YUCAIPA GENERAL PLAN DRAFT EIR

Volume II: Appendices
State Clearinghouse No: 2014101003
December 2015 | City of Yucaipa

December 2015 | Draft Environmental Impact Report
State Clearinghouse No. 2014101003

YUCAIPA GENERAL PLAN UPDATE

City of Yucaipa

Volume II: Appendices

Prepared for:

City of Yucaipa
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PLACEWORKS

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Appendix A Initial Study/Notice of Preparation

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CLERK OF THE BOARD

Received on: 9.30.14

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City of Yucaipa
Development Services Department

California Environmental Quality Act – Notice of Preparation and Public Scoping Meeting for the Yucaipa General Plan Update

DATE:	September 23, 2014
TO:	State Agencies, Responsible Agencies, Local and Public Agencies, Trustee Agencies, Interested Parties
PROJECT:	City of Yucaipa General Plan Update (Case No. 14-135/GPA)
LEAD AGENCY:	City of Yucaipa
PROJECT SPONSOR:	City of Yucaipa

NOTICE IS HEREBY GIVEN that the City of Yucaipa has prepared an Initial Study for the City of Yucaipa General Plan Update and has determined that an Environmental Impact Report (EIR) is necessary. Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of Yucaipa is the Lead Agency for the project. The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) to notice the public scoping meeting. Copies of the Initial Study are available for review at the following locations:

City of Yucaipa
34272 Yucaipa Boulevard,
Yucaipa, CA 92399

Yucaipa Branch Library
12040 5th Street,
Yucaipa, CA 92399

The document can also be accessed online at:
http://www.yucaipa.org/cityDepartments/DevelopmentServices/generalPlanupdate.php

Notice of Availability: Pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082, the Initial Study will be available for a 30-day public review from Wednesday, October 1, 2014, through Friday, October 31, 2014. The City of Yucaipa, as Lead Agency, requests that responsible and trustee agencies respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. Pursuant to CEQA Section 21080.4, responsible agencies must submit any comments in response to this notice no later than 30 days after receipt. Comments in response to this notice must be submitted in writing to Joseph M. Lambert, Director of Development Services, at the address above, by **5:00 PM, Friday, October 31, 2014.**

Scoping Meeting: The City will hold a scoping meeting in conjunction with this NOP in order to present the project and the EIR process and to provide an opportunity for agency representatives and the public to assist the lead agency in determining the scope and content of the environmental analysis for the EIR. The meeting will be held:

Monday, October 6, 2014, at 6:00 p.m.
Yucaipa City Hall
34272 Yucaipa Boulevard
Yucaipa, CA 92399

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Project Location: The City of Yucaipa is in the eastern portion of the San Bernardino Valley. Yucaipa is bordered by the City of Calimesa to the south, the City of Redlands and unincorporated San Bernardino County to the west, and the foothills of the San Bernardino Mountains to the north and east. The Crafton Hills run along the City's northwest boundary, separating the City from Redlands. Regional access to the City is provided by various freeways. Interstate 10 runs northwest-southeast through the southwest area of the City, and State Route 38 runs just along the northern City boundary.

Project Description: The proposed project is an update to the City of Yucaipa General Plan. The Yucaipa General Plan Update is intended to shape development in the City and its sphere of influence (SOI) over the next 20-plus years. The Yucaipa General Plan Update involves reorganization of the current General Plan into the following six required and one optional element: the Land Use Element; Circulation Element; Open Space and Recreation Element; Conservation Element; Safety Element; Noise Element; and Economic Development Element. Buildout of the General Plan Update would allow for up to 77,328 people, 30,077 residential units, 28,380 households, 9,581,104 square feet of nonresidential use, and 18,488 jobs.

Environmental Issues: Based on the Initial Study prepared for the proposed project, the City anticipates several potential impacts that will need to be addressed in the EIR.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The Draft EIR will address the short- and long-term effects of the General Plan Update on the environment. Mitigation measures will be proposed for impacts that are determined to be significant.

Project Sponsor: City of Yucaipa
Consulting Firm: PlaceWorks

Date: September 23, 2014

Signature:

Joseph M. Lambert,
Director of Development Services

October 2014 | **Initial Study**

YUCAIPA GENERAL PLAN UPDATE

Case No. 14-135/GPA
City of Yucaipa

Prepared for:

City of Yucaipa
Contact: Joseph M. Lambert, Director of Development Services
34272 Yucaipa Boulevard
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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
AQMP	air quality management plan
BMP	best management practices
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
CMP	congestion management program
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GCP	general construction permit
GHG	greenhouse gases
HCP	habitat conservation plan
IS	initial study
LAFCO	local agency formation commission
MRZ	mineral resource zone
NCCP	natural community conservation plan
NPDES	National Pollution Discharge Elimination System
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Association of Governments
SB	Senate Bill
SBNF	San Bernardino National Forest
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SoCAB	South Coast Air Basin
SOI	sphere of influence

Abbreviations and Acronyms

SWPPP	Storm Water Pollution Prevention Plan
SWMD	Solid Waste Management Division
USFWS	United States Fish and Wildlife Service
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
YFD	Yucaipa Fire Department
YPD	Yucaipa Police Department
YVWD	Yucaipa Valley Water District

1. Introduction

The City of Yucaipa is circulating this Initial Study (IS) for the City of Yucaipa General Plan Update (proposed project), City of Yucaipa Case No. 14-135/GPA, for public review and comment. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment.

