): 146.1 Worst Case Level Of Service: F[1470.1]

****

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 1!	0	0	0 0 0	0	0	0 0 1	1	0	1 0 2	0	0
Volume Module:												
Base Vol:	177	0	71	0	0	0	0	1186	156	88	826	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	0	71	0	0	0	0	1186	156	88	826	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:	186	0	75	0	0	0	0	1248	164	93	869	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	186	0	75	0	0	0	0	1248	164	93	869	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1951	2385	706	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1413	xxxx	xxxxx
Potent Cap.:	58	35	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	xxxx	xxxxx
Move Cap.:	49	28	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	xxxx	xxxxx
Volume/Cap:	3.78	0.00	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	66	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	27.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	1470	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1470.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 16th St. (NS) / Sand Cyn. Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 110 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:	Split Phase			Split Phase			Permitted				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	26	0	26	0	0	0	0	19	19		10	19	0	
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1	1 0		1 0	2	0 0	
Volume Module:														
Base Vol:	177	0	71	0	0	0	0	1186	156		88	826	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	0	71	0	0	0	0	1186	156		88	826	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:	186	0	75	0	0	0	0	1248	164		93	869	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	186	0	75	0	0	0	0	1248	164		93	869	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	
FinalVolume:	186	0	75	0	0	0	0	1248	164		93	869	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	1.00	0.93	0.95	1.00	1.00	0.95	0.98	0.98		0.90	1.00	1.00	
Lanes:	0.72	0.00	0.28	0.00	0.00	0.00	0.00	1.77	0.23		1.00	2.00	0.00	
Final Sat.:	1211	0	486	0	0	0	0	3301	434		1710	3800	0	
Capacity Analysis Module:														
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.38	0.38		0.05	0.23	0.00	
Crit Moves:	****							****			****			
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.61	0.61		0.09	0.70	0.00	
Volume/Cap:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.62		0.60	0.33	0.00	
Delay/Veh:	39.7	0.0	39.7	0.0	0.0	0.0	0.0	14.2	14.2		54.2	6.6	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:	39.7	0.0	39.7	0.0	0.0	0.0	0.0	14.2	14.2		54.2	6.6	0.0	
LOS by Move:	D	A	D	A	A	A	A	B	B		D	A	A	
HCM2kAvgQ:	9	0	9	0	0	0	0	15	15		4	6	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0 1!	0	0	1	0	1	1	0	1	0	1	1	0	
Volume Module:																		
Base Vol:	18	49	52	2	62	75	131	1028	14				37	1549	2			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	18	49	52	2	62	75	131	1028	14				37	1549	2			
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:	19	52	55	2	65	79	138	1082	15				39	1631	2			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	19	52	55	2	65	79	138	1082	15				39	1631	2			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	2291	3076	548	2552	3082	816	1633	xxxx	xxxxx				1097	xxxx	xxxxx			
Potent Cap.:	22	12	485	14	12	324	403	xxxx	xxxxx				644	xxxx	xxxxx			
Move Cap.:	0	8	485	0	8	324	403	xxxx	xxxxx				644	xxxx	xxxxx			
Volume/Cap:	xxxx	6.78	0.11	xxxx	8.66	0.24	0.34	xxxx	xxxx				0.06	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx				0.2	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.5	xxxx	xxxxx				11.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	C	*	*				B	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			F			*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	130	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	23	23	10	23	23
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	18	49	52	2	62	75	131	1028	14	37	1549	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	49	52	2	62	75	131	1028	14	37	1549	2
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:	19	52	55	2	65	79	138	1082	15	39	1631	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	52	55	2	65	79	138	1082	15	39	1631	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	52	55	2	65	79	138	1082	15	39	1631	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.90	0.90	0.88	0.93	0.93	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	0.16	0.41	0.43	0.01	0.45	0.54	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	256	696	738	25	783	948	1710	3741	51	1710	3795	5
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.08	0.08	0.08	0.08	0.29	0.29	0.02	0.43	0.43
Crit Moves:					****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.12	0.60	0.60	0.16	0.63	0.63
Volume/Cap:	0.37	0.37	0.37	0.42	0.42	0.42	0.68	0.49	0.49	0.14	0.68	0.68
Delay/Veh:	45.6	45.6	45.6	46.2	46.2	46.2	63.6	15.1	15.1	47.4	16.0	16.0
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:	45.6	45.6	45.6	46.2	46.2	46.2	63.6	15.1	15.1	47.4	16.0	16.0
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	B
HCM2kAvgQ:	5	5	5	5	5	5	7	12	12	1	21	21

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled					Uncontrolled				
Rights:	Include			Include			Include					Include				
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	23	133	45	1	117	100	109	1754	26			48	1257	8		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	23	133	45	1	117	100	109	1754	26			48	1257	8		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	24	140	47	1	123	105	115	1846	27			51	1323	8		
Reduct Vol:	0	0	0	0	0	0	0	0	0			0	0	0		
FinalVolume:	24	140	47	1	123	105	115	1846	27			51	1323	8		
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	2914	3522	937	2651	3532	666	1332	xxxx	xxxxx			1874	xxxx	xxxxx		
Potent Cap.:	7	6	270	11	6	407	525	xxxx	xxxxx			325	xxxx	xxxxx		
Move Cap.:	0	4	270	0	4	407	525	xxxx	xxxxx			325	xxxx	xxxxx		
Volume/Cap:	xxxx	34.11	0.18	xxxx	30.45	0.26	0.22	xxxx	xxxx			0.16	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx			0.5	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.8	xxxx	xxxxx			18.1	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	B	*	*			C	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*			*	*	*		
ApproachDel:	xxxxxx			xxxxxx			xxxxxx					xxxxxx				
ApproachLOS:	F			F			*					*				

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 16th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 130 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		10		23		23		10		23		23	
Lanes:	0	0	1!	0	0		0	0	1!	0	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	23		133		45		1		117		100		109		1754		26		48		1257		8	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	23		133		45		1		117		100		109		1754		26		48		1257		8	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	24		140		47		1		123		105		115		1846		27		51		1323		8	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	24		140		47		1		123		105		115		1846		27		51		1323		8	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	24		140		47		1		123		105		115		1846		27		51		1323		8	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.81		0.86		0.86		0.89		0.94		0.94		0.90		1.00		1.00		0.90		1.00		1.00	
Lanes:	0.12		0.66		0.22		0.01		0.53		0.46		1.00		1.97		0.03		1.00		1.99		0.01	
Final Sat.:	185		1071		362		8		955		816		1710		3737		55		1710		3772		24	
Capacity Analysis Module:																								
Vol/Sat:	0.13		0.13		0.13		0.13		0.13		0.13		0.07		0.49		0.49		0.03		0.35		0.35	
Crit Moves:			****												****				****					
Green/Cycle:	0.20		0.20		0.20		0.20		0.20		0.20		0.14		0.68		0.68		0.08		0.62		0.62	
Volume/Cap:	0.65		0.65		0.65		0.64		0.64		0.64		0.49		0.73		0.73		0.38		0.57		0.57	
Delay/Veh:	52.6		52.6		52.6		51.8		51.8		51.8		53.7		14.5		14.5		58.9		14.9		14.9	
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:	52.6		52.6		52.6		51.8		51.8		51.8		53.7		14.5		14.5		58.9		14.9		14.9	
LOS by Move:	D		D		D		D		D		D		D		B		B		E		B		B	
HCM2kAvgQ:	9		9		9		9		9		9		5		24		24		2		15		15	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Average Delay (sec/veh): 20.7 Worst Case Level Of Service: D[33.5]

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 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	29	109	32	20	76	17	2	28	14	107	314	39
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:	29	109	32	20	76	17	2	28	14	107	314	39
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:	31	115	34	21	80	18	2	29	15	113	331	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	115	34	21	80	18	2	29	15	113	331	41
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:	98	xxxx	xxxxx	148	xxxx	xxxxx	509	341	89	346	333	132
Potent Cap.:	1508	xxxx	xxxxx	1445	xxxx	xxxxx	478	585	975	612	590	923
Move Cap.:	1508	xxxx	xxxxx	1445	xxxx	xxxxx	240	564	975	564	570	923
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.05	0.02	0.20	0.58	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.5	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	xxxx	608	xxxxx	xxxx	587	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	8.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	33.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			11.4			33.5		
ApproachLOS:	*			*			B			D		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	109	32	20	76	17	2	28	14	107	314	39
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:	29	109	32	20	76	17	2	28	14	107	314	39
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:	31	115	34	21	80	18	2	29	15	113	331	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	115	34	21	80	18	2	29	15	113	331	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	115	34	21	80	18	2	29	15	113	331	41
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:	0.17	0.64	0.19	0.18	0.67	0.15	0.04	0.64	0.32	0.23	0.69	0.08
Final Sat.:	108	405	119	108	411	92	29	410	205	173	507	63
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.19	0.19	0.19	0.07	0.07	0.07	0.65	0.65	0.65
Crit Moves:			****		****			****				****
Delay/Veh:	10.1	10.1	10.1	9.6	9.6	9.6	8.5	8.5	8.5	15.7	15.7	15.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	9.6	9.6	9.6	8.5	8.5	8.5	15.7	15.7	15.7
LOS by Move:	B	B	B	A	A	A	A	A	A	C	C	C
ApproachDel:		10.1			9.6			8.5			15.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			9.6			8.5			15.7	
LOS by Appr:		B			A			A			C	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.1	0.1	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #13 16th St. (NS) / Avenue E (EW)

****

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 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	25	157	163	49	105	18	6	387	37	108	164	47
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	157	163	49	105	18	6	387	37	108	164	47
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	165	172	52	111	19	6	407	39	114	173	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	165	172	52	111	19	6	407	39	114	173	49
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:	129	xxxx	xxxxx	337	xxxx	xxxxx	638	613	120	750	536	251
Potent Cap.:	1469	xxxx	xxxxx	1234	xxxx	xxxxx	392	410	937	330	454	793
Move Cap.:	1469	xxxx	xxxxx	1234	xxxx	xxxxx	241	386	937	0	426	793
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.03	1.06	0.04	xxxx	0.41	0.06
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	8.0	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	xxxx	403	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	115	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			114.6			xxxxxx		
ApproachLOS:	*			*			F			F		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #13 16th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	25	157	163	49	105	18	6	387	37	108	164	47
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	157	163	49	105	18	6	387	37	108	164	47
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	165	172	52	111	19	6	407	39	114	173	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	165	172	52	111	19	6	407	39	114	173	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	165	172	52	111	19	6	407	39	114	173	49
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:	0.07	0.46	0.47	0.28	0.62	0.10	0.01	0.90	0.09	0.34	0.51	0.15
Final Sat.:	38	237	246	122	262	45	8	494	47	172	261	75
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.42	0.42	0.42	0.82	0.82	0.82	0.66	0.66	0.66
Crit Moves:		****			****			****			****	
Delay/Veh:	20.9	20.9	20.9	14.3	14.3	14.3	30.0	30.0	30.0	19.8	19.8	19.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	14.3	14.3	14.3	30.0	30.0	30.0	19.8	19.8	19.8
LOS by Move:	C	C	C	B	B	B	D	D	D	C	C	C
ApproachDel:		20.9			14.3			30.0			19.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		20.9			14.3			30.0			19.8	
LOS by Appr:		C			B			D			C	
AllWayAvgQ:	1.6	1.6	1.6	0.5	0.5	0.5	3.2	3.2	3.2	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 16.2 Worst Case Level Of Service: D[33.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25 145	35		11 157	29		16	53	72	162	190	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	1.00	1.00
Initial Bse:	25 145	35		11 157	29		16	53	72	162	190	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	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	0.95	0.95
PHF Volume:	26 153	37		12 165	31		17	56	76	171	200	9
Reduct Vol:	0 0	0		0 0	0		0	0	0	0	0	0
FinalVolume:	26 153	37		12 165	31		17	56	76	171	200	9
Critical Gap Module:												
Critical Gp:	7.1 6.5	6.2		7.1 6.5	6.2		4.1 xxxx	xxxxx		4.1 xxxx	xxxxx	
FollowUpTim:	3.5 4.0	3.3		3.5 4.0	3.3		2.2 xxxx	xxxxx		2.2 xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	771 678	94		768 711	205		209 xxxx	xxxxx		132 xxxx	xxxxx	
Potent Cap.:	319 377	969		321 361	841		1373 xxxx	xxxxx		1466 xxxx	xxxxx	
Move Cap.:	161 324	969		176 310	841		1373 xxxx	xxxxx		1466 xxxx	xxxxx	
Volume/Cap:	0.16 0.47	0.04		0.07 0.53	0.04		0.01 xxxx	xxxx		0.12 xxxx	xxxx	
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	0.1		xxxx xxxx	xxxxx		0.0 xxxx	xxxxx		0.4 xxxx	xxxxx	
Control Del:	xxxxx xxxx	8.9		xxxxx xxxx	xxxxx		7.7 xxxx	xxxxx		7.8 xxxx	xxxxx	
LOS by Move:	* *	A		* *	*		A	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	282 xxxx	xxxxx		xxxx 327	xxxxx		xxxx xxxx	xxxxx		xxxx xxxx	xxxxx	
SharedQueue:	4.0 xxxx	xxxxx		xxxxx 4.1	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shrd ConDel:	37.5 xxxx	xxxxx		xxxxx 33.3	xxxxx		xxxxx xxxx	xxxxx		xxxxx xxxx	xxxxx	
Shared LOS:	E *	*		* D	*		*	*	*	*	*	*
ApproachDel:	32.6			33.3			xxxxxx			xxxxxx		
ApproachLOS:	D			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
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:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25	145	35	11	157	29	16	53	72	162	190	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:	25	145	35	11	157	29	16	53	72	162	190	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:	26	153	37	12	165	31	17	56	76	171	200	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	153	37	12	165	31	17	56	76	171	200	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	153	37	12	165	31	17	56	76	171	200	9
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:	1.00	0.81	0.19	0.05	0.80	0.15	0.11	0.38	0.51	0.45	0.53	0.02
Final Sat.:	505	446	108	33	467	86	69	228	310	289	338	16
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.35	0.35	0.35	0.24	0.24	0.24	0.59	0.59	0.59
Crit Moves:		****			****			****			****	
Delay/Veh:	9.7	11.6	11.6	11.5	11.5	11.5	10.0	10.0	10.0	15.3	15.3	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	11.6	11.6	11.5	11.5	11.5	10.0	10.0	10.0	15.3	15.3	15.3
LOS by Move:	A	B	B	B	B	B	A	A	A	C	C	C
ApproachDel:		11.3			11.5			10.0			15.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			11.5			10.0			15.3	
LOS by Appr:		B			B			A			C	
AllWayAvgQ:	0.0	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.3	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

Average Delay (sec/veh): 185.8 Worst Case Level Of Service: F[359.0]

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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	274	301	127	16	219	15	31	85	112	25	181	13
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:	274	301	127	16	219	15	31	85	112	25	181	13
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:	288	317	134	17	231	16	33	89	118	26	191	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	288	317	134	17	231	16	33	89	118	26	191	14
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	587	471	148	689	523	197	204	xxxx	xxxxx	207	xxxx	xxxxx
Potent Cap.:	424	494	904	363	462	849	1379	xxxx	xxxxx	1376	xxxx	xxxxx
Move Cap.:	238	473	904	138	442	849	1379	xxxx	xxxxx	1376	xxxx	xxxxx
Volume/Cap:	1.21	0.67	0.15	0.12	0.52	0.02	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	321	xxxx	xxxxx	xxxx	397	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	41.0	xxxx	xxxxx	xxxxx	4.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	436.2	xxxx	xxxxx	xxxxx	30.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	359.0			30.1			xxxxxx			xxxxxx		
ApproachLOS:	F			D			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #14 16th St. (NS) / Dunlap Blvd. (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.6
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:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	274	301	127	16	219	15	31	85	112	25	181	13
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:	274	301	127	16	219	15	31	85	112	25	181	13
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:	288	317	134	17	231	16	33	89	118	26	191	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	317	134	17	231	16	33	89	118	26	191	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	317	134	17	231	16	33	89	118	26	191	14
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:	1.00	0.70	0.30	0.06	0.88	0.06	0.14	0.37	0.49	0.11	0.83	0.06
Final Sat.:	512	400	169	33	454	31	70	191	251	56	408	29
Capacity Analysis Module:												
Vol/Sat:	0.56	0.79	0.79	0.51	0.51	0.51	0.47	0.47	0.47	0.47	0.47	0.47
Crit Moves:		****			****			****			****	
Delay/Veh:	18.1	28.0	28.0	15.4	15.4	15.4	14.6	14.6	14.6	15.0	15.0	15.0
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:	18.1	28.0	28.0	15.4	15.4	15.4	14.6	14.6	14.6	15.0	15.0	15.0
LOS by Move:	C	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:		24.1			15.4			14.6			15.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.1			15.4			14.6			15.0	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	3.0	3.0	0.8	0.8	0.8	0.7	0.7	0.7	0.7	0.7	0.7

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Average Delay (sec/veh): 45.6 Worst Case Level Of Service: F[153.0]

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	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0	220	0	171	72	315	0		0	416	133							
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	220	0	171	72	315	0		0	416	133							
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	232	0	180	76	332	0		0	438	140							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	0	0	0	232	0	180	76	332	0		0	438	140							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	991	991	508	578	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	275	248	569	1006	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	259	229	569	1006	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.90	0.00	0.32	0.08	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	*	*	*	A	*	*		*	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	340	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	17.7	xxxxx	0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	153	xxxxx	8.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	F	*	A	*	*		*	*	*							
ApproachDel:	xxxxxx			153.0			xxxxxx				xxxxxx									
ApproachLOS:	*			F			*				*									

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.5
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0	0 0	0	0	1! 0	0	1 0	1 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	220	0	171	72	315	0	0	416	133
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	220	0	171	72	315	0	0	416	133
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	232	0	180	76	332	0	0	438	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	232	0	180	76	332	0	0	438	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	232	0	180	76	332	0	0	438	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.87	1.00	0.92	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	0.58	0.00	0.42	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	949	0	738	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.24	0.04	0.17	0.00	0.00	0.23	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.17	0.57	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.27	0.31	0.00	0.00	0.58	0.22
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	22.6	22.3	7.0	0.0	0.0	15.1	12.0
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	0.0	0.0	22.6	0.0	22.6	22.3	7.0	0.0	0.0	15.1	12.0
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	9	2	3	0	0	7	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

****

Average Delay (sec/veh): 295.2 Worst Case Level Of Service: F[1699.6]

****

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 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	305	0	51	190	491	0	0	509	512
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	305	0	51	190	491	0	0	509	512
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	321	0	54	200	517	0	0	536	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	321	0	54	200	517	0	0	536	539
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1722	1722	805	1075	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	99	90	385	656	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	73	59	385	656	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	4.41	0.00	0.14	0.30	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	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	82	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	40.1	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1700	xxxxx	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	B	*	*	*	*	*
ApproachDel:	xxxxxx			1699.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 16th St. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	18	0	18	10	24	0	0	24	24
Lanes:	0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	305	0	51	190	491	0	0	509	512
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	305	0	51	190	491	0	0	509	512
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	321	0	54	200	517	0	0	536	539
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	54	200	517	0	0	536	539
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	321	0	54	200	517	0	0	536	539
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	0.94	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	0.86	0.00	0.14	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1462	0	244	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.22	0.12	0.27	0.00	0.00	0.28	0.33
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.17	0.58	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.69	0.47	0.00	0.00	0.69	0.81
Delay/Veh:	0.0	0.0	0.0	21.5	0.0	21.5	30.1	7.6	0.0	0.0	17.1	23.3
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:	0.0	0.0	0.0	21.5	0.0	21.5	30.1	7.6	0.0	0.0	17.1	23.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	C
HCM2kAvgQ:	0	0	0	8	0	8	5	6	0	0	9	11

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	60	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	56	0	84	0	0	0	0	461	74	112	493	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:	56	0	84	0	0	0	0	461	74	112	493	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:	59	0	88	0	0	0	0	485	78	118	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	88	0	0	0	0	485	78	118	519	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
FinalVolume:	59	0	88	0	0	0	0	485	78	118	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1710	0	1615	0	0	0	0	1900	1615	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.26	0.05	0.07	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.48	0.48	0.17	0.65	0.00
Volume/Cap:	0.14	0.00	0.22	0.00	0.00	0.00	0.00	0.53	0.10	0.41	0.42	0.00
Delay/Veh:	17.6	0.0	18.1	0.0	0.0	0.0	0.0	11.3	8.5	23.4	5.3	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:	17.6	0.0	18.1	0.0	0.0	0.0	0.0	11.3	8.5	23.4	5.3	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	7	1	3	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 West Oak Village Rd. North (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	60	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0 0	0 1		0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	139	0	208	0	0	0	0	673	123	184	882	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:	139	0	208	0	0	0	0	673	123	184	882	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:	146	0	219	0	0	0	0	708	129	194	928	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	219	0	0	0	0	708	129	194	928	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
FinalVolume:	146	0	219	0	0	0	0	708	129	194	928	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1710	0	1615	0	0	0	0	1900	1615	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.00	0.37	0.08	0.11	0.49	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.48	0.48	0.17	0.65	0.00
Volume/Cap:	0.34	0.00	0.54	0.00	0.00	0.00	0.00	0.77	0.17	0.68	0.75	0.00
Delay/Veh:	18.9	0.0	21.0	0.0	0.0	0.0	0.0	16.8	8.8	30.0	9.8	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:	18.9	0.0	21.0	0.0	0.0	0.0	0.0	16.8	8.8	30.0	9.8	0.0
LOS by Move:	B	A	C	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	3	0	4	0	0	0	0	13	1	5	13	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	90	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 0 1			1 0 1 0 0		
Volume Module:												
Base Vol:	45	0	123	0	0	0	0	485	60	164	560	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:	45	0	123	0	0	0	0	485	60	164	560	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:	47	0	129	0	0	0	0	511	63	173	589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	129	0	0	0	0	511	63	173	589	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
FinalVolume:	47	0	129	0	0	0	0	511	63	173	589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1710	0	1615	0	0	0	0	1900	1615	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.04	0.10	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.56	0.56	0.21	0.77	0.00
Volume/Cap:	0.17	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.07	0.48	0.40	0.00
Delay/Veh:	32.4	0.0	35.3	0.0	0.0	0.0	0.0	12.4	9.2	32.3	3.7	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:	32.4	0.0	35.3	0.0	0.0	0.0	0.0	12.4	9.2	32.3	3.7	0.0
LOS by Move:	C	A	D	A	A	A	A	B	A	C	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	9	1	5	6	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 West Oak Village Rd. South (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 90 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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	0	15	0	0	0	0	15	15	10	15	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	111	0	306	0	0	0	0	783	98	270	955	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:	111	0	306	0	0	0	0	783	98	270	955	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:	117	0	322	0	0	0	0	824	103	284	1005	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	322	0	0	0	0	824	103	284	1005	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
FinalVolume:	117	0	322	0	0	0	0	824	103	284	1005	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.95	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1710	0	1615	0	0	0	0	1900	1615	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.20	0.00	0.00	0.00	0.00	0.43	0.06	0.17	0.53	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.51	0.51	0.19	0.70	0.00
Volume/Cap:	0.29	0.00	0.86	0.00	0.00	0.00	0.00	0.86	0.13	0.86	0.76	0.00
Delay/Veh:	28.8	0.0	50.5	0.0	0.0	0.0	0.0	27.1	11.8	54.3	11.1	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:	28.8	0.0	50.5	0.0	0.0	0.0	0.0	27.1	11.8	54.3	11.1	0.0
LOS by Move:	C	A	D	A	A	A	A	C	B	D	B	A
HCM2kAvgQ:	3	0	12	0	0	0	0	23	2	11	19	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	55.8
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	344	546	38	86	287	204	187	530	367	192	947	212
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:	344	546	38	86	287	204	187	530	367	192	947	212
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:	362	575	40	91	302	215	197	558	386	202	997	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	575	40	91	302	215	197	558	386	202	997	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	575	40	91	302	215	197	558	386	202	997	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.85	0.94	0.99	0.85	0.90	0.94	0.94	0.90	0.97	0.97
Lanes:	0.80	1.20	1.00	1.00	1.00	1.00	1.00	1.18	0.82	1.00	1.63	0.37
Final Sat.:	1411	2239	1615	1780	1879	1615	1710	2108	1460	1710	3021	676
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.02	0.05	0.16	0.13	0.12	0.26	0.26	0.12	0.33	0.33
Crit Moves:		****			****		****				****	
Green/Cycle:	0.28	0.28	0.28	0.17	0.17	0.17	0.13	0.33	0.33	0.15	0.36	0.36
Volume/Cap:	0.92	0.92	0.09	0.29	0.92	0.76	0.92	0.79	0.79	0.79	0.92	0.92
Delay/Veh:	58.3	58.3	34.7	46.7	77.5	62.4	96.0	42.8	42.8	68.6	50.3	50.3
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:	58.3	58.3	34.7	46.7	77.5	62.4	96.0	42.8	42.8	68.6	50.3	50.3
LOS by Move:	E	E	C	D	E	E	F	D	D	E	D	D
HCM2kAvgQ:	22	22	1	3	15	10	11	19	19	10	27	27

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.2
Optimal Cycle:	90	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:	10	22	22	10	22	22	10	26	26	10	26	26
Lanes:	2 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	344	546	38	86	287	204	187	530	367	192	947	212
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:	344	546	38	86	287	204	187	530	367	192	947	212
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:	362	575	40	91	302	215	197	558	386	202	997	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	575	40	91	302	215	197	558	386	202	997	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	575	40	91	302	215	197	558	386	202	997	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3230	3800	1615	1710	3800	1615	1710	3800	1615	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.02	0.05	0.08	0.13	0.12	0.15	0.24	0.12	0.26	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.15	0.27	0.27	0.12	0.24	0.24	0.16	0.36	0.36	0.15	0.36	0.36
Volume/Cap:	0.73	0.55	0.09	0.43	0.33	0.54	0.73	0.40	0.66	0.79	0.73	0.39
Delay/Veh:	42.1	28.7	24.5	37.8	28.1	31.2	46.2	21.5	26.6	52.4	27.3	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:	42.1	28.7	24.5	37.8	28.1	31.2	46.2	21.5	26.6	52.4	27.3	22.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	1	3	4	6	7	6	10	8	13	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	130	Critical Vol./Cap.(X):	1.177
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	118.0
Optimal Cycle:	130	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	10	26	26	10	26	26
Lanes:	0 1	1 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	350	575	177	143	601	178	228	1346	229	90	786	127
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:	350	575	177	143	601	178	228	1346	229	90	786	127
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:	368	605	186	151	633	187	240	1417	241	95	827	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	605	186	151	633	187	240	1417	241	95	827	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	605	186	151	633	187	240	1417	241	95	827	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.85	0.94	0.99	0.85	0.90	0.98	0.98	0.90	0.98	0.98
Lanes:	0.78	1.22	1.00	1.00	1.00	1.00	1.00	1.71	0.29	1.00	1.72	0.28
Final Sat.:	1381	2270	1615	1782	1881	1615	1710	3176	540	1710	3203	517
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.12	0.08	0.34	0.12	0.14	0.45	0.45	0.06	0.26	0.26
Crit Moves:	****				****			****			****	
Green/Cycle:	0.22	0.22	0.22	0.28	0.28	0.28	0.16	0.37	0.37	0.08	0.29	0.29
Volume/Cap:	1.22	1.22	0.53	0.31	1.22	0.42	0.90	1.22	1.22	0.72	0.90	0.90
Delay/Veh:	160.0	160	46.3	37.3	159	39.2	84.2	146	146.1	76.2	54.8	54.8
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:	160.0	160	46.3	37.3	159	39.2	84.2	146	146.1	76.2	54.8	54.8
LOS by Move:	F	F	D	D	F	D	F	F	F	E	D	D
HCM2kAvgQ:	33	33	7	5	41	6	13	53	53	5	22	22

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Sand Cyn. Rd.-14th St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.2
Optimal Cycle:	90	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:	10	22	22		10	22	22		10	26	26		10	26	26	
Lanes:	2 0	2 0	1		1 0	2 0	1		1 0	2 0	1		1 0	2 0	1	
Volume Module:																
Base Vol:	350	575	177		143	601	178		228	1346	229		90	786	127	
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:	350	575	177		143	601	178		228	1346	229		90	786	127	
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:	368	605	186		151	633	187		240	1417	241		95	827	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	368	605	186		151	633	187		240	1417	241		95	827	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	368	605	186		151	633	187		240	1417	241		95	827	134	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3230	3800	1615		1710	3800	1615		1710	3800	1615		1710	3800	1615	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.16	0.12		0.09	0.17	0.12		0.14	0.37	0.15		0.06	0.22	0.08	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.13	0.26	0.26		0.12	0.24	0.24		0.18	0.43	0.43		0.11	0.36	0.36	
Volume/Cap:	0.88	0.62	0.45		0.75	0.68	0.47		0.80	0.88	0.35		0.50	0.60	0.23	
Delay/Veh:	56.8	30.7	28.8		53.2	32.9	30.0		49.7	29.4	17.8		39.7	24.2	20.2	
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:	56.8	30.7	28.8		53.2	32.9	30.0		49.7	29.4	17.8		39.7	24.2	20.2	
LOS by Move:	E	C	C		D	C	C		D	C	B		D	C	C	
HCM2kAvgQ:	9	8	5		6	9	5		9	21	5		3	10	3	

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 286.7
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	139	779	20	67	543	232	47	51	71	16	105	111
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:	139	779	20	67	543	232	47	51	71	16	105	111
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:	146	820	21	71	572	244	49	54	75	17	111	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	820	21	71	572	244	49	54	75	17	111	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	820	21	71	572	244	49	54	75	17	111	117
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:	0.15	0.83	0.02	0.08	0.64	0.28	0.28	0.30	0.42	0.07	0.45	0.48
Final Sat.:	80	449	12	44	358	153	125	136	189	33	215	227
Capacity Analysis Module:												
Vol/Sat:	1.82	1.82	1.82	1.60	1.60	1.60	0.40	0.40	0.40	0.51	0.51	0.51
Crit Moves:	****			****			****			****		
Delay/Veh:	395.0	395	395.0	294.5	295	294.5	15.6	15.6	15.6	17.8	17.8	17.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	395.0	395	395.0	294.5	295	294.5	15.6	15.6	15.6	17.8	17.8	17.8
LOS by Move:	F	F	F	F	F	F	C	C	C	C	C	C
ApproachDel:	395.0			294.5			15.6			17.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	395.0			294.5			15.6			17.8		
LOS by Appr:	F			F			C			C		
AllWayAvgQ:	57.9	57.9	57.9	43.9	43.9	43.9	0.6	0.6	0.6	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	10	17	17	10	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	139	779	20	67	543	232	47	51	71	16	105	111
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:	139	779	20	67	543	232	47	51	71	16	105	111
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:	146	820	21	71	572	244	49	54	75	17	111	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	820	21	71	572	244	49	54	75	17	111	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	820	21	71	572	244	49	54	75	17	111	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.00	1.00	0.18	0.96	0.96	0.85	0.91	0.91	0.90	0.92	0.92
Lanes:	1.00	0.97	0.03	1.00	0.70	0.30	2.00	0.42	0.58	1.00	0.49	0.51
Final Sat.:	373	1845	47	349	1271	543	3230	725	1010	1710	852	901
Capacity Analysis Module:												
Vol/Sat:	0.39	0.44	0.44	0.20	0.45	0.45	0.02	0.07	0.07	0.01	0.13	0.13
Crit Moves:					****		****				****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.10	0.18	0.18	0.11	0.19	0.19
Volume/Cap:	0.60	0.68	0.68	0.31	0.69	0.69	0.15	0.41	0.41	0.09	0.69	0.69
Delay/Veh:	14.2	12.5	12.5	8.4	12.7	12.7	41.4	37.1	37.1	40.5	44.0	44.0
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:	14.2	12.5	12.5	8.4	12.7	12.7	41.4	37.1	37.1	40.5	44.0	44.0
LOS by Move:	B	B	B	A	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	17	17	1	16	16	1	4	4	1	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 2.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 476.9
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	87	662	37	77	735	118	401	209	210	54	136	92
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:	87	662	37	77	735	118	401	209	210	54	136	92
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	697	39	81	774	124	422	220	221	57	143	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	697	39	81	774	124	422	220	221	57	143	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	697	39	81	774	124	422	220	221	57	143	97
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:	0.11	0.84	0.05	0.08	0.79	0.13	0.49	0.25	0.26	0.19	0.48	0.33
Final Sat.:	47	356	20	35	336	54	208	108	109	77	194	131
Capacity Analysis Module:												
Vol/Sat:	1.96	1.96	1.96	2.30	2.30	2.30	2.03	2.03	2.03	0.74	0.74	0.74
Crit Moves:		****			****				****		****	
Delay/Veh:	459.8	460	459.8	612.6	613	612.6	491.9	492	491.9	33.5	33.5	33.5
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:	459.8	460	459.8	612.6	613	612.6	491.9	492	491.9	33.5	33.5	33.5
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	459.8			612.6			491.9			33.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	459.8			612.6			491.9			33.5		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	52.6	52.6	52.6	71.0	71.0	71.0	56.7	56.7	56.7	2.4	2.4	2.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 14th St. (NS) / Avenue E (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.3
Optimal Cycle:	100	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	15	15	15	15	15	15	10	17	17	10	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	2 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	87	662	37	77	735	118	401	209	210	54	136	92
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:	87	662	37	77	735	118	401	209	210	54	136	92
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	697	39	81	774	124	422	220	221	57	143	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	697	39	81	774	124	422	220	221	57	143	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	697	39	81	774	124	422	220	221	57	143	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.99	0.99	0.21	0.98	0.98	0.85	0.93	0.93	0.90	0.94	0.94
Lanes:	1.00	0.95	0.05	1.00	0.86	0.14	2.00	0.50	0.50	1.00	0.60	0.40
Final Sat.:	238	1785	100	405	1603	257	3230	877	881	1710	1064	720
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.20	0.48	0.48	0.13	0.25	0.25	0.03	0.13	0.13
Crit Moves:					****			****		****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.17	0.29	0.29	0.10	0.22	0.22
Volume/Cap:	0.70	0.71	0.71	0.36	0.87	0.87	0.78	0.87	0.87	0.33	0.61	0.61
Delay/Veh:	31.5	18.7	18.7	13.5	27.7	27.7	46.7	49.3	49.3	43.0	38.1	38.1
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:	31.5	18.7	18.7	13.5	27.7	27.7	46.7	49.3	49.3	43.0	38.1	38.1
LOS by Move:	C	B	B	B	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	17	17	2	27	27	9	16	16	2	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	55	202	177	36	333	389	142	497	46	290	1048	30
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:	55	202	177	36	333	389	142	497	46	290	1048	30
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:	58	213	186	38	351	409	149	523	48	305	1103	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	213	186	38	351	409	149	523	48	305	1103	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	213	186	38	351	409	149	523	48	305	1103	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.85	0.99	0.99	0.85	1.00	1.00
Lanes:	1.00	1.07	0.93	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.92	0.08
Final Sat.:	1710	1884	1650	1710	3800	1615	3230	5149	477	3230	5519	158
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.02	0.09	0.25	0.05	0.10	0.10	0.09	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.40	0.40	0.11	0.42	0.42	0.09	0.32	0.32	0.10	0.33	0.33
Volume/Cap:	0.37	0.28	0.28	0.21	0.22	0.61	0.51	0.32	0.32	0.92	0.61	0.61
Delay/Veh:	48.6	22.3	22.3	45.6	20.7	26.7	49.1	28.7	28.7	78.4	31.6	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:	48.6	22.3	22.3	45.6	20.7	26.7	49.1	28.7	28.7	78.4	31.6	31.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	4	4	1	4	11	3	5	5	9	11	11

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	100	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:	Ovl			Ovl			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Lanes:	1 0 2	0 1		1 0 2	0 1		2 0 2	1 0		2 0 2	1 0	
Volume Module:												
Base Vol:	55	202	177	36	333	389	142	497	46	290	1048	30
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:	55	202	177	36	333	389	142	497	46	290	1048	30
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:	58	213	186	38	351	409	149	523	48	305	1103	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	213	186	38	351	409	149	523	48	305	1103	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	213	186	38	351	409	149	523	48	305	1103	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.85	0.99	0.99	0.85	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.75	0.25	2.00	2.92	0.08
Final Sat.:	1710	3800	1615	1710	3800	1615	3230	5149	477	3230	5519	158
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.12	0.02	0.09	0.25	0.05	0.10	0.10	0.09	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.30	0.43	0.10	0.30	0.40	0.10	0.39	0.39	0.13	0.42	0.42
Volume/Cap:	0.34	0.19	0.27	0.22	0.31	0.63	0.46	0.26	0.26	0.73	0.48	0.48
Delay/Veh:	43.1	26.0	18.6	42.1	27.1	26.2	43.5	20.8	20.8	48.1	21.2	21.2
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:	43.1	26.0	18.6	42.1	27.1	26.2	43.5	20.8	20.8	48.1	21.2	21.2
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	2	4	1	4	11	3	4	4	7	9	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.7
Optimal Cycle:	110	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:	10	38	38	10	38	38	10	32	32	10	32	32
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	2	1 0	2 0	2	1 0
Volume Module:												
Base Vol:	105	397	323	147	295	234	416	1189	78	424	727	60
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:	105	397	323	147	295	234	416	1189	78	424	727	60
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:	111	418	340	155	311	246	438	1252	82	446	765	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	418	340	155	311	246	438	1252	82	446	765	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	418	340	155	311	246	438	1252	82	446	765	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.93	0.93	0.90	1.00	0.85	0.85	0.99	0.99	0.85	0.99	0.99
Lanes:	1.00	1.10	0.90	1.00	2.00	1.00	2.00	2.82	0.18	2.00	2.77	0.23
Final Sat.:	1710	1955	1591	1710	3800	1615	3230	5301	348	3230	5208	430
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.09	0.08	0.15	0.14	0.24	0.24	0.14	0.15	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.35	0.35	0.11	0.36	0.36	0.15	0.30	0.30	0.17	0.32	0.32
Volume/Cap:	0.68	0.62	0.62	0.80	0.23	0.42	0.91	0.80	0.80	0.80	0.46	0.46
Delay/Veh:	58.9	30.9	30.9	68.0	24.4	26.8	67.4	38.5	38.5	51.6	30.0	30.0
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:	58.9	30.9	30.9	68.0	24.4	26.8	67.4	38.5	38.5	51.6	30.0	30.0
LOS by Move:	E	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	5	11	11	7	4	6	12	16	16	10	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Oak Glen Rd. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.0
Optimal Cycle:	100	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:	Ovl			Ovl			Include			Include		
Min. Green:	10	30	30	10	30	30	10	30	30	10	30	30
Lanes:	1 0 2	0 1		1 0 2	0 1		2 0 2	1 0		2 0 2	1 0	
Volume Module:												
Base Vol:	105	397	323	147	295	234	416	1189	78	424	727	60
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:	105	397	323	147	295	234	416	1189	78	424	727	60
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:	111	418	340	155	311	246	438	1252	82	446	765	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	418	340	155	311	246	438	1252	82	446	765	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	418	340	155	311	246	438	1252	82	446	765	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.85	0.99	0.99	0.85	0.99	0.99
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.82	0.18	2.00	2.77	0.23
Final Sat.:	1710	3800	1615	1710	3800	1615	3230	5301	348	3230	5208	430
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.21	0.09	0.08	0.15	0.14	0.24	0.24	0.14	0.15	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.30	0.48	0.12	0.32	0.47	0.16	0.31	0.31	0.18	0.34	0.34
Volume/Cap:	0.61	0.37	0.43	0.75	0.26	0.32	0.87	0.75	0.75	0.75	0.43	0.43
Delay/Veh:	49.0	27.7	17.2	56.6	25.6	16.8	56.6	32.5	32.5	43.9	25.4	25.4
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:	49.0	27.7	17.2	56.6	25.6	16.8	56.6	32.5	32.5	43.9	25.4	25.4
LOS by Move:	D	C	B	E	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	5	7	7	4	5	10	14	14	9	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	32	530	77	53	531	9	23	136	32	193	271	84
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:	32	530	77	53	531	9	23	136	32	193	271	84
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:	34	558	81	56	559	9	24	143	34	203	285	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	558	81	56	559	9	24	143	34	203	285	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	558	81	56	559	9	24	143	34	203	285	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.98	0.98	0.32	1.00	1.00	0.47	1.00	0.85	0.61	1.00	0.85
Lanes:	1.00	1.75	0.25	1.00	1.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	688	3255	473	616	3725	63	896	1900	1615	1157	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.09	0.15	0.15	0.03	0.08	0.02	0.18	0.15	0.05
Crit Moves:		****								****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.11	0.37	0.37	0.20	0.33	0.33	0.06	0.16	0.04	0.37	0.32	0.12
Delay/Veh:	9.3	10.7	10.7	9.9	10.4	10.4	8.6	9.1	8.6	10.6	10.0	8.9
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:	9.3	10.7	10.7	9.9	10.4	10.4	8.6	9.1	8.6	10.6	10.0	8.9
LOS by Move:	A	B	B	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	4	4	1	3	3	0	2	0	3	3	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Oak Glen Rd. (NS) / Avenue E (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	24	1016	236	104	588	34	41	217	27	127	130	66
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	1016	236	104	588	34	41	217	27	127	130	66
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	1069	248	109	619	36	43	228	28	134	137	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1069	248	109	619	36	43	228	28	134	137	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1069	248	109	619	36	43	228	28	134	137	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.97	0.97	0.12	0.99	0.99	0.60	1.00	0.85	0.50	1.00	0.85
Lanes:	1.00	1.62	0.38	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	641	2997	696	225	3564	206	1147	1900	1615	949	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.49	0.17	0.17	0.04	0.12	0.02	0.14	0.07	0.04
Crit Moves:				****						****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.07	0.67	0.67	0.91	0.33	0.33	0.09	0.30	0.04	0.35	0.18	0.11
Delay/Veh:	6.9	11.1	11.1	68.4	8.0	8.0	11.3	12.5	11.0	13.1	11.8	11.4
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:	6.9	11.1	11.1	68.4	8.0	8.0	11.3	12.5	11.0	13.1	11.8	11.4
LOS by Move:	A	B	B	E	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	10	10	5	4	4	1	3	0	2	2	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[35.9]

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 0 1!	0	0
Volume Module:												
Base Vol:	0	603	100	12	744	0	0	0	0	112	0	36
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	603	100	12	744	0	0	0	0	112	0	36
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	635	105	13	783	0	0	0	0	118	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	635	105	13	783	0	0	0	0	118	0	38
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	740	xxxx	xxxxx	xxxx	xxxx	xxxxx	1052	1443	317
Potent Cap.:	xxxx	xxxx	xxxxx	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	133	684
Move Cap.:	xxxx	xxxx	xxxxx	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	223	131	684
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	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	267	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	35.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			35.9		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 130 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	603	100	12	744	0	0	0	0	112	0	36
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	603	100	12	744	0	0	0	0	112	0	36
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	635	105	13	783	0	0	0	0	118	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	105	13	783	0	0	0	0	118	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	635	105	13	783	0	0	0	0	118	0	38
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	0.95	1.00	1.00	0.88	1.00	0.93
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.77	0.00	0.23
Final Sat.:	0	3800	1615	1710	3800	0	0	0	0	1286	0	413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.07	0.01	0.21	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.08	0.64	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.30	0.12	0.10	0.32	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Delay/Veh:	0.0	14.8	13.1	56.1	10.5	0.0	0.0	0.0	0.0	34.3	0.0	34.3
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:	0.0	14.8	13.1	56.1	10.5	0.0	0.0	0.0	0.0	34.3	0.0	34.3
LOS by Move:	A	B	B	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	2	1	7	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Average Delay (sec/veh): 30.5 Worst Case Level Of Service: F[452.4]

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 0 1!	0	0
Volume Module:												
Base Vol:	0 1245		207	13 729		0	0 0		0	127	0	31
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 1245		207	13 729		0	0 0		0	127	0	31
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 1311		218	14 767		0	0 0		0	134	0	33
Reduct Vol:	0 0		0	0 0		0	0 0		0	0	0	0
FinalVolume:	0 1311		218	14 767		0	0 0		0	134	0	33
Critical Gap Module:												
Critical Gp:	xxxxx xxxx		xxxxx	4.1 xxxx		xxxxx	xxxxx xxxx		xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx xxxx		xxxxx	2.2 xxxx		xxxxx	xxxxx xxxx		xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx		xxxxx	1528 xxxx		xxxxx	xxxx xxxx		xxxxx	1722	2105	655
Potent Cap.:	xxxx xxxx		xxxxx	442 xxxx		xxxxx	xxxx xxxx		xxxxx	82	52	413
Move Cap.:	xxxx xxxx		xxxxx	442 xxxx		xxxxx	xxxx xxxx		xxxxx	80	50	413
Volume/Cap:	xxxx xxxx		xxxx	0.03 xxxx		xxxx	xxxx xxxx		xxxx	1.67	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx xxxx		xxxxx	0.1 xxxx		xxxxx	xxxx xxxx		xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx xxxx		xxxxx	13.4 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	xxxx	95	xxxxx
SharedQueue:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	13.5	xxxxx
Shrd ConDel:	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx	xxxxx	452	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			452.4		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Oak Glen Rd. (NS) / Colorado St. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 130 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	23	23	10	23	0	0	0	0	25	0	25
Lanes:	0 0 2	0 1		1 0 2	0 0		0 0 0	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1245	207	13	729	0	0	0	0	127	0	31
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	1245	207	13	729	0	0	0	0	127	0	31
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	1311	218	14	767	0	0	0	0	134	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1311	218	14	767	0	0	0	0	134	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1311	218	14	767	0	0	0	0	134	0	33
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	0.95	1.00	1.00	0.89	1.00	0.94
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.81	0.00	0.19
Final Sat.:	0	3800	1615	1710	3800	0	0	0	0	1368	0	334
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.13	0.01	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.68	0.68	0.08	0.76	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.50	0.20	0.10	0.27	0.00	0.00	0.00	0.00	0.50	0.00	0.50
Delay/Veh:	0.0	10.1	7.6	56.2	4.7	0.0	0.0	0.0	0.0	48.1	0.0	48.1
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:	0.0	10.1	7.6	56.2	4.7	0.0	0.0	0.0	0.0	48.1	0.0	48.1
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	3	1	5	0	0	0	0	7	0	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 1.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 345.4
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	337	386	122	71	738	123	172	532	247	161	625	223
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:	337	386	122	71	738	123	172	532	247	161	625	223
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:	355	406	128	75	777	129	181	560	260	169	658	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	406	128	75	777	129	181	560	260	169	658	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	406	128	75	777	129	181	560	260	169	658	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.96	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.96	0.96
Lanes:	0.41	0.45	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	713	816	258	1710	1900	1615	1710	1900	1615	1710	1346	480
Capacity Analysis Module:												
Vol/Sat:	0.50	0.50	0.50	0.04	0.41	0.08	0.11	0.29	0.16	0.10	0.49	0.49
Crit Moves:			****		****			****			****	
Green/Cycle:	0.28	0.28	0.28	0.23	0.23	0.23	0.16	0.16	0.16	0.27	0.27	0.27
Volume/Cap:	1.80	1.80	1.80	0.19	1.80	0.35	0.65	1.80	0.98	0.37	1.80	1.80
Delay/Veh:	415.5	416	415.5	40.9	420	42.8	56.0	427	104.9	38.8	416	415.8
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:	415.5	416	415.5	40.9	420	42.8	56.0	427	104.9	38.8	416	415.8
LOS by Move:	F	F	F	D	F	D	E	F	F	D	F	F
HCM2kAvgQ:	86	86	86	3	73	4	8	53	15	6	84	84

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 90 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			Ovl			Include		
Min. Green:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	2 0 2	0 1		1 0 2	0 1		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	337	386	122	71	738	123	172	532	247	161	625	223
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:	337	386	122	71	738	123	172	532	247	161	625	223
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:	355	406	128	75	777	129	181	560	260	169	658	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	406	128	75	777	129	181	560	260	169	658	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	406	128	75	777	129	181	560	260	169	658	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85	0.85	1.00	0.85
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3230	3800	1615	1710	3800	1615	1710	3800	1615	3230	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.04	0.20	0.08	0.11	0.15	0.16	0.05	0.17	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.32	0.32	0.16	0.31	0.31	0.16	0.29	0.45	0.14	0.27	0.27
Volume/Cap:	0.65	0.33	0.25	0.27	0.65	0.26	0.65	0.52	0.35	0.37	0.65	0.55
Delay/Veh:	37.7	23.3	22.7	33.7	27.9	23.3	40.7	27.4	16.3	35.4	30.9	29.9
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:	37.7	23.3	22.7	33.7	27.9	23.3	40.7	27.4	16.3	35.4	30.9	29.9
LOS by Move:	D	C	C	C	C	C	D	C	B	D	C	C
HCM2kAvgQ:	6	4	3	2	10	3	6	7	5	3	9	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 130 Critical Vol./Cap.(X): 2.339
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 548.5
Optimal Cycle: 130 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:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	310	1290	244	170	549	208	260	725	464	163	658	104
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:	310	1290	244	170	549	208	260	725	464	163	658	104
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:	326	1358	257	179	578	219	274	763	488	172	693	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1358	257	179	578	219	274	763	488	172	693	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1358	257	179	578	219	274	763	488	172	693	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.97	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.98	0.98
Lanes:	0.18	0.69	0.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.14
Final Sat.:	308	1283	243	1710	1900	1615	1710	1900	1615	1710	1608	254
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.10	0.30	0.14	0.16	0.40	0.30	0.10	0.43	0.43
Crit Moves:			****		****			****				****
Green/Cycle:	0.44	0.44	0.44	0.15	0.15	0.15	0.17	0.17	0.17	0.18	0.18	0.18
Volume/Cap:	2.41	2.41	2.41	0.68	1.98	0.88	0.96	2.41	1.81	0.56	2.41	2.41
Delay/Veh:	674.8	675	674.8	59.0	507	82.3	96.2	698	435.1	51.1	697	697.0
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:	674.8	675	674.8	59.0	507	82.3	96.2	698	435.1	51.1	697	697.0
LOS by Move:	F	F	F	E	F	F	F	F	F	D	F	F
HCM2kAvgQ:	216	216	216	8	58	11	16	85	47	7	89	89

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Oak Glen Rd. (NS) / 14th St.-Calimesa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 90 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				Ovl				Include			
Min. Green:	10	20	20		10	20	20		10	20	20		10	20	20	
Lanes:	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	310	1290	244		170	549	208		260	725	464		163	658	104	
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:	310	1290	244		170	549	208		260	725	464		163	658	104	
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:	326	1358	257		179	578	219		274	763	488		172	693	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	326	1358	257		179	578	219		274	763	488		172	693	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	326	1358	257		179	578	219		274	763	488		172	693	109	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	1.00	0.85		0.90	1.00	0.85		0.90	1.00	0.85		0.85	1.00	0.85	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3230	3800	1615		1710	3800	1615		1710	3800	1615		3230	3800	1615	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.36	0.16		0.10	0.15	0.14		0.16	0.20	0.30		0.05	0.18	0.07	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.17	0.40	0.40		0.12	0.34	0.34		0.18	0.27	0.44		0.13	0.22	0.22	
Volume/Cap:	0.59	0.90	0.40		0.90	0.45	0.40		0.90	0.75	0.69		0.40	0.82	0.31	
Delay/Veh:	36.2	33.5	20.0		77.4	23.3	23.1		64.6	33.6	23.4		36.3	39.7	29.7	
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:	36.2	33.5	20.0		77.4	23.3	23.1		64.6	33.6	23.4		36.3	39.7	29.7	
LOS by Move:	D	C	B		E	C	C		E	C	C		D	D	C	
HCM2kAvgQ:	6	22	5		8	6	5		11	11	12		3	12	3	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.213
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	412.5
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 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	220	575	0	0	676	470	0	0	0	560	0	270
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:	220	575	0	0	676	470	0	0	0	560	0	270
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:	232	605	0	0	712	495	0	0	0	589	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	605	0	0	712	495	0	0	0	589	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	605	0	0	712	495	0	0	0	589	0	284
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:	0.28	0.72	0.00	0.00	0.59	0.41	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	144	377	0	0	322	224	0	0	0	363	0	175
Capacity Analysis Module:												
Vol/Sat:	1.60	1.60	xxxx	xxxx	2.21	2.21	xxxx	xxxx	xxxx	1.63	xxxx	1.63
Crit Moves:		****			****						****	
Delay/Veh:	299.4	299	0.0	0.0	567	567.0	0.0	0.0	0.0	307.4	0.0	307.4
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:	299.4	299	0.0	0.0	567	567.0	0.0	0.0	0.0	307.4	0.0	307.4
LOS by Move:	F	F	*	*	F	F	*	*	*	F	*	F
ApproachDel:	299.4			567.0			xxxxxx			307.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	299.4			567.0			xxxxxx			307.4		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	41.9	41.9	41.9	84.4	84.4	84.4	0.0	0.0	0.0	44.5	44.5	44.5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.6
Optimal Cycle:	80	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:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	220	575	0	0	676	470	0	0	0	560	0	270
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:	220	575	0	0	676	470	0	0	0	560	0	270
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:	232	605	0	0	712	495	0	0	0	589	0	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	605	0	0	712	495	0	0	0	589	0	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	605	0	0	712	495	0	0	0	589	0	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1710	3800	0	0	3800	1615	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.19	0.31	0.00	0.00	0.00	0.34	0.00	0.18
Crit Moves:	****					****				****		
Green/Cycle:	0.16	0.52	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.85	0.31	0.00	0.00	0.52	0.85	0.00	0.00	0.00	0.85	0.00	0.43
Delay/Veh:	54.3	11.1	0.0	0.0	20.5	35.0	0.0	0.0	0.0	31.4	0.0	17.6
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:	54.3	11.1	0.0	0.0	20.5	35.0	0.0	0.0	0.0	31.4	0.0	17.6
LOS by Move:	D	B	A	A	C	D	A	A	A	C	A	B
HCM2kAvgQ:	9	4	0	0	7	14	0	0	0	17	0	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	3.786
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	859.3
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 1	0 0	0	0 0	0 1	0	0 0	0 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	489	1387	0	0	801	375	0	0	0	383	0	457
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:	489	1387	0	0	801	375	0	0	0	383	0	457
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:	515	1460	0	0	843	395	0	0	0	403	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	1460	0	0	843	395	0	0	0	403	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	1460	0	0	843	395	0	0	0	403	0	481
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:	0.26	0.74	0.00	0.00	0.68	0.32	0.00	0.00	0.00	0.45	0.01	0.54
Final Sat.:	136	386	0	0	368	172	0	0	0	252	0	300
Capacity Analysis Module:												
Vol/Sat:	3.79	3.79	xxxx	xxxx	2.29	2.29	xxxx	xxxx	xxxx	1.60	0.00	1.60
Crit Moves:		****			****							****
Delay/Veh:	1273	1273	0.0	0.0	601	601.4	0.0	0.0	0.0	297.0	297	297.0
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:	1273	1273	0.0	0.0	601	601.4	0.0	0.0	0.0	297.0	297	297.0
LOS by Move:	F	F	*	*	F	F	*	*	*	F	F	F
ApproachDel:	1272.7			601.4			xxxxxx			297.0		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	1272.7			601.4			xxxxxx			297.0		
LOS by Appr:	F			F			*			F		
AllWayAvgQ:	183	183	183.0	88.9	88.9	88.9	0.0	0.0	0.0	44.1	44.1	44.1

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	80	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:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 2	0 1		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	489	1387	0	0	801	375	0	0	0	383	0	457
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:	489	1387	0	0	801	375	0	0	0	383	0	457
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:	515	1460	0	0	843	395	0	0	0	403	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	1460	0	0	843	395	0	0	0	403	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	1460	0	0	843	395	0	0	0	403	0	481
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1710	3800	0	0	3800	1615	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.38	0.00	0.00	0.22	0.24	0.00	0.00	0.00	0.24	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.34	0.59	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.89	0.65	0.00	0.00	0.89	0.98	0.00	0.00	0.00	0.70	0.00	0.89
Delay/Veh:	40.4	11.7	0.0	0.0	39.1	68.4	0.0	0.0	0.0	27.0	0.0	41.4
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:	40.4	11.7	0.0	0.0	39.1	68.4	0.0	0.0	0.0	27.0	0.0	41.4
LOS by Move:	D	B	A	A	D	E	A	A	A	C	A	D
HCM2kAvgQ:	16	13	0	0	14	15	0	0	0	10	0	15

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.496
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	449.1
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	541	305	305	931	0	254	0	459	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	541	305	305	931	0	254	0	459	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	569	321	321	980	0	267	0	483	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	321	321	980	0	267	0	483	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
FinalVolume:	0	569	321	321	980	0	267	0	483	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	0.64	0.36	0.25	0.75	0.00	0.36	0.00	0.64	0.00	0.00	0.00
Final Sat.:	0	347	195	129	393	0	199	0	359	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	1.64	1.64	2.50	2.50	xxxx	1.35	xxxx	1.35	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	314	314.0	693.1	693	0.0	186.3	0.0	186.3	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	314	314.0	693.1	693	0.0	186.3	0.0	186.3	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		314.0			693.1			186.3			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		314.0			693.1			186.3			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	45.9	45.9	45.9	98.9	98.9	98.9	27.4	27.4	27.4	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	70	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	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	541	305	305	931	0	254	0	459	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	541	305	305	931	0	254	0	459	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	569	321	321	980	0	267	0	483	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	321	321	980	0	267	0	483	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
FinalVolume:	0	569	321	321	980	0	267	0	483	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	0.84	1.00	0.89	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.37	0.00	1.63	0.00	0.00	0.00
Final Sat.:	0	3800	1615	1710	3800	0	2187	0	2751	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.20	0.19	0.26	0.00	0.12	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.32	0.61	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.70	0.58	0.42	0.00	0.40	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	21.5	26.9	21.2	7.3	0.0	19.5	0.0	21.2	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	21.5	26.9	21.2	7.3	0.0	19.5	0.0	21.2	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	6	8	7	6	0	4	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.961
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	820.5
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	0 1	0	0 1	0 0	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1081	404	236	948	0	795	0	746	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	1081	404	236	948	0	795	0	746	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	1138	425	248	998	0	837	0	785	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1138	425	248	998	0	837	0	785	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
FinalVolume:	0	1138	425	248	998	0	837	0	785	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	0.73	0.27	0.20	0.80	0.00	0.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	0	392	146	104	418	0	283	0	265	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	2.90	2.90	2.38	2.38	xxxx	2.96	xxxx	2.96	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	876	876.1	644.7	645	0.0	901.8	0.0	901.8	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	876	876.1	644.7	645	0.0	901.8	0.0	901.8	0.0	0.0	0.0
LOS by Move:	*	F	F	F	F	*	F	*	F	*	*	*
ApproachDel:		876.1			644.7			901.8			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		876.1			644.7			901.8			xxxxxx	
LOS by Appr:		F			F			F			*	
AllWayAvgQ:	130	130	129.6	92.2	92.2	92.2	136	136	135.8	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Oak Glen Rd.-Live Oak Cyn. Rd. (NS) / I-10 EB Ramps (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	70	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	20	20	10	20	0	7	7	7	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	1081	404	236	948	0	795	0	746	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	1081	404	236	948	0	795	0	746	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	1138	425	248	998	0	837	0	785	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1138	425	248	998	0	837	0	785	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
FinalVolume:	0	1138	425	248	998	0	837	0	785	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	0.86	1.00	0.90	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.53	0.00	1.47	0.00	0.00	0.00
Final Sat.:	0	3800	1615	1710	3800	0	2488	0	2525	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.26	0.15	0.26	0.00	0.34	0.00	0.31	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.35	0.35	0.17	0.52	0.00	0.39	0.00	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.75	0.85	0.50	0.00	0.85	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	25.6	49.2	11.1	0.0	23.4	0.0	20.8	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	26.7	25.6	49.2	11.1	0.0	23.4	0.0	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	15	10	9	7	0	15	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	3.658
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	700.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	83	373	110	224	807	359	262	211	135	137	282	211
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:	83	373	110	224	807	359	262	211	135	137	282	211
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:	87	393	116	236	849	378	276	222	142	144	297	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	393	116	236	849	378	276	222	142	144	297	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	393	116	236	849	378	276	222	142	144	297	222
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:	0.15	0.66	0.19	0.16	0.58	0.26	0.43	0.35	0.22	0.22	0.45	0.33
Final Sat.:	58	263	77	64	232	103	171	138	88	87	180	134
Capacity Analysis Module:												
Vol/Sat:	1.50	1.50	1.50	3.66	3.66	3.66	1.61	1.61	1.61	1.65	1.65	1.65
Crit Moves:			****		****			****			****	
Delay/Veh:	259.5	260	259.5	1220	1220	1220	310.3	310	310.3	326.4	326	326.4
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:	259.5	260	259.5	1220	1220	1220	310.3	310	310.3	326.4	326	326.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	259.5			1220.4			310.3			326.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	259.5			1220.4			310.3			326.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	27.4	27.4	27.4	134	134	134.3	32.9	32.9	32.9	35.1	35.1	35.1

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	80	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			Ovl			Include			Ovl		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 2	0	1	2 0 2	0	1	2 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	83	373	110	224	807	359	262	211	135	137	282	211
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:	83	373	110	224	807	359	262	211	135	137	282	211
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:	87	393	116	236	849	378	276	222	142	144	297	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	393	116	236	849	378	276	222	142	144	297	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	393	116	236	849	378	276	222	142	144	297	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.85	1.00	0.85	0.85	0.94	0.94	0.90	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78	1.00	2.00	1.00
Final Sat.:	1710	3800	1615	3230	3800	1615	3230	2183	1397	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.07	0.07	0.22	0.23	0.09	0.10	0.10	0.08	0.08	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.33	0.33	0.22	0.42	0.56	0.14	0.19	0.19	0.16	0.21	0.43
Volume/Cap:	0.41	0.31	0.22	0.33	0.53	0.42	0.61	0.53	0.53	0.53	0.37	0.32
Delay/Veh:	33.5	20.2	19.6	26.6	17.5	10.2	34.6	29.8	29.8	32.8	27.3	15.3
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:	33.5	20.2	19.6	26.6	17.5	10.2	34.6	29.8	29.8	32.8	27.3	15.3
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	B
HCM2kAvgQ:	3	4	2	3	8	5	5	5	5	4	3	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	4.469
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	1101.5
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	222	640	188	492	753	449	527	382	180	186	554	318
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:	222	640	188	492	753	449	527	382	180	186	554	318
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:	234	674	198	518	793	473	555	402	189	196	583	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	674	198	518	793	473	555	402	189	196	583	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	674	198	518	793	473	555	402	189	196	583	335
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:	0.21	0.61	0.18	0.29	0.44	0.27	0.48	0.35	0.17	0.18	0.52	0.30
Final Sat.:	84	242	71	116	177	106	191	138	65	70	210	120
Capacity Analysis Module:												
Vol/Sat:	2.78	2.78	2.78	4.47	4.47	4.47	2.90	2.90	2.90	2.78	2.78	2.78
Crit Moves:		****			****			****			****	
Delay/Veh:	827.4	827	827.4	1585	1585	1585	882.7	883	882.7	825.6	826	825.6
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:	827.4	827	827.4	1585	1585	1585	882.7	883	882.7	825.6	826	825.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	827.4			1584.5			882.7			825.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	827.4			1584.5			882.7			825.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	89.9	89.9	89.9	174	174	174.3	95.5	95.5	95.5	90.5	90.5	90.5

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Live Oak Cyn. Rd. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	80	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			Ovl			Include			Ovl		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 2	0	1	2 0 2	0	1	2 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	222	640	188	492	753	449	527	382	180	186	554	318
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:	222	640	188	492	753	449	527	382	180	186	554	318
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:	234	674	198	518	793	473	555	402	189	196	583	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	674	198	518	793	473	555	402	189	196	583	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	674	198	518	793	473	555	402	189	196	583	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.85	1.00	0.85	0.85	0.95	0.95	0.90	1.00	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.36	0.64	1.00	2.00	1.00
Final Sat.:	1710	3800	1615	3230	3800	1615	3230	2459	1159	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.12	0.16	0.21	0.29	0.17	0.16	0.16	0.11	0.15	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.24	0.24	0.22	0.28	0.51	0.23	0.26	0.26	0.18	0.21	0.43
Volume/Cap:	0.75	0.74	0.51	0.74	0.75	0.57	0.74	0.62	0.62	0.65	0.74	0.49
Delay/Veh:	41.0	31.2	27.4	33.2	29.5	14.6	32.2	27.1	27.1	35.5	33.3	17.2
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:	41.0	31.2	27.4	33.2	29.5	14.6	32.2	27.1	27.1	35.5	33.3	17.2
LOS by Move:	D	C	C	C	C	B	C	C	C	D	C	B
HCM2kAvgQ:	8	9	5	8	11	9	9	7	7	6	8	6

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	90	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
Lanes:	0 0	0	0 0	1	0 0	1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	129	0	11	15	437	0	0	908	171
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	129	0	11	15	437	0	0	908	171
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	136	0	12	16	460	0	0	956	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	12	16	460	0	0	956	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	0	12	16	460	0	0	956	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
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	1710	0	1615	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.24	0.00	0.00	0.50	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.11	0.77	0.00	0.00	0.66	0.66
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.04	0.08	0.32	0.00	0.00	0.77	0.17
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	31.5	36.1	3.4	0.0	0.0	13.7	6.1
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:	0.0	0.0	0.0	35.2	0.0	31.5	36.1	3.4	0.0	0.0	13.7	6.1
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	0	0	4	0	0	20	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 West Oak Center Dr. North (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.0
Optimal Cycle:	90	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	319	0	28	25	731	0	0	836	283
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	319	0	28	25	731	0	0	836	283
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	336	0	29	26	769	0	0	880	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	336	0	29	26	769	0	0	880	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	336	0	29	26	769	0	0	880	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
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	1710	0	1615	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.02	0.02	0.40	0.00	0.00	0.46	0.18
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.11	0.69	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.07	0.14	0.59	0.00	0.00	0.80	0.32
Delay/Veh:	0.0	0.0	0.0	42.6	0.0	26.2	36.4	8.0	0.0	0.0	19.3	10.1
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:	0.0	0.0	0.0	42.6	0.0	26.2	36.4	8.0	0.0	0.0	19.3	10.1
LOS by Move:	A	A	A	D	A	C	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	11	0	1	1	11	0	0	21	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	101	0	11	15	351	0	0	785	134
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	101	0	11	15	351	0	0	785	134
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	106	0	12	16	369	0	0	826	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	12	16	369	0	0	826	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	106	0	12	16	369	0	0	826	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
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	1710	0	1615	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.01	0.19	0.00	0.00	0.43	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.13	0.74	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.04	0.07	0.26	0.00	0.00	0.71	0.14
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	26.6	31.1	3.5	0.0	0.0	12.7	6.6
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:	0.0	0.0	0.0	28.8	0.0	26.6	31.1	3.5	0.0	0.0	12.7	6.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	3	0	0	0	3	0	0	15	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 West Oak Center Dr. South (NS) / Live Oak Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	15	0	15	10	15	0	0	15	15
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	250	0	28	25	506	0	0	643	221
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	250	0	28	25	506	0	0	643	221
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	263	0	29	26	533	0	0	677	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	263	0	29	26	533	0	0	677	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	263	0	29	26	533	0	0	677	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
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	1710	0	1615	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.02	0.02	0.28	0.00	0.00	0.36	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.13	0.68	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.08	0.12	0.41	0.00	0.00	0.64	0.26
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	23.5	31.4	5.8	0.0	0.0	13.4	9.3
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:	0.0	0.0	0.0	30.5	0.0	23.5	31.4	5.8	0.0	0.0	13.4	9.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	1	1	6	0	0	12	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

Cycle (sec): 110 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 110 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	20	20	10	20	0	0	0	0	15	0	15
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	0	954	34	23	702	0	0	0	0	31	0	55
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	954	34	23	702	0	0	0	0	31	0	55
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	1004	36	24	739	0	0	0	0	33	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1004	36	24	739	0	0	0	0	33	0	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1004	36	24	739	0	0	0	0	33	0	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	1.00	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3651	130	1710	3800	0	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.01	0.19	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.72	0.72	0.09	0.81	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.38	0.38	0.16	0.24	0.00	0.00	0.00	0.00	0.14	0.00	0.26
Delay/Veh:	0.0	6.1	6.1	46.6	2.5	0.0	0.0	0.0	0.0	42.1	0.0	43.2
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	6.1	6.1	46.6	2.5	0.0	0.0	0.0	0.0	42.1	0.0	43.2
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	1	3	0	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #29 Calimesa Blvd. (NS) / Oak Ridge Rd. (EW)

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 110 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	20	20	10	20	0	0	0	0	15	0	15
Lanes:	0 0 1	1 0		1 0 2	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	866	57	79	1060	0	0	0	0	59	0	59
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	866	57	79	1060	0	0	0	0	59	0	59
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	912	60	83	1116	0	0	0	0	62	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	60	83	1116	0	0	0	0	62	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	912	60	83	1116	0	0	0	0	62	0	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.90	1.00	1.00	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3533	233	1710	3800	0	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.05	0.29	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.68	0.68	0.13	0.81	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.38	0.38	0.38	0.36	0.00	0.00	0.00	0.00	0.27	0.00	0.28
Delay/Veh:	0.0	7.6	7.6	45.0	2.9	0.0	0.0	0.0	0.0	43.2	0.0	43.4
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:	0.0	7.6	7.6	45.0	2.9	0.0	0.0	0.0	0.0	43.2	0.0	43.4
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	3	5	0	0	0	0	2	0	2

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: E[35.0]

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 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	8	0	0	0	733	0	0	988	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	0	0	8	0	0	0	733	0	0	988	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	0	0	8	0	0	0	772	0	0	1040	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	0	0	772	0	0	1040	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	128	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	35.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			35.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 12th St. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: E[42.7]

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 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	8	0	0	0	1119	0	0	923	11
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	8	0	0	0	1119	0	0	923	11
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	8	0	0	0	1178	0	0	972	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	8	0	0	0	1178	0	0	972	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1566	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	104	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	42.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	*	*	*	*	*	*	*
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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E[38.7]

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	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	31	0	6	0	741	0	0	985	11
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	31	0	6	0	741	0	0	985	11
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	33	0	6	0	780	0	0	1037	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	6	0	780	0	0	1037	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1433	1823	524	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	127	78	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	127	78	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.26	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	145	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	38.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			38.7			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #31 Cienaga Rd. (NS) / Calimesa Blvd. (EW)

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[45.9]

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 0 1!	0 0		1 0 2	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	30	0	12	0	1127	0	0	922	42
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	12	0	1127	0	0	922	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	32	0	13	0	1186	0	0	971	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	13	0	1186	0	0	971	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1586	2179	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	101	47	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	101	47	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	131	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	45.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			45.9			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	70	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			Ovl			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 2	0 1		1 0 2	0 1		2 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	140	556	48	9	844	531	114	463	195	238	325	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:	140	556	48	9	844	531	114	463	195	238	325	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:	147	585	51	9	888	559	120	487	205	251	342	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	585	51	9	888	559	120	487	205	251	342	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	585	51	9	888	559	120	487	205	251	342	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.85	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1710	3800	1615	1710	3800	1615	3230	3800	1615	1710	3683	102
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.03	0.01	0.23	0.35	0.04	0.13	0.13	0.15	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.28	0.28	0.19	0.32	0.49	0.17	0.21	0.21	0.20	0.25	0.25
Volume/Cap:	0.60	0.55	0.11	0.03	0.72	0.70	0.22	0.60	0.59	0.72	0.37	0.37
Delay/Veh:	32.4	22.0	18.8	23.3	22.9	16.7	25.4	26.0	27.5	33.1	21.9	21.9
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:	32.4	22.0	18.8	23.3	22.9	16.7	25.4	26.0	27.5	33.1	21.9	21.9
LOS by Move:	C	C	B	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	4	6	1	0	10	11	1	6	5	7	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Wildwood Center Dr. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.0
Optimal Cycle:	70	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			Ovl			Include			Include		
Min. Green:	10	15	15	10	15	15	10	15	15	10	15	15
Lanes:	1 0 2	0 1		1 0 2	0 1		2 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	256	1003	192	13	621	312	434	470	253	82	396	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:	256	1003	192	13	621	312	434	470	253	82	396	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:	269	1056	202	14	654	328	457	495	266	86	417	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1056	202	14	654	328	457	495	266	86	417	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1056	202	14	654	328	457	495	266	86	417	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.85	1.00	0.85	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1710	3800	1615	1710	3800	1615	3230	3800	1615	1710	3652	129
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.13	0.01	0.17	0.20	0.14	0.13	0.16	0.05	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.35	0.35	0.14	0.28	0.46	0.18	0.24	0.24	0.16	0.21	0.21
Volume/Cap:	0.75	0.79	0.36	0.06	0.61	0.44	0.79	0.55	0.70	0.32	0.53	0.53
Delay/Veh:	34.8	23.8	17.3	26.0	22.6	13.1	35.0	24.3	30.2	26.9	25.1	25.1
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:	34.8	23.8	17.3	26.0	22.6	13.1	35.0	24.3	30.2	26.9	25.1	25.1
LOS by Move:	C	C	B	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	8	12	3	0	7	5	8	5	7	2	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	60	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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0	0 2	0 1	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	884	655	0	0	411	866	0	0	0	83	0	89
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:	884	655	0	0	411	866	0	0	0	83	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	931	689	0	0	433	0	0	0	0	87	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	931	689	0	0	433	0	0	0	0	87	0	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	931	689	0	0	433	0	0	0	0	87	0	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3230	3800	0	0	3800	1900	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.29	0.18	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.45	0.78	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.64	0.23	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.44	0.00	0.50
Delay/Veh:	13.7	1.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	26.2	0.0	26.9
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:	13.7	1.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	26.2	0.0	26.9
LOS by Move:	B	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	8	2	0	0	3	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Wildwood Center Dr. (NS) / I-10 WB Ramps (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 60 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:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	10	20	0	0	20	20	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	838	1344	0	0	664	292	0	0	0	189	0	107
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:	838	1344	0	0	664	292	0	0	0	189	0	107
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	882	1415	0	0	699	0	0	0	0	199	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	882	1415	0	0	699	0	0	0	0	199	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	882	1415	0	0	699	0	0	0	0	199	0	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.90	1.00	0.85
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	3230	3800	0	0	3800	1900	0	0	0	1710	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.27	0.37	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.73	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.69	0.51	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.69	0.00	0.41
Delay/Veh:	16.6	3.6	0.0	0.0	16.9	0.0	0.0	0.0	0.0	30.2	0.0	23.3
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:	16.6	3.6	0.0	0.0	16.9	0.0	0.0	0.0	0.0	30.2	0.0	23.3
LOS by Move:	B	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	9	6	0	0	6	0	0	0	0	5	0	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.655	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.2	
Optimal Cycle:	80	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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	20	20	10	20	0	7	7	7	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	1063	109	90	404	0	476	0	645	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	1063	109	90	404	0	476	0	645	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	1119	115	95	425	0	501	0	679	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1119	115	95	425	0	501	0	679	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
FinalVolume:	0	1119	115	95	425	0	501	0	679	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	0.85	1.00	0.89	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.44	0.00	1.56	0.00	0.00	0.00
Final Sat.:	0	3800	1615	1710	3800	0	2316	0	2656	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.07	0.06	0.11	0.00	0.22	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.43	0.43	0.13	0.55	0.00	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.17	0.44	0.20	0.00	0.58	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	19.8	14.2	33.9	9.0	0.0	20.6	0.0	22.4	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	19.8	14.2	33.9	9.0	0.0	20.6	0.0	22.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	12	2	3	3	0	8	0	10	0	0	0

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Wildwood Center Dr. (NS) / I-10 EB Ramps (EW)

****

Cycle (sec):	80	Critical Vol./Cap.(X):		0.842
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):		24.3
Optimal Cycle:	80	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	20	20	10	20	0	7	7	7	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	1191	158	98	755	0	991	0	609	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	1191	158	98	755	0	991	0	609	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	1254	166	103	795	0	1043	0	641	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	166	103	795	0	1043	0	641	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
FinalVolume:	0	1254	166	103	795	0	1043	0	641	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	0.87	1.00	0.91	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.63	0.00	1.37	0.00	0.00	0.00
Final Sat.:	0	3800	1615	1710	3800	0	2687	0	2377	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.10	0.06	0.21	0.00	0.39	0.00	0.27	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.37	0.37	0.13	0.49	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.28	0.48	0.42	0.00	0.90	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	31.9	18.1	34.3	13.2	0.0	27.3	0.0	18.1	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	31.9	18.1	34.3	13.2	0.0	27.3	0.0	18.1	0.0	0.0	0.0
LOS by Move:	A	C	B	C	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	19	3	3	6	0	19	0	10	0	0	0

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	100	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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0	1 1	0	2 0	2 0	1	1 0	1 0	1	1 0	1 0	2
Volume Module:												
Base Vol:	187	229	9	836	121	92	81	68	73	6	146	862
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:	187	229	9	836	121	92	81	68	73	6	146	862
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:	197	241	9	880	127	97	85	72	77	6	154	907
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	241	9	880	127	97	85	72	77	6	154	907
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	241	9	880	127	97	85	72	77	6	154	907
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.99	0.85	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.81
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1710	3634	143	3230	3800	1615	1710	1900	1615	1710	1900	3060
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.27	0.03	0.06	0.05	0.04	0.05	0.00	0.08	0.30
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.20	0.20	0.42	0.39	0.39	0.10	0.20	0.20	0.10	0.20	0.62
Volume/Cap:	0.51	0.33	0.33	0.65	0.09	0.15	0.50	0.19	0.24	0.04	0.40	0.48
Delay/Veh:	34.9	34.5	34.5	24.2	19.1	19.7	44.9	33.5	34.0	40.7	35.5	10.5
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:	34.9	34.5	34.5	24.2	19.1	19.7	44.9	33.5	34.0	40.7	35.5	10.5
LOS by Move:	C	C	C	C	B	B	D	C	C	D	D	B
HCM2kAvgQ:	6	3	3	13	1	2	3	2	2	0	4	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 Wildwood Center Dr. (NS) / Outer Hwy. 10 South (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: 100 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:	10	20	20	10	20	20	10	20	20	10	20	20
Lanes:	1 0 1	1 0		2 0 2	0 1		1 0 1	0 1		1 0 1	0 2	
Volume Module:												
Base Vol:	222	268	14	786	372	206	215	132	325	15	253	866
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:	222	268	14	786	372	206	215	132	325	15	253	866
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:	234	282	15	827	392	217	226	139	342	16	266	912
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	282	15	827	392	217	226	139	342	16	266	912
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	282	15	827	392	217	226	139	342	16	266	912
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.99	0.99	0.85	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.81
Lanes:	1.00	1.90	0.10	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1710	3586	187	3230	3800	1615	1710	1900	1615	1710	1900	3060
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.26	0.10	0.13	0.13	0.07	0.21	0.01	0.14	0.30
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.20	0.20	0.34	0.32	0.32	0.18	0.26	0.26	0.12	0.20	0.54
Volume/Cap:	0.62	0.39	0.39	0.75	0.32	0.42	0.75	0.29	0.83	0.08	0.70	0.55
Delay/Veh:	38.4	35.1	35.1	31.9	25.7	27.1	48.8	30.2	48.0	39.2	43.0	15.3
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:	38.4	35.1	35.1	31.9	25.7	27.1	48.8	30.2	48.0	39.2	43.0	15.3
LOS by Move:	D	D	D	C	C	C	D	C	D	D	D	B
HCM2kAvgQ:	8	4	4	14	5	5	9	3	12	0	9	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
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	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	24	0	129	35	485	0	0	443	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	129	35	485	0	0	443	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	25	0	136	37	511	0	0	466	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	136	37	511	0	0	466	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	136	37	511	0	0	466	5
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	461	0	543	589	653	0	0	641	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.05	xxxx	0.25	0.06	0.78	xxxx	xxxx	0.73	0.01
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	10.6	9.1	24.6	0.0	0.0	21.3	7.6
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	10.4	0.0	10.6	9.1	24.6	0.0	0.0	21.3	7.6
LOS by Move:	*	*	*	B	*	B	A	C	*	*	C	A
ApproachDel:	xxxxxx			10.6			23.5			21.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.6			23.5			21.1		
LOS by Appr:	*			B			C			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.3	0.1	3.0	0.0	0.0	2.3	0.0

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Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 90 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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	24	0	129	35	485	0	0	443	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	129	35	485	0	0	443	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	25	0	136	37	511	0	0	466	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	136	37	511	0	0	466	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	136	37	511	0	0	466	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1710	0	1615	1710	3800	0	0	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.08	0.02	0.13	0.00	0.00	0.12	0.00
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.11	0.71	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.38	0.19	0.19	0.00	0.00	0.20	0.01
Delay/Veh:	0.0	0.0	0.0	27.7	0.0	30.4	36.8	4.4	0.0	0.0	8.3	7.2
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	0.0	0.0	27.7	0.0	30.4	36.8	4.4	0.0	0.0	8.3	7.2
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	1	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
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	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	12	0	69	129	546	0	0	423	23
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	12	0	69	129	546	0	0	423	23
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	13	0	73	136	575	0	0	445	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	73	136	575	0	0	445	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	73	136	575	0	0	445	24
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	458	0	540	622	690	0	0	653	728
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.03	xxxx	0.13	0.22	0.83	xxxx	xxxx	0.68	0.03
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	10.3	0.0	9.8	9.9	27.9	0.0	0.0	18.8	7.6
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	10.3	0.0	9.8	9.9	27.9	0.0	0.0	18.8	7.6
LOS by Move:	*	*	*	B	*	A	A	D	*	*	C	A
ApproachDel:	xxxxxx			9.9			24.5			18.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			9.9			24.5			18.2		
LOS by Appr:	*			A			C			C		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.1	0.3	3.8	0.0	0.0	1.9	0.0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Wildwood Cyn. Rd. (NS) / Calimesa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.9
Optimal Cycle:	90	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	12	0	69	129	546	0	0	423	23
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	12	0	69	129	546	0	0	423	23
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	13	0	73	136	575	0	0	445	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	73	136	575	0	0	445	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	73	136	575	0	0	445	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1710	0	1615	1710	3800	0	0	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.08	0.15	0.00	0.00	0.12	0.01
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.29	0.71	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.03	0.00	0.20	0.28	0.21	0.00	0.00	0.28	0.04
Delay/Veh:	0.0	0.0	0.0	27.5	0.0	28.8	25.1	4.5	0.0	0.0	17.0	15.2
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	0.0	0.0	27.5	0.0	28.8	25.1	4.5	0.0	0.0	17.0	15.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	2	3	3	0	0	4	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.185
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	4	5	52	4	14	20	39	23	7	60	93
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:	11	4	5	52	4	14	20	39	23	7	60	93
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:	12	4	5	55	4	15	21	41	24	7	63	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	4	5	55	4	15	21	41	24	7	63	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	4	5	55	4	15	21	41	24	7	63	98
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:	0.55	0.20	0.25	0.74	0.06	0.20	0.24	0.48	0.28	0.04	0.37	0.59
Final Sat.:	421	153	191	571	44	154	206	402	237	40	342	530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.10	0.10	0.10	0.18	0.18	0.18
Crit Moves:		****		****				****			****	
Delay/Veh:	7.6	7.6	7.6	7.9	7.9	7.9	7.6	7.6	7.6	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	7.9	7.9	7.9	7.6	7.6	7.6	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			7.9			7.6			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.9			7.6			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #37 8th St. (NS) / Colorado St. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.266
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	0	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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	7	7	12	151	3	23	27	148	5	5	68	106
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:	7	7	12	151	3	23	27	148	5	5	68	106
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:	7	7	13	159	3	24	28	156	5	5	72	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	7	13	159	3	24	28	156	5	5	72	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	7	13	159	3	24	28	156	5	5	72	112
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:	0.27	0.27	0.46	0.85	0.02	0.13	0.15	0.82	0.03	0.03	0.38	0.59
Final Sat.:	186	186	320	599	12	91	112	613	21	22	305	475
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.27	0.27	0.27	0.25	0.25	0.25	0.23	0.23	0.23
Crit Moves:	****			****			****				****	
Delay/Veh:	7.9	7.9	7.9	9.5	9.5	9.5	9.1	9.1	9.1	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	9.5	9.5	9.5	9.1	9.1	9.1	8.5	8.5	8.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			9.5			9.1			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			9.5			9.1			8.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0 0	0	1 0	0 0	0	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	260	0	0	17	463	0	0	484	101
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	260	0	0	17	463	0	0	484	101
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	274	0	0	18	487	0	0	509	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	274	0	0	18	487	0	0	509	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	274	0	0	18	487	0	0	509	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1710	0	0	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.00	0.01	0.26	0.00	0.00	0.27	0.07
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.00	0.13	0.63	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.00	0.08	0.41	0.00	0.00	0.54	0.13
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	0.0	31.1	7.8	0.0	0.0	14.2	10.7
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:	0.0	0.0	0.0	24.5	0.0	0.0	31.1	7.8	0.0	0.0	14.2	10.7
LOS by Move:	A	A	A	C	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	0	0	6	0	0	9	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Wildwood Ranch Rd. (NS) / County Line Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	80	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	20	0	20	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 0	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	305	0	0	9	474	0	0	661	401
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	305	0	0	9	474	0	0	661	401
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	321	0	0	9	499	0	0	696	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	321	0	0	9	499	0	0	696	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	321	0	0	9	499	0	0	696	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1710	0	0	1710	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.00	0.01	0.26	0.00	0.00	0.37	0.26
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.00	0.13	0.65	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.00	0.04	0.40	0.00	0.00	0.69	0.49
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	0.0	30.9	6.7	0.0	0.0	16.1	12.5
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:	0.0	0.0	0.0	30.6	0.0	0.0	30.9	6.7	0.0	0.0	16.1	12.5
LOS by Move:	A	A	A	C	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	0	0	6	0	0	14	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

****

Average Delay (sec/veh): 852.0 Worst Case Level Of Service: F[2788.7]

****

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 0	1! 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	348	0	332	0	731	130	282	407	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	0	0	348	0	332	0	731	130	282	407	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	0	0	366	0	349	0	769	137	297	428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	366	0	349	0	769	137	297	428	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1860	1928	428	xxxx	xxxx	xxxxx	906	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	82	67	631	xxxx	xxxx	xxxxx	759	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	57	41	631	xxxx	xxxx	xxxxx	759	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	6.46	0.00	0.55	xxxx	xxxx	xxxx	0.39	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	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	102	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	80.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	2789	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			2788.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	60	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0 0	0	1	0 1!	0 1	0 0	2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	348	0	332	0	731	130	282	407	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	0	0	348	0	332	0	731	130	282	407	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	0	0	366	0	349	0	769	137	297	428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	366	0	349	0	769	137	297	428	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
FinalVolume:	0	0	0	366	0	349	0	769	137	297	428	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.86	1.00	0.90	0.95	1.00	0.85	0.85	1.00	1.00
Lanes:	0.00	0.00	0.00	1.53	0.00	1.47	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2481	0	2533	0	3800	1615	3230	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.14	0.00	0.20	0.08	0.09	0.11	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.41	0.41	0.19	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.46	0.00	0.49	0.21	0.49	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	17.2	0.0	13.2	11.5	22.5	5.5	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	0.0	0.0	17.5	0.0	17.2	0.0	13.2	11.5	22.5	5.5	0.0
LOS by Move:	A	A	A	B	A	B	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	4	0	4	0	6	2	3	2	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Average Delay (sec/veh): 7016.9 Worst Case Level Of Service: F[18092.4]

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	0	1!	0	0		0	0	0	1	0		1	0	1	0	0	
Volume Module:																								
Base Vol:	0	0	0				742	0	548				0	795	185				363	694	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	0	0				742	0	548				0	795	185				363	694	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	0	0				781	0	577				0	837	195				382	731	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				781	0	577				0	837	195				382	731	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				6.4	6.5	6.2				xxxxx	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				3.5	4.0	3.3				xxxxx	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				2429	2526	731				xxxx	xxxx	xxxxx				1032	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				36	28	425				xxxx	xxxx	xxxxx				681	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				20	12	425				xxxx	xxxx	xxxxx				681	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				39.35	0.00	1.36				xxxx	xxxx	xxxx				0.56	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				3.5	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				16.8	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	33	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	169	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	F	*				*	*	*				*	*	*			
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						F						*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 I-10 EB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	60	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	7	7	7	0	15	15	10	15	0
Lanes:	0 0	0 0	0	1	0 1!	0 1	0 0	2	0 1	2	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	742	0	548	0	795	185	363	694	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	0	0	742	0	548	0	795	185	363	694	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	0	0	781	0	577	0	837	195	382	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	781	0	577	0	837	195	382	731	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
FinalVolume:	0	0	0	781	0	577	0	837	195	382	731	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.86	1.00	0.91	0.95	1.00	0.85	0.85	1.00	1.00
Lanes:	0.00	0.00	0.00	1.59	0.00	1.41	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2601	0	2440	0	3800	1615	3230	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.24	0.00	0.22	0.12	0.12	0.19	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.31	0.31	0.17	0.48	0.00
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.56	0.00	0.71	0.39	0.71	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	15.5	0.0	13.4	0.0	20.3	16.7	28.0	10.3	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	0.0	0.0	15.5	0.0	13.4	0.0	20.3	16.7	28.0	10.3	0.0
LOS by Move:	A	A	A	B	A	B	A	C	B	C	B	A
HCM2kAvgQ:	0	0	0	9	0	6	0	8	3	5	5	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	
Volume Module:																		
Base Vol:	120	0	277	0	0	0	434	645	0		0		0	569	1361			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00			
Initial Bse:	120	0	277	0	0	0	434	645	0		0		0	569	1361			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00			
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	0.95			
PHF Volume:	126	0	292	0	0	0	457	679	0		0		0	599	1433			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0		0	0	0			
FinalVolume:	126	0	292	0	0	0	457	679	0		0		0	599	1433			
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
Capacity Module:																		
Cnflict Vol:	2908	3624	679	xxxx	xxxx	xxxxx	2032	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Potent Cap.:	18	5	455	xxxx	xxxx	xxxxx	283	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Move Cap.:	0	0	455	xxxx	xxxx	xxxxx	283	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.64	xxxx	xxxx	xxxx	1.62	xxxx	xxxx		xxxx		xxxx	xxxx				
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	27.9	xxxx	xxxxx		xxxx		xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	325.5	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*		*		*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx						xxxxxx					
ApproachLOS:	F			*			*						*					

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected				Permitted			
Rights:	Include			Include			Include				Ignore			
Min. Green:	7	7	7	0	0	0	10	15	0		0	15	15	
Lanes:	1 0 0	0 1		0 0 0	0 0		2 0	2 0	0		0 0	2 0	1	
Volume Module:														
Base Vol:	120	0	277	0	0	0	434	645	0		0	569	1361	
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:	120	0	277	0	0	0	434	645	0		0	569	1361	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.00	
PHF Volume:	126	0	292	0	0	0	457	679	0		0	599	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	126	0	292	0	0	0	457	679	0		0	599	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	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	126	0	292	0	0	0	457	679	0		0	599	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.85	1.00	1.00		0.95	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	1710	0	1615	0	0	0	3230	3800	0		0	3800	1900	
Capacity Analysis Module:														
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.14	0.18	0.00		0.00	0.16	0.00	
Crit Moves:			****				****					****		
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.27	0.56	0.00		0.00	0.30	0.00	
Volume/Cap:	0.22	0.00	0.53	0.00	0.00	0.00	0.53	0.32	0.00		0.00	0.53	0.00	
Delay/Veh:	14.4	0.0	17.0	0.0	0.0	0.0	19.5	7.1	0.0		0.0	18.2	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:	14.4	0.0	17.0	0.0	0.0	0.0	19.5	7.1	0.0		0.0	18.2	0.0	
LOS by Move:	B	A	B	A	A	A	B	A	A		A	B	A	
HCM2kAvgQ:	2	0	5	0	0	0	5	3	0		0	5	0	

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	0	0 1!	0	0	0	0 0	1	0	1	0	0		0	0	1	0	1	
Volume Module:																		
Base Vol:	186	0	452	0	0	0	479	1058	0		0		0	871	731			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00			
Initial Bse:	186	0	452	0	0	0	479	1058	0		0		871	731				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00			
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	0.95			
PHF Volume:	196	0	476	0	0	0	504	1114	0		0		917	769				
Reduct Vol:	0	0	0	0	0	0	0	0	0		0		0	0				
FinalVolume:	196	0	476	0	0	0	504	1114	0		0		917	769				
Critical Gap Module:																		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Capacity Module:																		
Cnflict Vol:	3424	3808	1114	xxxx	xxxx	xxxxx	1686	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Potent Cap.:	8	4	256	xxxx	xxxx	xxxxx	384	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Move Cap.:	0	0	256	xxxx	xxxx	xxxxx	384	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Volume/Cap:	xxxx	xxxx	1.86	xxxx	xxxx	xxxx	1.31	xxxx	xxxx		xxxx	xxxx	xxxx					
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	23.2	xxxx	xxxxx		xxxx	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	187.0	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	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*					
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				xxxxxx							
ApproachLOS:	F			*			*				*							

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 I-10 WB Ramps (NS) / County Line Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	60	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:	Split Phase			Split Phase			Protected				Permitted				
Rights:	Include			Include			Include				Ignore				
Min. Green:	7	7	7	0	0	0	10	15	0		0	15	15		
Lanes:	1	0 0	0 1	0	0 0	0 0	2	0 2	0 0		0	0 2	0 1		
Volume Module:															
Base Vol:	186	0	452	0	0	0	479	1058	0		0	871	731		
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:	186	0	452	0	0	0	479	1058	0		0	871	731		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.00		
PHF Volume:	196	0	476	0	0	0	504	1114	0		0	917	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
Reduced Vol:	196	0	476	0	0	0	504	1114	0		0	917	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	0.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00		
FinalVolume:	196	0	476	0	0	0	504	1114	0		0	917	0		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		
Adjustment:	0.90	1.00	0.85	0.95	1.00	1.00	0.85	1.00	1.00		0.95	1.00	1.00		
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	2.00	2.00	0.00		0.00	2.00	1.00		
Final Sat.:	1710	0	1615	0	0	0	3230	3800	0		0	3800	1900		
Capacity Analysis Module:															
Vol/Sat:	0.11	0.00	0.29	0.00	0.00	0.00	0.16	0.29	0.00		0.00	0.24	0.00		
Crit Moves:			****				****					****			
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.20	0.52	0.00		0.00	0.31	0.00		
Volume/Cap:	0.30	0.00	0.77	0.00	0.00	0.00	0.77	0.57	0.00		0.00	0.77	0.00		
Delay/Veh:	13.1	0.0	22.0	0.0	0.0	0.0	28.1	10.3	0.0		0.0	21.7	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:	13.1	0.0	22.0	0.0	0.0	0.0	28.1	10.3	0.0		0.0	21.7	0.0		
LOS by Move:	B	A	C	A	A	A	C	B	A		A	C	A		
HCM2kAvgQ:	3	0	10	0	0	0	7	8	0		0	10	0		

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: F[80.2]

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	87	0	47	63	423	0	0	953	73
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	87	0	47	63	423	0	0	953	73
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	92	0	49	66	445	0	0	1003	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	92	0	49	66	445	0	0	1003	77
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	1581	xxxx	1003	1080	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	121	xxxx	296	653	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	112	xxxx	296	653	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.82	xxxx	0.17	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	4.7	xxxx	0.6	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	112.9	xxxx	19.6	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			80.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	110	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	22	0	22	10	20	0	0	20	20
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	87	0	47	63	423	0	0	953	73
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	87	0	47	63	423	0	0	953	73
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	92	0	49	66	445	0	0	1003	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	49	66	445	0	0	1003	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	92	0	49	66	445	0	0	1003	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1710	0	1615	1710	3800	0	0	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.04	0.12	0.00	0.00	0.26	0.05
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.10	0.75	0.00	0.00	0.65	0.65
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.15	0.41	0.16	0.00	0.00	0.41	0.07
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	36.5	48.5	4.1	0.0	0.0	9.3	7.1
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:	0.0	0.0	0.0	37.6	0.0	36.5	48.5	4.1	0.0	0.0	9.3	7.1
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	3	2	0	0	8	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Average Delay (sec/veh): 157.9 Worst Case Level Of Service: F[1025.1]

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		1 0 0	0 1		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	0	0	0	246	0	93	76	1144	0	0	552	94
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	246	0	93	76	1144	0	0	552	94
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	98	80	1204	0	0	581	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	259	0	98	80	1204	0	0	581	99
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	1945	xxxx	581	680	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	72	xxxx	517	922	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	67	xxxx	517	922	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.85	xxxx	0.19	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	27.5	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1407	xxxx	13.6	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			1025.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Colorado St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	110	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	110	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:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	22	0	22	10	20	0	0	20	20
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	246	0	93	76	1144	0	0	552	94
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	246	0	93	76	1144	0	0	552	94
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	98	80	1204	0	0	581	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	0	98	80	1204	0	0	581	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	0	98	80	1204	0	0	581	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.90	1.00	0.85	0.90	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1710	0	1615	1710	3800	0	0	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.06	0.05	0.32	0.00	0.00	0.15	0.06
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.48	0.72	0.00	0.00	0.23	0.23
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.26	0.10	0.44	0.00	0.00	0.66	0.26
Delay/Veh:	0.0	0.0	0.0	42.4	0.0	35.0	15.5	6.7	0.0	0.0	40.0	34.9
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	0.0	0.0	42.4	0.0	35.0	15.5	6.7	0.0	0.0	40.0	34.9
LOS by Move:	A	A	A	D	A	D	B	A	A	A	D	C
HCM2kAvgQ:	0	0	0	9	0	3	2	8	0	0	10	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 125 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						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	23		23		23		23		23		23		25		25		25		25		25		25	
Lanes:	1	0	1	1	0		1	0	1	0	1		1	0	1	0	1		1	0	1	1	0	
Volume Module:																								
Base Vol:	564	148		78			38	164		197			94	462		366			103	1169		56		
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:	564	148		78			38	164		197			94	462		366			103	1169		56		
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:	594	156		82			40	173		207			99	486		385			108	1231		59		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	594	156		82			40	173		207			99	486		385			108	1231		59		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	594	156		82			40	173		207			99	486		385			108	1231		59		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.59	0.95		0.95			0.57	1.00		0.85			0.14	1.00		0.85			0.23	0.99		0.99		
Lanes:	1.00	1.31		0.69			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.91		0.09		
Final Sat.:	1115	2359		1243			1080	1900		1615			264	1900		1615			429	3601		172		
Capacity Analysis Module:																								
Vol/Sat:	0.53	0.07		0.07			0.04	0.09		0.13			0.37	0.26		0.24			0.25	0.34		0.34		
Crit Moves:	****												****											
Green/Cycle:	0.55	0.55		0.55			0.55	0.55		0.55			0.39	0.39		0.39			0.39	0.39		0.39		
Volume/Cap:	0.96	0.12		0.12			0.07	0.16		0.23			0.96	0.66		0.61			0.65	0.88		0.88		
Delay/Veh:	42.0	7.5		7.5			7.3	7.8		8.1			97.1	19.7		18.9			26.1	26.1		26.1		
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:	42.0	7.5		7.5			7.3	7.8		8.1			97.1	19.7		18.9			26.1	26.1		26.1		
LOS by Move:	D		A		A		A	A		A			F		B		B		C	C		C		
HCM2kAvgQ:	19		1		1		0	2		2			5		10		8		3	17		17		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec):	105	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.8
Optimal Cycle:	105	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			Ovl			Ovl			Include		
Min. Green:	10	23	23	10	23	23	10	25	25	10	25	25
Lanes:	2 0 1	1 0		1 0 1	0 1		1 0 2	0 1		1 0 1	1 0	
Volume Module:												
Base Vol:	564	148	78	38	164	197	94	462	366	103	1169	56
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:	564	148	78	38	164	197	94	462	366	103	1169	56
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:	594	156	82	40	173	207	99	486	385	108	1231	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	156	82	40	173	207	99	486	385	108	1231	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	156	82	40	173	207	99	486	385	108	1231	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.95	0.95	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.99	0.99
Lanes:	2.00	1.31	0.69	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	3230	2359	1243	1710	1900	1615	1710	3800	1615	1710	3601	172
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.07	0.02	0.09	0.13	0.06	0.13	0.24	0.06	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.30	0.30	0.13	0.22	0.31	0.10	0.35	0.56	0.14	0.40	0.40
Volume/Cap:	0.86	0.22	0.22	0.18	0.41	0.41	0.61	0.36	0.42	0.45	0.86	0.86
Delay/Veh:	50.7	27.5	27.5	41.0	35.9	28.9	52.1	25.5	13.4	42.8	34.5	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:	50.7	27.5	27.5	41.0	35.9	28.9	52.1	25.5	13.4	42.8	34.5	34.5
LOS by Move:	D	C	C	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	13	3	3	1	5	5	4	6	7	4	22	22

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 1.172
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 130 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1	0 1		1 0	1	0 1	1	0 1	
Volume Module:												
Base Vol:	490	227	144	77	189	168	189	934	387	85	944	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	227	144	77	189	168	189	934	387	85	944	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	516	239	152	81	199	177	199	983	407	89	994	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	239	152	81	199	177	199	983	407	89	994	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	516	239	152	81	199	177	199	983	407	89	994	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.94	0.94	0.45	1.00	0.85	0.18	1.00	0.85	0.11	0.99	0.99
Lanes:	1.00	1.22	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	1017	2190	1389	864	1900	1615	333	1900	1615	202	3509	253
Capacity Analysis Module:												
Vol/Sat:	0.51	0.11	0.11	0.09	0.10	0.11	0.60	0.52	0.25	0.44	0.28	0.28
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.17	0.25	0.25	0.22	0.24	0.25	1.17	1.01	0.49	0.87	0.56	0.56
Delay/Veh:	118.8	12.7	12.7	12.7	12.7	12.8	139.9	49.8	11.7	65.1	12.1	12.1
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:	118.8	12.7	12.7	12.7	12.7	12.8	139.9	49.8	11.7	65.1	12.1	12.1
LOS by Move:	F	B	B	B	B	B	F	D	B	E	B	B
HCM2kAvgQ:	25	3	3	1	3	3	11	31	6	4	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Calimesa Blvd. (NS) / County Line Rd. (EW)

Cycle (sec): 105 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 105 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				Ovl				Ovl				Include			
Min. Green:	10	23	23		10	23	23		10	25	25		10	25	25	
Lanes:	2	0 1	1	0	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module:																
Base Vol:	490	227	144		77	189	168		189	934	387		85	944		68
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	490	227	144		77	189	168		189	934	387		85	944		68
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	516	239	152		81	199	177		199	983	407		89	994		72
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	516	239	152		81	199	177		199	983	407		89	994		72
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	516	239	152		81	199	177		199	983	407		89	994		72
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.85	0.94	0.94		0.90	1.00	0.85		0.90	1.00	0.85		0.90	0.99		0.99
Lanes:	2.00	1.22	0.78		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.87		0.13
Final Sat.:	3230	2190	1389		1710	1900	1615		1710	3800	1615		1710	3509		253
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.11		0.05	0.10	0.11		0.12	0.26	0.25		0.05	0.28		0.28
Crit Moves:	****					****			****					****		
Green/Cycle:	0.20	0.29	0.29		0.13	0.22	0.37		0.15	0.37	0.57		0.14	0.36		0.36
Volume/Cap:	0.79	0.37	0.37		0.37	0.48	0.30		0.79	0.70	0.44		0.39	0.79		0.79
Delay/Veh:	46.5	29.7	29.7		43.0	36.6	24.0		59.1	29.9	13.4		42.5	33.6		33.6
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:	46.5	29.7	29.7		43.0	36.6	24.0		59.1	29.9	13.4		42.5	33.6		33.6
LOS by Move:	D	C	C		D	D	C		E	C	B		D	C		C
HCM2kAvgQ:	11	5	5		3	6	4		9	14	8		3	17		17

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 70 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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	22	552	53	67	469	30	35	14	26	67	23	153
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:	22	552	53	67	469	30	35	14	26	67	23	153
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	581	56	71	494	32	37	15	27	71	24	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	581	56	71	494	32	37	15	27	71	24	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	581	56	71	494	32	37	15	27	71	24	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.54	0.90	0.90	0.70	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.35	0.65	1.00	0.13	0.87
Final Sat.:	1710	1900	1615	1710	3800	1615	1017	600	1115	1321	216	1437
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.03	0.04	0.13	0.02	0.04	0.02	0.02	0.05	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.08	0.79	0.09	0.29	0.36	0.05	0.09	0.06	0.06	0.14	0.29	0.29
Delay/Veh:	24.5	24.9	13.7	27.5	16.7	14.8	13.8	13.6	13.6	14.1	15.1	15.1
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:	24.5	24.9	13.7	27.5	16.7	14.8	13.8	13.6	13.6	14.1	15.1	15.1
LOS by Move:	C	C	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	13	1	2	4	0	1	1	1	1	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Calimesa Blvd. (NS) / Avenue L (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	70	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	21	21	10	21	21	27	27	27	27	27	27
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	587	153	116	523	42	33	61	47	76	18	93
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:	40	587	153	116	523	42	33	61	47	76	18	93
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:	42	618	161	122	551	44	35	64	49	80	19	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	618	161	122	551	44	35	64	49	80	19	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	618	161	122	551	44	35	64	49	80	19	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	0.85	0.62	0.94	0.94	0.62	0.87	0.87
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	0.56	0.44	1.00	0.16	0.84
Final Sat.:	1710	1900	1615	1710	3800	1615	1175	1003	773	1183	269	1391
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.10	0.07	0.14	0.03	0.03	0.06	0.06	0.07	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.39	0.39	0.14	0.36	0.36	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.14	0.84	0.26	0.50	0.40	0.08	0.08	0.17	0.17	0.18	0.18	0.18
Delay/Veh:	24.9	28.4	14.9	29.3	17.1	14.9	13.7	14.2	14.2	14.3	14.3	14.3
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:	24.9	28.4	14.9	29.3	17.1	14.9	13.7	14.2	14.2	14.3	14.3	14.3
LOS by Move:	C	C	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	15	2	3	5	1	1	2	2	1	2	2

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	122	282	42	41	385	177	96	217	196	63	690	60
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	282	42	41	385	177	96	217	196	63	690	60
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	297	44	43	405	186	101	228	206	66	726	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	297	44	43	405	186	101	228	206	66	726	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	297	44	43	405	186	101	228	206	66	726	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1710	3245	483	1710	1900	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.21	0.12	0.06	0.12	0.13	0.04	0.38	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.13	0.34	0.34	0.15	0.36	0.36
Volume/Cap:	0.60	0.32	0.32	0.20	0.74	0.40	0.47	0.35	0.38	0.26	1.05	0.11
Delay/Veh:	37.8	22.5	22.5	31.9	31.2	23.5	34.2	20.2	20.4	30.8	75.1	17.0
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:	37.8	22.5	22.5	31.9	31.2	23.5	34.2	20.2	20.4	30.8	75.1	17.0
LOS by Move:	D	C	C	C	C	C	C	C	C	C	E	B
HCM2kAvgQ:	4	3	3	1	11	4	3	4	4	2	28	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.9
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	23	23	10	23	23
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	122	282	42	41	385	177	96	217	196	63	690	60
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	282	42	41	385	177	96	217	196	63	690	60
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	297	44	43	405	186	101	228	206	66	726	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	297	44	43	405	186	101	228	206	66	726	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	297	44	43	405	186	101	228	206	66	726	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.99	0.99
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	1710	3245	483	1710	1900	1615	1710	3800	1615	1710	3454	300
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.21	0.12	0.06	0.06	0.13	0.04	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.32	0.32	0.14	0.34	0.34	0.11	0.31	0.31	0.14	0.34	0.34
Volume/Cap:	0.62	0.28	0.28	0.18	0.62	0.34	0.53	0.19	0.41	0.29	0.62	0.62
Delay/Veh:	43.5	22.9	22.9	34.5	26.6	22.4	40.7	22.7	24.9	35.6	26.0	26.0
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:	43.5	22.9	22.9	34.5	26.6	22.4	40.7	22.7	24.9	35.6	26.0	26.0
LOS by Move:	D	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	4	4	1	10	4	4	2	5	2	10	10

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	48.8
Optimal Cycle:	80	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:	10	23	23	10	23	23	10	23	23	10	23	23
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:	209	398	70	84	382	177	260	715	325	67	311	64
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:	209	398	70	84	382	177	260	715	325	67	311	64
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:	220	419	74	88	402	186	274	753	342	71	327	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	419	74	88	402	186	274	753	342	71	327	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	419	74	88	402	186	274	753	342	71	327	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1710	3161	556	1710	1900	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.21	0.12	0.16	0.40	0.21	0.04	0.17	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.29	0.29	0.13	0.29	0.29	0.17	0.36	0.36	0.13	0.31	0.31
Volume/Cap:	1.03	0.46	0.46	0.41	0.74	0.40	0.92	1.09	0.58	0.33	0.55	0.13
Delay/Veh:	104.4	23.7	23.7	33.6	31.0	23.5	64.1	87.8	22.1	32.9	23.9	19.8
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:	104.4	23.7	23.7	33.6	31.0	23.5	64.1	87.8	22.1	32.9	23.9	19.8
LOS by Move:	F	C	C	C	C	C	E	F	C	C	C	B
HCM2kAvgQ:	11	5	5	3	11	4	11	31	7	2	7	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 5th St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	23	23	10	23	23
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	209	398	70	84	382	177	260	715	325	67	311	64
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:	209	398	70	84	382	177	260	715	325	67	311	64
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:	220	419	74	88	402	186	274	753	342	71	327	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	419	74	88	402	186	274	753	342	71	327	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	419	74	88	402	186	274	753	342	71	327	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.98	0.98	0.90	1.00	0.85	0.90	1.00	0.85	0.90	0.97	0.97
Lanes:	1.00	1.70	0.30	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	1710	3161	556	1710	1900	1615	1710	3800	1615	1710	3070	632
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.05	0.21	0.12	0.16	0.20	0.21	0.04	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.31	0.31	0.14	0.28	0.28	0.21	0.32	0.32	0.14	0.26	0.26
Volume/Cap:	0.76	0.43	0.43	0.38	0.76	0.42	0.76	0.61	0.65	0.29	0.42	0.42
Delay/Veh:	47.1	24.9	24.9	36.6	36.3	27.2	42.8	26.5	29.0	35.3	28.2	28.2
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:	47.1	24.9	24.9	36.6	36.3	27.2	42.8	26.5	29.0	35.3	28.2	28.2
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	8	6	6	3	12	5	9	9	9	2	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.7
Optimal Cycle:	100	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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	74	233	82	18	287	451	164	327	93	91	685	50
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	233	82	18	287	451	164	327	93	91	685	50
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:	78	245	86	19	302	475	173	344	98	96	721	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	245	86	19	302	475	173	344	98	96	721	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	245	86	19	302	475	173	344	98	96	721	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	1.00	0.85	0.40	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	614	1900	1615	756	1900	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.03	0.16	0.29	0.10	0.18	0.06	0.06	0.38	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.57	0.32	0.32	0.66	0.39	0.39
Volume/Cap:	0.42	0.43	0.18	0.08	0.53	0.98	0.35	0.57	0.19	0.13	0.98	0.08
Delay/Veh:	29.5	28.6	26.0	25.2	30.0	69.1	15.8	29.5	24.8	7.7	57.2	19.4
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:	29.5	28.6	26.0	25.2	30.0	69.1	15.8	29.5	24.8	7.7	57.2	19.4
LOS by Move:	C	C	C	C	C	E	B	C	C	A	E	B
HCM2kAvgQ:	3	6	2	0	8	20	3	9	2	1	28	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0 1	0	1	1 0 1	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	74	233	82	18	287	451	164	327	93	91	685	50
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	233	82	18	287	451	164	327	93	91	685	50
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:	78	245	86	19	302	475	173	344	98	96	721	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	245	86	19	302	475	173	344	98	96	721	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	245	86	19	302	475	173	344	98	96	721	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	1.00	0.85	0.40	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	617	1900	1615	761	1900	1615	1710	3800	1615	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.05	0.02	0.16	0.29	0.10	0.09	0.06	0.06	0.19	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.58	0.28	0.32	0.32	0.32	0.36	0.36
Volume/Cap:	0.42	0.43	0.18	0.08	0.53	0.51	0.36	0.29	0.19	0.18	0.53	0.09
Delay/Veh:	26.9	25.9	23.5	22.8	27.3	11.9	26.6	23.2	22.5	22.4	23.4	19.3
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:	26.9	25.9	23.5	22.8	27.3	11.9	26.6	23.2	22.5	22.4	23.4	19.3
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	B
HCM2kAvgQ:	2	6	2	0	7	8	4	4	2	2	8	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 100 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			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	96	388	130	57	374	304	322	736	68	111	580	41
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:	96	388	130	57	374	304	322	736	68	111	580	41
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:	101	408	137	60	394	320	339	775	72	117	611	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	408	137	60	394	320	339	775	72	117	611	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	408	137	60	394	320	339	775	72	117	611	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.00	0.85	0.22	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	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 Sat.:	443	1900	1615	410	1900	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.08	0.15	0.21	0.20	0.20	0.41	0.04	0.07	0.32	0.03
Crit Moves:	****						****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.44	0.44	0.64	0.39	0.39
Volume/Cap:	0.91	0.86	0.34	0.58	0.83	0.79	0.57	0.93	0.10	0.23	0.83	0.07
Delay/Veh:	95.1	50.5	31.2	41.4	47.1	45.3	21.2	42.6	16.5	8.9	35.3	19.3
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:	95.1	50.5	31.2	41.4	47.1	45.3	21.2	42.6	16.5	8.9	35.3	19.3
LOS by Move:	F	D	C	D	D	D	C	D	B	A	D	B
HCM2kAvgQ:	6	15	4	3	14	11	6	27	1	2	19	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 5th St. (NS) / County Line Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	90	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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	96	388	130	57	374	304	322	736	68	111	580	41
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:	96	388	130	57	374	304	322	736	68	111	580	41
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:	101	408	137	60	394	320	339	775	72	117	611	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	408	137	60	394	320	339	775	72	117	611	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	408	137	60	394	320	339	775	72	117	611	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	1.00	0.85	0.25	1.00	0.85	0.90	1.00	0.85	0.90	1.00	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	499	1900	1615	468	1900	1615	1710	3800	1615	1710	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.08	0.13	0.21	0.20	0.20	0.20	0.04	0.07	0.16	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.66	0.31	0.30	0.30	0.30	0.28	0.28
Volume/Cap:	0.59	0.63	0.25	0.38	0.61	0.30	0.63	0.69	0.15	0.23	0.58	0.10
Delay/Veh:	30.1	26.9	21.6	23.9	26.3	6.8	28.8	29.8	23.5	24.2	28.8	24.2
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:	30.1	26.9	21.6	23.9	26.3	6.8	28.8	29.8	23.5	24.2	28.8	24.2
LOS by Move:	C	C	C	C	C	A	C	C	C	C	C	C
HCM2kAvgQ:	3	10	3	2	10	4	9	11	1	3	8	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	8	284	108	85	321	27	22	90	12	89	166	49
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:	8	284	108	85	321	27	22	90	12	89	166	49
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:	8	299	114	89	338	28	23	95	13	94	175	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	299	114	89	338	28	23	95	13	94	175	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	299	114	89	338	28	23	95	13	94	175	52
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:	0.02	0.71	0.27	0.20	0.74	0.06	0.18	0.72	0.10	0.29	0.55	0.16
Final Sat.:	11	400	152	111	417	35	74	302	40	146	273	81
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.81	0.81	0.81	0.31	0.31	0.31	0.64	0.64	0.64
Crit Moves:	****				****		****				****	
Delay/Veh:	23.3	23.3	23.3	28.5	28.5	28.5	12.9	12.9	12.9	19.0	19.0	19.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	28.5	28.5	28.5	12.9	12.9	12.9	19.0	19.0	19.0
LOS by Move:	C	C	C	D	D	D	B	B	B	C	C	C
ApproachDel:		23.3			28.5			12.9			19.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.3			28.5			12.9			19.0	
LOS by Appr:		C			D			B			C	
AllWayAvgQ:	2.2	2.2	2.2	3.0	3.0	3.0	0.3	0.3	0.3	1.3	1.3	1.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	60	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	8	284	108	85	321	27	22	90	12	89	166	49
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:	8	284	108	85	321	27	22	90	12	89	166	49
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:	8	299	114	89	338	28	23	95	13	94	175	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	299	114	89	338	28	23	95	13	94	175	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	299	114	89	338	28	23	95	13	94	175	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.96	0.81	0.86	0.86	0.87	0.92	0.92	0.71	0.97	0.97
Lanes:	0.02	0.71	0.27	0.20	0.74	0.06	0.18	0.72	0.10	1.00	0.77	0.23
Final Sat.:	36	1290	491	317	1196	101	308	1259	168	1341	1417	418
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.28	0.28	0.28	0.08	0.08	0.08	0.07	0.12	0.12
Crit Moves:					****						****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.37	0.37	0.37	0.45	0.45	0.45	0.25	0.25	0.25	0.23	0.41	0.41
Delay/Veh:	5.4	5.4	5.4	5.9	5.9	5.9	16.2	16.2	16.2	16.1	17.3	17.3
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:	5.4	5.4	5.4	5.9	5.9	5.9	16.2	16.2	16.2	16.1	17.3	17.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	5	5	5	2	2	2	2	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.524
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 160.9
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	11	458	149	80	399	42	72	203	55	115	121	122
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:	11	458	149	80	399	42	72	203	55	115	121	122
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:	12	482	157	84	420	44	76	214	58	121	127	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	482	157	84	420	44	76	214	58	121	127	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	482	157	84	420	44	76	214	58	121	127	128
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:	0.02	0.74	0.24	0.15	0.77	0.08	0.22	0.61	0.17	0.32	0.34	0.34
Final Sat.:	8	316	103	65	322	34	88	248	67	133	140	141
Capacity Analysis Module:												
Vol/Sat:	1.52	1.52	1.52	1.30	1.30	1.30	0.86	0.86	0.86	0.91	0.91	0.91
Crit Moves:		****			****			****			****	
Delay/Veh:	269.8	270	269.8	178.4	178	178.4	46.0	46.0	46.0	53.5	53.5	53.5
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:	269.8	270	269.8	178.4	178	178.4	46.0	46.0	46.0	53.5	53.5	53.5
LOS by Move:	F	F	F	F	F	F	E	E	E	F	F	F
ApproachDel:	269.8			178.4			46.0			53.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	269.8			178.4			46.0			53.5		
LOS by Appr:	F			F			E			F		
AllWayAvgQ:	30.6	30.6	30.6	19.5	19.5	19.5	3.8	3.8	3.8	4.8	4.8	4.8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 5th St. (NS) / Avenue L (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	18	18	18	18	18	18	18	18	18
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	11	458	149	80	399	42	72	203	55	115	121	122
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:	11	458	149	80	399	42	72	203	55	115	121	122
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:	12	482	157	84	420	44	76	214	58	121	127	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	482	157	84	420	44	76	214	58	121	127	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	482	157	84	420	44	76	214	58	121	127	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.96	0.96	0.80	0.85	0.85	0.82	0.86	0.86	0.72	0.93	0.93
Lanes:	0.02	0.74	0.24	0.16	0.76	0.08	0.23	0.61	0.16	1.00	0.50	0.50
Final Sat.:	32	1348	439	245	1220	128	354	998	271	1373	875	882
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.34	0.34	0.34	0.21	0.21	0.21	0.09	0.15	0.15
Crit Moves:		****						****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.61	0.61	0.61	0.59	0.59	0.59	0.61	0.61	0.61	0.25	0.42	0.42
Delay/Veh:	9.2	9.2	9.2	8.9	8.9	8.9	18.1	18.1	18.1	14.2	15.3	15.3
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:	9.2	9.2	9.2	8.9	8.9	8.9	18.1	18.1	18.1	14.2	15.3	15.3
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	9	9	9	7	7	7	6	6	6	2	4	4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 0 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:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	16	61	15	19	40	124	78	339	13	10	520	22
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:	16	61	15	19	40	124	78	339	13	10	520	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:	17	64	16	20	42	131	82	357	14	11	547	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	131	82	357	14	11	547	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
FinalVolume:	17	64	16	20	42	131	82	357	14	11	547	23
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:	0.17	0.67	0.16	1.00	0.24	0.76	0.18	0.79	0.03	0.02	0.94	0.04
Final Sat.:	79	303	74	434	121	375	110	478	18	12	603	26
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.05	0.35	0.35	0.75	0.75	0.75	0.91	0.91	0.91
Crit Moves:		****			****			****			****	
Delay/Veh:	11.8	11.8	11.8	10.9	12.7	12.7	22.7	22.7	22.7	38.8	38.8	38.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	10.9	12.7	12.7	22.7	22.7	22.7	38.8	38.8	38.8
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		11.8			12.5			22.7			38.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			12.5			22.7			38.8	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.4	0.4	2.4	2.4	2.4	5.4	5.4	5.4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	70	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	16	61	15	19	40	124	78	339	13	10	520	22
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:	16	61	15	19	40	124	78	339	13	10	520	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:	17	64	16	20	42	131	82	357	14	11	547	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	64	16	20	42	131	82	357	14	11	547	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
FinalVolume:	17	64	16	20	42	131	82	357	14	11	547	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.93	0.93	0.80	0.89	0.89	0.54	0.99	0.99	0.94	0.99	0.99
Lanes:	0.18	0.66	0.16	1.00	0.24	0.76	1.00	0.96	0.04	0.02	0.94	0.04
Final Sat.:	304	1159	285	1517	411	1274	1030	1819	70	34	1767	75
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	0.10	0.10	0.08	0.20	0.20	0.31	0.31	0.31
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.18	0.18	0.18	0.04	0.33	0.33	0.13	0.31	0.31	0.49	0.49	0.49
Delay/Veh:	17.6	17.6	17.6	16.7	18.7	18.7	5.3	6.2	6.2	7.3	7.3	7.3
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:	17.6	17.6	17.6	16.7	18.7	18.7	5.3	6.2	6.2	7.3	7.3	7.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	3	3	1	4	4	7	7	7

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 128.8
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 0	1 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	88	17	18	58	138	169	605	41	12	416	15
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:	28	88	17	18	58	138	169	605	41	12	416	15
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:	29	93	18	19	61	145	178	637	43	13	438	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	145	178	637	43	13	438	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	145	178	637	43	13	438	16
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:	0.21	0.66	0.13	1.00	0.30	0.70	0.21	0.74	0.05	0.03	0.94	0.03
Final Sat.:	93	293	57	420	141	334	122	438	30	15	533	19
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.05	0.43	0.43	1.45	1.45	1.45	0.82	0.82	0.82
Crit Moves:		****			****			****			****	
Delay/Veh:	13.8	13.8	13.8	11.3	15.0	15.0	230.7	231	230.7	31.0	31.0	31.0
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:	13.8	13.8	13.8	11.3	15.0	15.0	230.7	231	230.7	31.0	31.0	31.0
LOS by Move:	B	B	B	B	B	B	F	F	F	D	D	D
ApproachDel:		13.8			14.7			230.7			31.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.8			14.7			230.7			31.0	
LOS by Appr:		B			B			F			D	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.7	0.7	36.4	36.4	36.4	3.4	3.4	3.4

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to URBAN CROSSROADS, IRVINE

ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 California St. (NS) / County Line Rd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	70	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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	19	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	88	17	18	58	138	169	605	41	12	416	15
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:	28	88	17	18	58	138	169	605	41	12	416	15
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:	29	93	18	19	61	145	178	637	43	13	438	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	93	18	19	61	145	178	637	43	13	438	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	93	18	19	61	145	178	637	43	13	438	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.91	0.79	0.89	0.89	0.55	0.99	0.99	0.92	0.98	0.98
Lanes:	0.22	0.65	0.13	1.00	0.30	0.70	1.00	0.94	0.06	0.03	0.94	0.03
Final Sat.:	359	1127	218	1496	503	1196	1037	1763	120	50	1739	63
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.12	0.12	0.17	0.36	0.36	0.25	0.25	0.25
Crit Moves:					****			****				
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.26	0.26	0.26	0.04	0.39	0.39	0.27	0.57	0.57	0.40	0.40	0.40
Delay/Veh:	18.2	18.2	18.2	16.7	19.2	19.2	6.1	8.3	8.3	6.7	6.7	6.7
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:	18.2	18.2	18.2	16.7	19.2	19.2	6.1	8.3	8.3	6.7	6.7	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	4	4	2	9	9	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 919.2 Worst Case Level Of Service: F[2612.9]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	616	0	34	0	0	0	0	149	82	353	617	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:	616	0	34	0	0	0	0	149	82	353	617	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:	648	0	36	0	0	0	0	157	86	372	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	648	0	36	0	0	0	0	157	86	372	649	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1593	xxxx	200	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	xxxx	xxxxx
Potent Cap.:	119	xxxx	846	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1335	xxxx	xxxxx
Move Cap.:	94	xxxx	846	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1335	xxxx	xxxxx
Volume/Cap:	6.93	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	72.7	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	2757	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	F	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	2612.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	80	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	2 0 0	0	1	0 0	0	0 0	0 0	1	1 0	1 0	1	0 0
Volume Module:												
Base Vol:	616	0	34	0	0	0	0	149	82	353	617	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:	616	0	34	0	0	0	0	149	82	353	617	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:	648	0	36	0	0	0	0	157	86	372	649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	0	36	0	0	0	0	157	86	372	649	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	
FinalVolume:	648	0	36	0	0	0	0	157	86	372	649	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900	1900		1900 1900	1900		1900 1900	1900	
Adjustment:	0.85 1.00	0.85		0.95 1.00	1.00		0.95 0.95	0.95		0.90 1.00	1.00	
Lanes:	2.00 0.00	1.00		0.00 0.00	0.00		0.00 1.29	0.71		1.00 1.00	0.00	
Final Sat.:	3230	0	1615	0	0	0	0	2321	1277	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.20 0.00	0.02		0.00 0.00	0.00		0.00 0.07	0.07		0.22 0.34	0.00	
Crit Moves:	****							****		****		
Green/Cycle:	0.26 0.00	0.26		0.00 0.00	0.00		0.00 0.39	0.39		0.28 0.67	0.00	
Volume/Cap:	0.78 0.00	0.09		0.00 0.00	0.00		0.00 0.17	0.17		0.78 0.51	0.00	
Delay/Veh:	32.2 0.0	22.6		0.0 0.0	0.0		0.0 16.2	16.2		34.5 7.1	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:	32.2 0.0	22.6		0.0 0.0	0.0		0.0 16.2	16.2		34.5 7.1	0.0	
LOS by Move:	C	A	C	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	10	0	1	0	0	0	0	2	2	11	8	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Average Delay (sec/veh): 47.5 Worst Case Level Of Service: F[178.3]

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:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	152	0	367	0	0	0	0	552	383	205	341	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:	152	0	367	0	0	0	0	552	383	205	341	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:	160	0	386	0	0	0	0	581	403	216	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	160	0	386	0	0	0	0	581	403	216	359	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1573	xxxx	783	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	984	xxxx	xxxxx
Potent Cap.:	123	xxxx	397	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	xxxxx
Move Cap.:	94	xxxx	397	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	xxxx	xxxxx
Volume/Cap:	1.71	xxxx	0.97	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	12.9	xxxx	11.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Control Del:	437.0	xxxx	71.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	F	*	F	*	*	*	*	*	*	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 ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	178.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Bryant St. (NS) / State Hwy. 38 (EW)

Cycle (sec):	80	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	80	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:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	31	31	10	31	0
Lanes:	2 0	0	0 1	0	0	0 0 0	0	0	1 1 0	1	0 1	0 0
Volume Module:												
Base Vol:	152	0	367	0	0	0	0	552	383	205	341	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:	152	0	367	0	0	0	0	552	383	205	341	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:	160	0	386	0	0	0	0	581	403	216	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	386	0	0	0	0	581	403	216	359	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
FinalVolume:	160	0	386	0	0	0	0	581	403	216	359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.95	1.00	1.00	0.95	0.94	0.94	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.18	0.82	1.00	1.00	0.00
Final Sat.:	3230	0	1615	0	0	0	0	2107	1462	1710	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.24	0.00	0.00	0.00	0.00	0.28	0.28	0.13	0.19	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.14	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.33	0.00
Delay/Veh:	18.1	0.0	26.3	0.0	0.0	0.0	0.0	21.5	21.5	37.2	8.9	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:	18.1	0.0	26.3	0.0	0.0	0.0	0.0	21.5	21.5	37.2	8.9	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	2	0	9	0	0	0	0	11	11	7	5	0

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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:	250	344	58	60	332	298	140	61	126	82	185	53
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:	250	344	58	60	332	298	140	61	126	82	185	53
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:	263	362	61	63	349	314	147	64	133	86	195	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	362	61	63	349	314	147	64	133	86	195	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	362	61	63	349	314	147	64	133	86	195	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1710	3800	1615	1710	3800	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.04	0.04	0.09	0.19	0.09	0.03	0.08	0.05	0.10	0.03
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.34	0.34	0.15	0.27	0.27	0.12	0.32	0.32	0.11	0.31	0.31
Volume/Cap:	0.72	0.28	0.11	0.25	0.34	0.72	0.72	0.11	0.26	0.45	0.33	0.11
Delay/Veh:	40.0	22.1	20.8	34.6	26.7	35.9	50.3	21.8	23.1	38.9	24.1	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:	40.0	22.1	20.8	34.6	26.7	35.9	50.3	21.8	23.1	38.9	24.1	22.2
LOS by Move:	D	C	C	C	C	D	D	C	C	D	C	C
HCM2kAvgQ:	9	4	1	2	4	9	6	1	3	3	4	1

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 Bryant St. (NS) / Oak Glen Rd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.5
Optimal Cycle:	90	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:	10	23	23	10	23	23	10	28	28	10	28	28
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	469	57	113	371	134	280	200	152	52	94	121
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	469	57	113	371	134	280	200	152	52	94	121
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	494	60	119	391	141	295	211	160	55	99	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	494	60	119	391	141	295	211	160	55	99	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	494	60	119	391	141	295	211	160	55	99	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.85	0.90	1.00	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.:	1710	3800	1615	1710	3800	1615	1710	1900	1615	1710	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.04	0.07	0.10	0.09	0.17	0.11	0.10	0.03	0.05	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.26	0.26	0.11	0.26	0.26	0.23	0.40	0.40	0.14	0.31	0.31
Volume/Cap:	0.63	0.51	0.15	0.63	0.40	0.34	0.74	0.28	0.25	0.22	0.17	0.25
Delay/Veh:	45.0	29.1	26.1	44.7	28.1	27.8	39.1	18.3	18.1	34.6	22.7	23.5
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:	45.0	29.1	26.1	44.7	28.1	27.8	39.1	18.3	18.1	34.6	22.7	23.5
LOS by Move:	D	C	C	D	C	C	D	B	B	C	C	C
HCM2kAvgQ:	5	6	1	4	5	3	10	4	3	2	2	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	90	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.6
Optimal Cycle:	90	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:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	128	331	61	59	310	221	127	218	119	89	407	72
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:	128	331	61	59	310	221	127	218	119	89	407	72
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:	135	348	64	62	326	233	134	229	125	94	428	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	348	64	62	326	233	134	229	125	94	428	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	348	64	62	326	233	134	229	125	94	428	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	0.98	0.98	0.26	1.00	0.85	0.93	0.98	0.85	0.92	0.97	0.97
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	0.38	0.62	1.00	0.33	1.42	0.25
Final Sat.:	666	1567	289	488	1900	1615	673	1155	1615	574	2627	465
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.22	0.13	0.17	0.14	0.20	0.20	0.08	0.16	0.16	0.16
Crit Moves:		****					****			****		
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.32	0.32	0.32	0.26	0.26	0.26
Volume/Cap:	0.57	0.63	0.63	0.36	0.48	0.41	0.63	0.63	0.24	0.63	0.63	0.63
Delay/Veh:	26.7	26.0	26.0	22.7	23.1	22.3	28.3	28.3	23.0	30.7	30.7	30.7
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:	26.7	26.0	26.0	22.7	23.1	22.3	28.3	28.3	23.0	30.7	30.7	30.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	2	7	5	9	9	3	8	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec):	70	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	70	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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	10	21	21	10	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	128	331	61	59	310	221	127	218	119	89	407	72
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:	128	331	61	59	310	221	127	218	119	89	407	72
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:	135	348	64	62	326	233	134	229	125	94	428	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	348	64	62	326	233	134	229	125	94	428	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	348	64	62	326	233	134	229	125	94	428	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	0.98	0.98	0.35	1.00	0.85	0.90	0.95	0.95	0.90	0.98	0.98
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.29	0.71	1.00	1.70	0.30
Final Sat.:	803	1567	289	659	1900	1615	1710	2328	1271	1710	3158	559
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.09	0.17	0.14	0.08	0.10	0.10	0.05	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.16	0.31	0.31	0.15	0.30	0.30
Volume/Cap:	0.37	0.49	0.49	0.21	0.38	0.32	0.49	0.32	0.32	0.37	0.45	0.45
Delay/Veh:	13.2	13.8	13.8	11.8	12.9	12.4	28.2	18.6	18.6	27.8	20.1	20.1
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:	13.2	13.8	13.8	11.8	12.9	12.4	28.2	18.6	18.6	27.8	20.1	20.1
LOS by Move:	B	B	B	B	B	B	C	B	B	C	C	C
HCM2kAvgQ:	2	7	7	1	5	3	3	3	3	2	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 50.7
Optimal Cycle: 93 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	0 1	0	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	152	412	69	60	367	136	272	418	120	73	270	36
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:	152	412	69	60	367	136	272	418	120	73	270	36
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:	160	434	73	63	386	143	286	440	126	77	284	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	434	73	63	386	143	286	440	126	77	284	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	434	73	63	386	143	286	440	126	77	284	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.98	0.13	1.00	0.85	0.93	0.98	0.85	0.92	0.98	0.98
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	0.41	0.59	1.00	0.40	1.41	0.19
Final Sat.:	473	1593	267	248	1900	1615	719	1105	1615	707	2615	349
Capacity Analysis Module:												
Vol/Sat:	0.34	0.27	0.27	0.25	0.20	0.09	0.40	0.40	0.08	0.11	0.11	0.11
Crit Moves:	****						****				****	
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.23	0.23	0.23
Volume/Cap:	1.05	0.85	0.85	0.79	0.63	0.28	1.05	1.05	0.21	0.47	0.47	0.47
Delay/Veh:	117.9	39.3	39.3	67.4	28.2	23.0	76.6	76.6	19.0	30.1	30.1	30.1
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:	117.9	39.3	39.3	67.4	28.2	23.0	76.6	76.6	19.0	30.1	30.1	30.1
LOS by Move:	F	D	D	E	C	C	E	E	B	C	C	C
HCM2kAvgQ:	9	16	16	3	10	3	31	31	2	5	5	5

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Bryant St. (NS) / Yucaipa Blvd. (EW)

Cycle (sec): 70 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 70 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	10	21	21	10	21	21
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	152	412	69	60	367	136	272	418	120	73	270	36
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:	152	412	69	60	367	136	272	418	120	73	270	36
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:	160	434	73	63	386	143	286	440	126	77	284	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	434	73	63	386	143	286	440	126	77	284	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	434	73	63	386	143	286	440	126	77	284	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	0.98	0.98	0.20	1.00	0.85	0.90	0.97	0.97	0.90	0.98	0.98
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	603	1593	267	373	1900	1615	1710	2855	820	1710	3293	439
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.17	0.20	0.09	0.17	0.15	0.15	0.04	0.09	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.23	0.36	0.36	0.17	0.30	0.30
Volume/Cap:	0.70	0.72	0.72	0.45	0.53	0.23	0.72	0.43	0.43	0.26	0.29	0.29
Delay/Veh:	27.4	22.0	22.0	18.4	17.7	14.9	30.7	17.1	17.1	25.6	18.9	18.9
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:	27.4	22.0	22.0	18.4	17.7	14.9	30.7	17.1	17.1	25.6	18.9	18.9
LOS by Move:	C	C	C	B	B	B	C	B	B	C	B	B
HCM2kAvgQ:	5	11	11	2	7	2	8	5	5	2	3	3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.760
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	220.7
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	206	11	78	577	152	80	156	20	27	384	214
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:	38	206	11	78	577	152	80	156	20	27	384	214
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:	40	217	12	82	607	160	84	164	21	28	404	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	217	12	82	607	160	84	164	21	28	404	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	217	12	82	607	160	84	164	21	28	404	225
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:	0.15	0.81	0.04	0.10	0.71	0.19	0.31	0.61	0.08	0.04	0.62	0.34
Final Sat.:	64	346	18	47	345	91	134	261	33	21	301	168
Capacity Analysis Module:												
Vol/Sat:	0.63	0.63	0.63	1.76	1.76	1.76	0.63	0.63	0.63	1.34	1.34	1.34
Crit Moves:		****				****			****		****	
Delay/Veh:	23.6	23.6	23.6	369.1	369	369.1	23.8	23.8	23.8	190.2	190	190.2
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:	23.6	23.6	23.6	369.1	369	369.1	23.8	23.8	23.8	190.2	190	190.2
LOS by Move:	C	C	C	F	F	F	C	C	C	F	F	F
ApproachDel:		23.6			369.1			23.8			190.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.6			369.1			23.8			190.2	
LOS by Appr:		C			F			C			F	
AllWayAvgQ:	1.5	1.5	1.5	48.1	48.1	48.1	1.5	1.5	1.5	24.4	24.4	24.4

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

****

Cycle (sec):	60		Critical Vol./Cap.(X):	0.822
Loss Time (sec):	4 (Y+R=4.0 sec)		Average Delay (sec/veh):	17.7
Optimal Cycle:	60		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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	38	206	11	78	577	152	80	156	20	27	384	214
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:	38	206	11	78	577	152	80	156	20	27	384	214
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:	40	217	12	82	607	160	84	164	21	28	404	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	217	12	82	607	160	84	164	21	28	404	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	217	12	82	607	160	84	164	21	28	404	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.99	0.99	0.53	0.97	0.97	0.15	0.98	0.98	0.56	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.79	0.21	1.00	0.89	0.11	1.00	0.64	0.36
Final Sat.:	236	1789	96	1013	1457	384	281	1655	212	1055	1154	643
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.08	0.42	0.42	0.30	0.10	0.10	0.03	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.33	0.24	0.24	0.16	0.82	0.82	0.70	0.23	0.23	0.06	0.82	0.82
Delay/Veh:	10.4	8.4	8.4	8.1	18.4	18.4	31.1	11.1	11.1	10.2	22.3	22.3
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:	10.4	8.4	8.4	8.1	18.4	18.4	31.1	11.1	11.1	10.2	22.3	22.3
LOS by Move:	B	A	A	A	B	B	C	B	B	B	C	C
HCM2kAvgQ:	1	2	2	1	15	15	3	2	2	0	13	13

****

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	2.103
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	372.0
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	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	109	594	89	107	375	176	193	349	112	22	233	203
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:	109	594	89	107	375	176	193	349	112	22	233	203
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:	115	625	94	113	395	185	203	367	118	23	245	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	625	94	113	395	185	203	367	118	23	245	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	625	94	113	395	185	203	367	118	23	245	214
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:	0.14	0.75	0.11	0.16	0.57	0.27	0.30	0.53	0.17	0.05	0.51	0.44
Final Sat.:	55	297	45	65	228	107	117	212	68	19	206	180
Capacity Analysis Module:												
Vol/Sat:	2.10	2.10	2.10	1.73	1.73	1.73	1.74	1.74	1.74	1.19	1.19	1.19
Crit Moves:	****			****				****			****	
Delay/Veh:	525.4	525	525.4	360.9	361	360.9	363.6	364	363.6	134.8	135	134.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	525.4	525	525.4	360.9	361	360.9	363.6	364	363.6	134.8	135	134.8
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	525.4			360.9			363.6			134.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	525.4			360.9			363.6			134.8		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	56.5	56.5	56.5	38.8	38.8	38.8	38.7	38.7	38.7	13.8	13.8	13.8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Bryant St. (NS) / Wildwood Cyn. Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	21	21	21	21	21	21
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	109	594	89	107	375	176	193	349	112	22	233	203
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:	109	594	89	107	375	176	193	349	112	22	233	203
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:	115	625	94	113	395	185	203	367	118	23	245	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	625	94	113	395	185	203	367	118	23	245	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	625	94	113	395	185	203	367	118	23	245	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.98	0.98	0.14	0.95	0.95	0.32	0.96	0.96	0.30	0.93	0.93
Lanes:	1.00	0.87	0.13	1.00	0.68	0.32	1.00	0.76	0.24	1.00	0.53	0.47
Final Sat.:	415	1621	243	259	1231	578	611	1387	445	570	944	823
Capacity Analysis Module:												
Vol/Sat:	0.28	0.39	0.39	0.43	0.32	0.32	0.33	0.26	0.26	0.04	0.26	0.26
Crit Moves:				****			****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.52	0.73	0.73	0.82	0.61	0.61	0.82	0.66	0.66	0.10	0.64	0.64
Delay/Veh:	11.5	13.6	13.6	42.9	10.9	10.9	35.3	16.6	16.6	11.3	16.4	16.4
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:	11.5	13.6	13.6	42.9	10.9	10.9	35.3	16.6	16.6	11.3	16.4	16.4
LOS by Move:	B	B	B	D	B	B	D	B	B	B	B	B
HCM2kAvgQ:	2	12	12	4	8	8	6	8	8	0	8	8

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.747
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	201.0
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 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	40	135	44	89	494	158	65	297	72	15	448	51
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:	40	135	44	89	494	158	65	297	72	15	448	51
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:	42	142	46	94	520	166	68	313	76	16	472	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	142	46	94	520	166	68	313	76	16	472	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	142	46	94	520	166	68	313	76	16	472	54
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:	0.18	0.62	0.20	0.12	0.67	0.21	0.15	0.68	0.17	0.03	0.87	0.10
Final Sat.:	73	246	80	54	298	95	67	304	74	13	387	44
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	1.75	1.75	1.75	1.03	1.03	1.03	1.22	1.22	1.22
Crit Moves:		****		****				****			****	
Delay/Veh:	23.7	23.7	23.7	364.9	365	364.9	78.7	78.7	78.7	143.4	143	143.4
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:	23.7	23.7	23.7	364.9	365	364.9	78.7	78.7	78.7	143.4	143	143.4
LOS by Move:	C	C	C	F	F	F	F	F	F	F	F	F
ApproachDel:		23.7			364.9			78.7			143.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.7			364.9			78.7			143.4	
LOS by Appr:		C			F			F			F	
AllWayAvgQ:	1.3	1.3	1.3	43.9	43.9	43.9	8.4	8.4	8.4	16.3	16.3	16.3

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec):	60	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	60	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	17	17	17	17	17	17
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	40	135	44	89	494	158	65	297	72	15	448	51
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:	40	135	44	89	494	158	65	297	72	15	448	51
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:	42	142	46	94	520	166	68	313	76	16	472	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	142	46	94	520	166	68	313	76	16	472	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	142	46	94	520	166	68	313	76	16	472	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.96	0.96	0.58	0.96	0.96	0.20	0.97	0.97	0.34	0.99	0.99
Lanes:	1.00	0.75	0.25	1.00	0.76	0.24	1.00	0.80	0.20	1.00	0.90	0.10
Final Sat.:	374	1380	450	1093	1388	444	389	1485	360	641	1680	191
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.09	0.37	0.37	0.18	0.21	0.21	0.02	0.28	0.28
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.21	0.19	0.19	0.16	0.70	0.70	0.44	0.53	0.53	0.06	0.70	0.70
Delay/Veh:	7.9	7.4	7.4	7.3	12.8	12.8	15.1	14.4	14.4	11.2	18.0	18.0
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:	7.9	7.4	7.4	7.3	12.8	12.8	15.1	14.4	14.4	11.2	18.0	18.0
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	1	11	11	2	6	6	0	9	9

Note: Queue reported is the number of cars per lane.

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Existing Geometry

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 2.092
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 328.8
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	0		0	0	1!	0	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module:																								
Base Vol:	51	669		85			63	345		98			92	481		84			41	271		34		
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:	51	669		85			63	345		98			92	481		84			41	271		34		
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:	54	704		89			66	363		103			97	506		88			43	285		36		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	54	704		89			66	363		103			97	506		88			43	285		36		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	54	704		89			66	363		103			97	506		88			43	285		36		
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:	0.06	0.83		0.11			0.12	0.69		0.19			0.14	0.73		0.13			0.12	0.78		0.10		
Final Sat.:	26	337		43			51	277		79			57	296		52			47	310		39		
Capacity Analysis Module:																								
Vol/Sat:	2.09	2.09		2.09			1.31	1.31		1.31			1.71	1.71		1.71			0.92	0.92		0.92		
Crit Moves:		****						****						****						****				
Delay/Veh:	519.9	520		519.9			181.7	182		181.7			350.7	351		350.7			57.9	57.9		57.9		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	519.9	520		519.9			181.7	182		181.7			350.7	351		350.7			57.9	57.9		57.9		
LOS by Move:	F		F		F		F		F		F		F		F		F		F		F		F	
ApproachDel:	519.9						181.7						350.7						57.9					
Delay Adj:	1.00						1.00						1.00						1.00					
ApprAdjDel:	519.9						181.7						350.7						57.9					
LOS by Appr:	F						F						F						F					
AllWayAvgQ:	57.2	57.2		57.2			19.2	19.2		19.2			38.1	38.1		38.1			5.0	5.0		5.0		

****

Note: Queue reported is the number of cars per lane.

****

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ROBINSON RANCH SPECIFIC PLAN (JN:05238)
Long-Range General Plan Buildout Traffic Conditions
With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Bryant St. (NS) / County Line Rd. (EW)

Cycle (sec): 60 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 60 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	14	14	14		14	14	14		17	17	17		17	17	17	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	51	669	85		63	345	98		92	481	84		41	271	34	
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:	51	669	85		63	345	98		92	481	84		41	271	34	
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:	54	704	89		66	363	103		97	506	88		43	285	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	704	89		66	363	103		97	506	88		43	285	36	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	704	89		66	363	103		97	506	88		43	285	36	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.35	0.98	0.98		0.13	0.97	0.97		0.40	0.98	0.98		0.16	0.98	0.98	
Lanes:	1.00	0.89	0.11		1.00	0.78	0.22		1.00	0.85	0.15		1.00	0.89	0.11	
Final Sat.:	670	1657	211		239	1431	406		767	1582	276		299	1659	208	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.42	0.42		0.28	0.25	0.25		0.13	0.32	0.32		0.14	0.17	0.17	
Crit Moves:		****								****						
Green/Cycle:	0.53	0.53	0.53		0.53	0.53	0.53		0.40	0.40	0.40		0.40	0.40	0.40	
Volume/Cap:	0.15	0.80	0.80		0.52	0.48	0.48		0.31	0.80	0.80		0.36	0.43	0.43	
Delay/Veh:	7.3	16.0	16.0		12.9	9.2	9.2		12.9	21.9	21.9		14.4	13.4	13.4	
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:	7.3	16.0	16.0		12.9	9.2	9.2		12.9	21.9	21.9		14.4	13.4	13.4	
LOS by Move:	A	B	B		B	A	A		B	C	C		B	B	B	
HCM2kAvgQ:	1	14	14		2	6	6		2	12	12		1	5	5	

Note: Queue reported is the number of cars per lane.

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APPENDIX 5.23

General Plan Buildout Project Conditions
Traffic Signal Warrants Analysis Worksheets

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **GPBO**

CALC Amber Hsu DATE 07/22/08

CHK Tom Huang DATE 07/22/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 40 mph

Minor Street: **Yucaipa Blvd.** Critical Approach Speed (Minor) 30 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **2** lane

Major Street Future ADT = **6,400** vpd Minor Street Future ADT = **6,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 **6,400** / 2 + **6,000**	8,000	5,600	3,200 *	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach: Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 **6,400** / 2 + **6,000**	12,000	8,400	1,600 *	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 80% B: 53%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

___ DIST ___ CO ___ RTE ___ PM

TRAFFIC CONDITIONS **GPBO**

CALC Amber Hsu DATE 07/22/08

CHK Tom Huang DATE 07/22/08

Jurisdiction: Yucaipa

Major Street: **Outer Hwy. 10 South** Critical Approach Speed (Major) 30 mph

Minor Street: **Alta Vista Drive** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **12,000** vpd Minor Street Future ADT = **2,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,000** / *1* **2,000**	8,000 *	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2 +*	9,600	6,720	3,200	2,240
1 / *2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied: XX / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **12,000** / *1* **2,000**	12,000 *	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2 +*	14,000	10,080	1,600	1,120
1 / *2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied: XX / Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 83% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	GPBO
				CALC Amber Hsu	DATE 07/22/08
				CHK Tom Huang	DATE 07/01/08

Jurisdiction: Yucaipa
Major Street: **Avenue E**
Minor Street: **16th St.**

Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,000** vpd
Minor Street Future ADT = **3,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or

In built up area of isolated community of < 10,000 population .....

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,000**	*1* **3,000**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2 +*	9,600	6,720	3,200	2,240
1	*2 +*	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied				
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **7,000**	*1* **3,000**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2 +*	14,000	10,080	1,600	1,120
1	*2 +*	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	A / B	80%		80%	
	88% / 58%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **GPBO**

CALC Amber Hsu DATE 07/22/08

CHK Tom Huang DATE 07/22/08

Jurisdiction: Yucaipa

Major Street: **16th Street** Critical Approach Speed (Major) 35 mph

Minor Street: **Dunlap Blvd.** Critical Approach Speed (Minor) 40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **7,500** vpd Minor Street Future ADT = **3,000** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN XX RURAL

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,500**	*1* **3,000**	8,000	5,600	2,400 *	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **7,500**	*1* **3,000**	12,000	8,400	1,200 *	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 94% B 63%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **GPBO**

CALC Amber Hsu DATE 07/22/08

CHK Tom Huang DATE 07/22/08

Jurisdiction: Yucaipa

Major Street: **Calimesa Blvd.** Critical Approach Speed (Major) 35 mph

Minor Street: **12th St.** Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **20,100** vpd Minor Street Future ADT = **100** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √

or **RURAL (R)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
	XX				
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **20,100**	*1* **100**	8,000	5,600 *	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **20,100**	*1* **100**	12,000	8,400 *	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,000	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied				
	XX	2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more	**A** 6% **B** 12%	80%		80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	GPBO
				CALC Amber Hsu	DATE 07/22/08
				CHK Tom Huang	DATE 07/22/08

Jurisdiction: Yucaipa
Major Street: **Calimesa Blvd.**
Minor Street: **Cienaga Rd.**
Critical Approach Speed (Major) 35 mph
Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane
Minor Street Approach Lanes **1** lane
Major Street Future ADT = **20,600** vpd
Minor Street Future ADT = **400** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... √
or
In built up area of isolated community of < 10,000 population .....

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements EADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **20,600**	1 **400**	8,000	5,600 *	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **20,600**	1 **400**	12,000	8,400 *	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,000	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ..... A 24% B 47%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	GPBO
				CALC Amber Hsu	DATE 07/22/08
Jurisdiction: Yucaipa				CHK Tom Huang	DATE 07/22/08
Major Street: **Calimesa Blvd.**				Critical Approach Speed (Major)	50 mph
Minor Street: **Wildwood Cyn. Rd.**				Critical Approach Speed (Minor)	40 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes = **2** lane

Major Street Future ADT = **11,000** vpd Minor Street Future ADT = **1,250** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ..... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population ..... [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	8,000	5,600	2,400	1,680
2 + / 1	9,600	6,720	2,400	1,680
2 + / 2 +	9,600	6,720	3,200	2,240
1 **11,000** / 2 + **1,250**	8,000	5,600 *	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied (XX) / Not Satisfied	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 / 1	12,000	8,400	1,200	850
2 + / 1	14,400	10,080	1,200	850
2 + / 2 +	14,000	10,080	1,600	1,120
1 **11,000** / 2 + **1,250**	12,000	8,400 *	1,600	1,120 *
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 56% B: 100%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM

TRAFFIC CONDITIONS **GPBO**

CALC Amber Hsu DATE 07/22/08

CHK Tom Huang DATE 07/22/08

Jurisdiction: Yucaipa

Major Street: **Colorado St.**

Minor Street: **8th St.**

Critical Approach Speed (Major) 35 mph

Critical Approach Speed (Minor) 25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes **1** lane

Major Street Future ADT = **3,300** vpd

Minor Street Future ADT = **1,550** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....

or **URBAN (U)**

In built up area of isolated community of < 10,000 population .....

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,300** / *1* **1,550**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied (XX)	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 **3,300** / *1* **1,550**	12,000	8,400	1,200 *	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,000	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B Satisfied / Not Satisfied (XX)	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ..... A: 41% B: 28%				

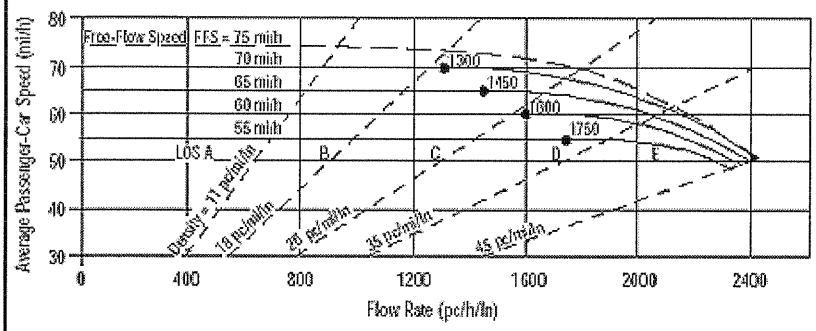
Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

APPENDIX 5.24

General Plan Buildout Project Conditions
Freeway Mainline Analysis Worksheets

BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa Blvd. (1)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7038*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2213*	pc/h/ln
S	*59.7*	mi/h
D = v_p / S	*37.0*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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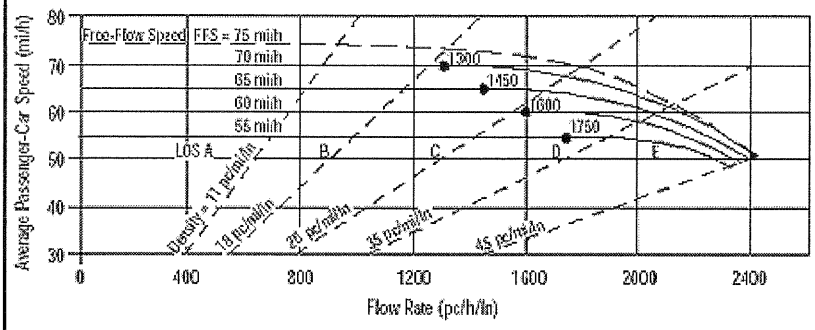
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Eastbound*
From/To	*West of Yucaipa Blvd. (1)*
Jurisdiction	*Caltrans*
Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*12380*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Rolling*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*2.0*
E_T	*2.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.837*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*4*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3893*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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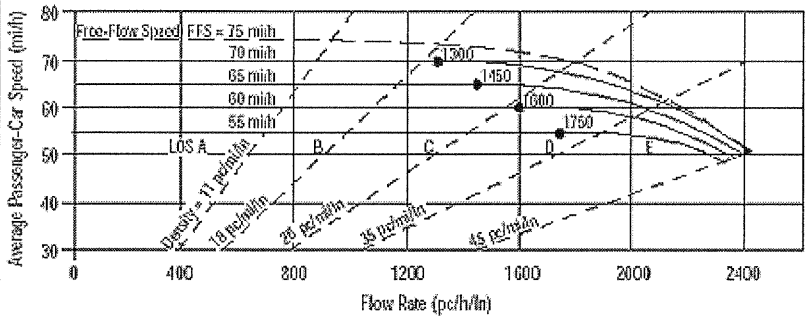
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☒ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5007*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1897*	pc/h/ln
S	*66.6*	mi/h
D = v_p / S	*28.5*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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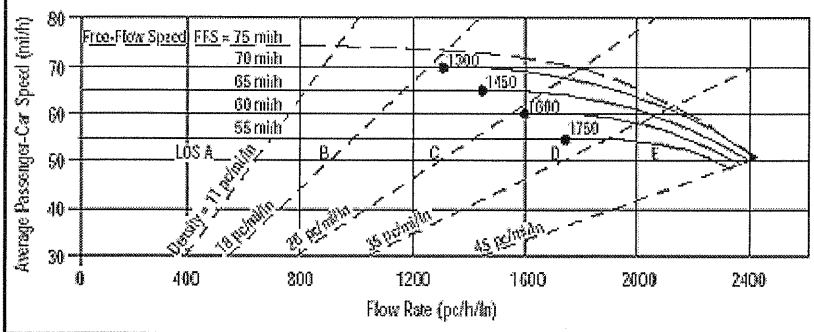
BASIC FREEWAY SEGMENTS WORKSHEET



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Yucaipa Blvd./Live Oak Cyn. (2)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*9179*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3478*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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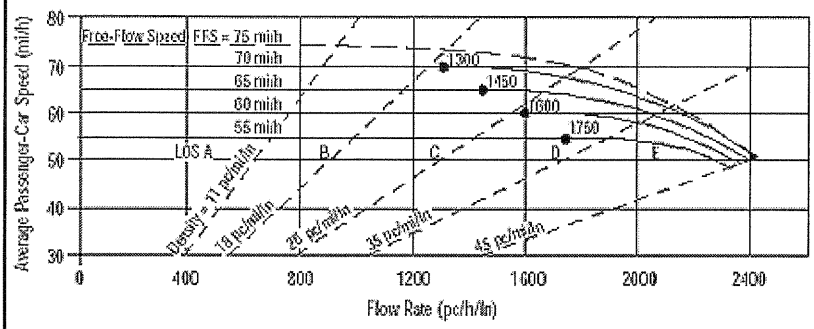

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4893*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1854*	pc/h/ln
S	*67.2*	mi/h
D = v_p / S	*27.6*	pc/mi/ln
LOS	*D*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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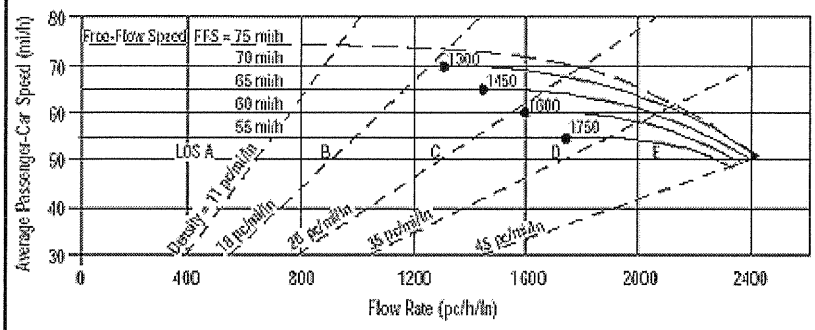

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/County Line (3)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*8276*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3136*	pc/h/ln	Design LOS	
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S		pc/mi/ln	S	mi/h
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary		Factor Location	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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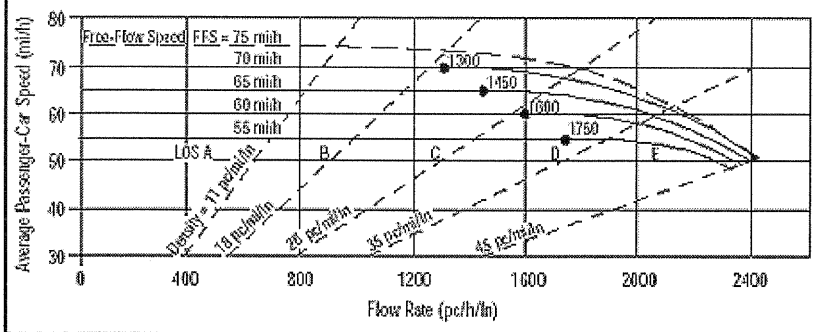

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*3997*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1515*	pc/h/ln	Design LOS		
S	*69.8*	mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S	*21.7*	pc/mi/ln	S		mi/h
LOS	*C*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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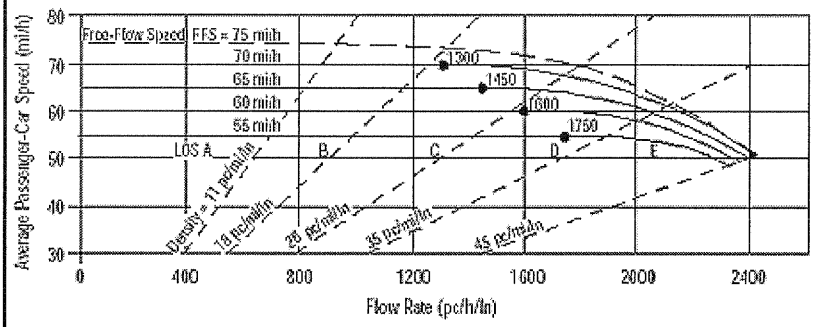

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Eastbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (4)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*5827*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2208*	pc/h/ln
S	*59.9*	mi/h
D = v_p / S	*36.9*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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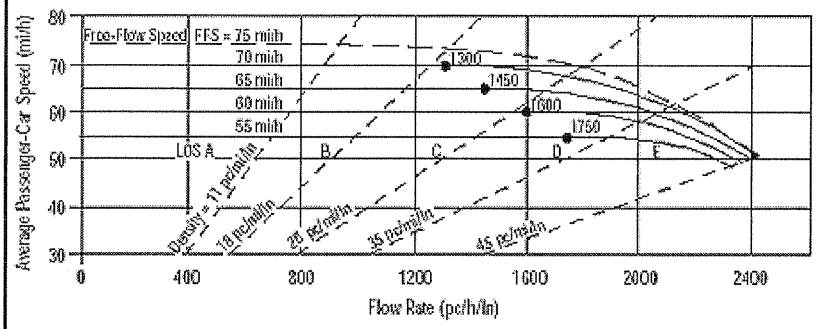

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*East of County Line (5)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*4111*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*1558*	pc/h/ln
S	*69.6*	mi/h
D = v_p / S	*22.4*	pc/mi/ln
LOS	*C*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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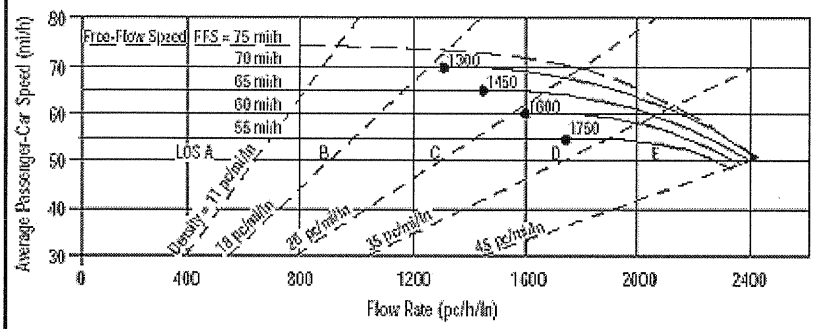

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*East of County Line (5)*
Jurisdiction	*Caltrans*
Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*6024*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2283*	pc/h/ln
S	*57.6*	mi/h
D = v_p / S	*39.7*	pc/mi/ln
LOS	*E*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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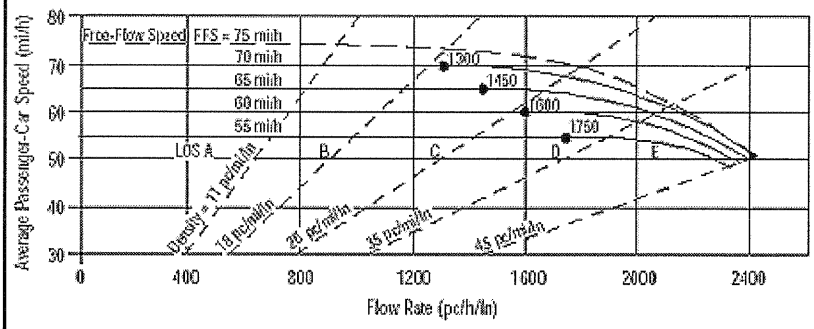

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☐ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7143*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2707*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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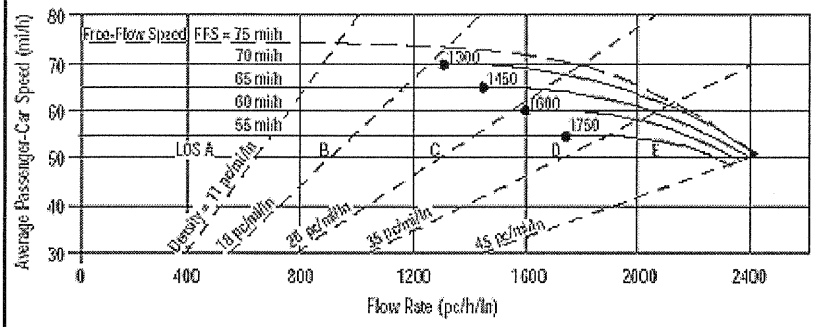

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*County Line/Live Oak (6)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7600*	veh/h	Peak-Hour Factor, PHF	*0.95*	
AADT		veh/day	%Trucks and Buses, P_T	*16*	
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*	
Peak-Hr Direction Prop, D			General Terrain:	*Level*	
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*	
Driver type adjustment	*1.00*		Up/Down %		

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			Calc Speed Adj and FFS		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			Design (N)	
Operational (LOS)			Design (N)	
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2880*	pc/h/ln	Design LOS	
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	pc/h
D = v_p / S		pc/mi/ln	S	mi/h
LOS	*F*		D = v_p / S	pc/mi/ln
			Required Number of Lanes, N	

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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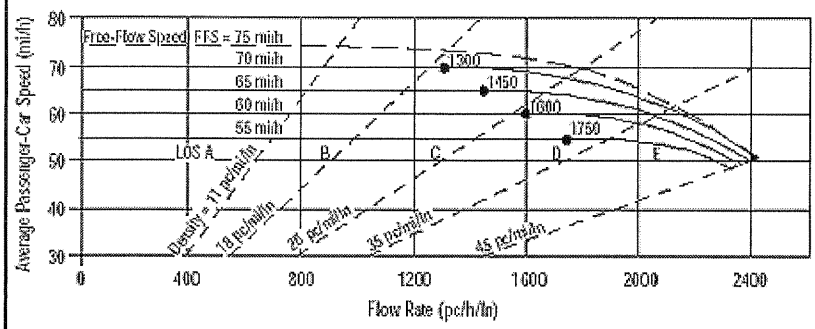

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		**Site Information**	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7059*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs			**Calc Speed Adj and FFS**		
Lane Width	*12.0*	ft	f_{LW}		mi/h
Rt-Shoulder Lat. Clearance	*6.0*	ft	f_{LC}		mi/h
Interchange Density	*0.50*	l/mi	f_{ID}		mi/h
Number of Lanes, N	*3*		f_N		mi/h
FFS (measured)	*70.0*	mi/h	FFS	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h			

LOS and Performance Measures			**Design (N)**		
Operational (LOS)			Design (N)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2675*	pc/h/ln	Design LOS		
S		mi/h	v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
D = v_p / S		pc/mi/ln	S		mi/h
LOS	*F*		D = v_p / S		pc/mi/ln
			Required Number of Lanes, N		

Glossary		**Factor Location**	
N - Number of lanes	S - Speed	E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
V - Hourly volume	D - Density	E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
v_p - Flow rate	FFS - Free-flow speed	f_p - Page 23-12	f_N - Exhibit 23-6
LOS - Level of service	BFFS - Base free-flow speed	LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7
DDHV - Directional design hour volume			

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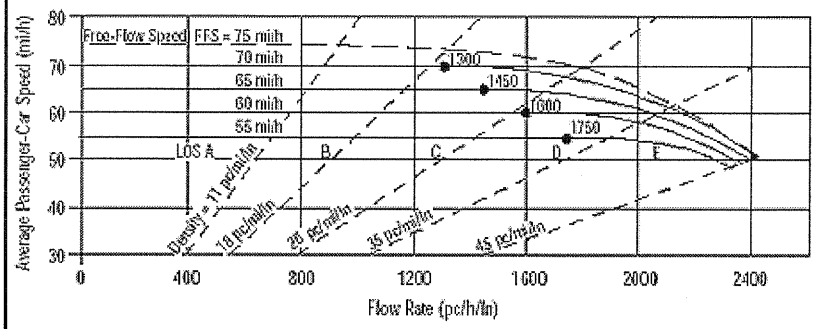

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		Site Information	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*Live Oak/Yucaipa (7)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*PM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*7652*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*16*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.926*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*2900*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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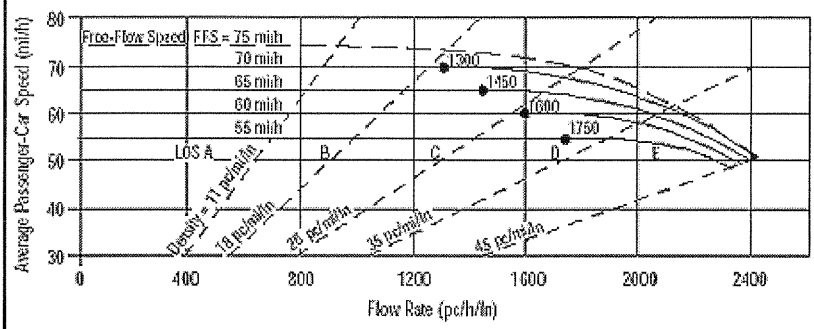

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information		***Site Information***	
Analyst	*Bill Lawson*	Highway/Direction of Travel	*I-10 Fwy. Westbound*
Agency or Company	*Urban Crossroads, Inc.*	From/To	*West of Yucaipa (8)*
Date Performed	*5/18/2010*	Jurisdiction	*Caltrans*
Analysis Time Period	*AM Peak Hour*	Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*10095*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	l/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3772*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)		
Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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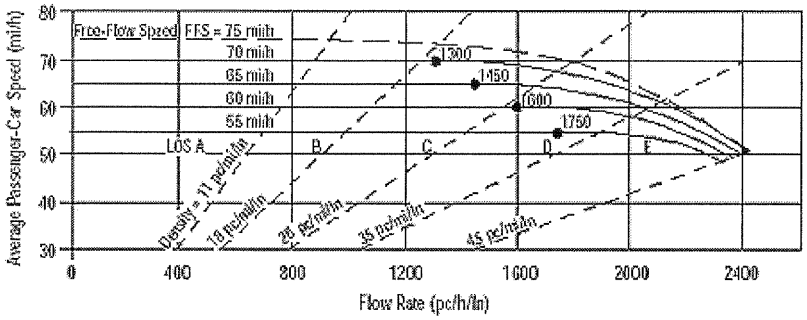

Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	*Bill Lawson*
Agency or Company	*Urban Crossroads, Inc.*
Date Performed	*5/18/2010*
Analysis Time Period	*PM Peak Hour*

Site Information

Highway/Direction of Travel	*I-10 Fwy. Westbound*
From/To	*West of Yucaipa (8)*
Jurisdiction	*Caltrans*
Analysis Year	*2040 General Plan Buildout*

Project Description JN:05238 Robinson Ranch

☑ Oper.(LOS) ☐ Des.(N) ☐ Planning Data

Flow Inputs

Volume, V	*9980*	veh/h	Peak-Hour Factor, PHF	*0.95*
AADT		veh/day	%Trucks and Buses, P_T	*13*
Peak-Hr Prop. of AADT, K			%RVs, P_R	*0*
Peak-Hr Direction Prop, D			General Terrain:	*Level*
DDHV = AADT x K x D		veh/h	Grade % Length	*mi*
Driver type adjustment	*1.00*		Up/Down %	

Calculate Flow Adjustments

f_p	*1.00*	E_R	*1.2*
E_T	*1.5*	$f_{HV} = 1/[1+P_T(E_T - 1) + P_R(E_R - 1)]$	*0.939*

Speed Inputs

Lane Width	*12.0*	ft
Rt-Shoulder Lat. Clearance	*6.0*	ft
Interchange Density	*0.50*	I/mi
Number of Lanes, N	*3*	
FFS (measured)	*70.0*	mi/h
Base free-flow Speed, BFFS		mi/h

Calc Speed Adj and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS	*70.0*	mi/h

LOS and Performance Measures

Operational (LOS)

v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)	*3729*	pc/h/ln
S		mi/h
D = v_p / S		pc/mi/ln
LOS	*F*	

Design (N)

Design (N)

Design LOS		
v_p = (V or DDHV) / (PHF x N x f_{HV} x f_p)		pc/h
S		mi/h
D = v_p / S		pc/mi/ln
Required Number of Lanes, N		

Glossary

N - Number of lanes	S - Speed
V - Hourly volume	D - Density
v_p - Flow rate	FFS - Free-flow speed
LOS - Level of service	BFFS - Base free-flow speed
DDHV - Directional design hour volume	

Factor Location

E_R - Exhibits23-8, 23-10	f_{LW} - Exhibit 23-4
E_T - Exhibits 23-8, 23-10, 23-11	f_{LC} - Exhibit 23-5
f_p - Page 23-12	f_N - Exhibit 23-6
LOS, S, FFS, v_p - Exhibits 23-2, 23-3	f_{ID} - Exhibit 23-7

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