As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether a negative declaration, mitigated negative declaration, or environmental impact report (EIR) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

1.1 PROJECT LOCATION

The City of Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains (see Figure 1, *Regional Location*). Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the unincorporated San Bernardino County community of Mentone and the City of Redlands. Figure 2, *Citywide Aerial,* provides a visual of the City. Regional access to the City is provided by various freeways. Interstate 10 (I-10) runs northwest to southeast through the southwest area of the City, and State Route 38 (SR-38), also known as Mill Creek Road, runs just along the northern City boundary. County Line Road separates the City of Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The City of Yucaipa encompasses 18,090 acres, and its sphere of influence (SOI) consists of an additional 1,663 acres, for a total of 19,753 acres across the entire plan area. As shown in Table 1, *Existing Land Use Summary*, and Figure 3, *Existing Land Uses*, the vast majority of City land is either single-family or rural residential (36.1 percent), open space and recreation (16.9 percent), or vacant (26.6 percent). This is due to the City's low residential density and natural open space character. Crafton Hills College is on the western edge of the City. Yucaipa Regional Park abuts the Crafton Hills in the northwest part of the City. In the City's SOI, Open Space and Recreation is the predominant land use (80.0 percent); the remaining acreage includes facilities, rural residential, vacant, and right-of-way uses.

Yucaipa Regional Park, in the northwest portion of the City, is operated and maintained by San Bernardino County and provides a wide range of outdoor recreational activities, including fishing, swimming, camping, trails, picnic areas, and group shelters. Wildwood Canyon State Park is in southeast Yucaipa along the eastern boundary and consists of 900 acres of open wildland, trails, and recreational facilities. In addition, El Dorado Ranch Park is 334 acres of permanent open space in the northeast corner of the City.

1.2.2 Surrounding Land Use

As shown in Figure 2, *Citywide Aerial*, the City of Yucaipa is surrounded by other developed areas of the cities of Redlands and Calimesa, the community of Mentone in unincorporated San Bernardino County, and the community of Cherry Valley in unincorporated Riverside County. Significant land uses directly adjacent to the City's boundaries are the mountainous terrain of the San Bernardino National Forest to the northeast and east, commercial and residential uses in Calimesa to the south, and the Crafton Hills to the northeast.

1.2.3 Current General Plan

The current City of Yucaipa General Plan was adopted in July 2004 and has 12 elements:

- Land Use
- Urban Design
- Housing (adopted April 22, 2013)
- Growth Management
- Economic Development
- Transportation
- Noise
- Infrastructure and Public Facilities
- Safety and Hazardous Waste
- Air Quality
- Open Space and Conservation

Table 2, *Current General Plan*, and Figure 4, *Current Land Use Plan*, show that 31 land use designations currently regulate development in the City. Within the City boundaries, the three largest are Rural Living-1 (RL-1), Institutional (IN), and Residential Single-20M (RS-20M), which cover approximately 39 percent of the City. Residential land use designations in general represent 66 percent of the City. Commercial, open space, and right-of-way land use designations are the primary remaining uses in the City's land area. The City's SOI is predominantly designated for open space (98 percent).

Table 1 Existing Land Use Summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	19,228	18,132	47,830	2,750,926	6,888
Agriculture	173	—	—	—	—	—
Commercial and Service	269	—	—	—	2,391,804	4,783
Education	365	—	—	—	—	1,352
Facilities	177	—	—	—	—	100
General Office	12	—	—	—	118,194	182
Industrial	89	—	—	—	240,928	375
Multi-Family Residential	101	862	813	2,352	—	—
Open Space and Recreation	3,064	—	—	—	—	—
Other Utilities	79	—	—	—	—	—
Rural Residential	2,729	5,260	4,960	11,547	—	—
Single Family Residential	3,803	13,106	12,359	33,931	—	96
Transportation, Communications, and Utilities	6	—	—	—	—	—
Under Construction	160	—	—	—	—	—
Vacant	4,804	—	—	—	—	—
Water Utilities	516	—	—	—	—	—
Right-of-Way	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	5	—	—
Facilities	20	—	—	—	—	—
Open Space and Recreation	1,332	—	—	—	—	—
Rural Residential	20	2	2	5	—	—
Vacant	280	—	—	—	—	—
Right-of-Way	11	—	—	—	—	—

1. Introduction

Table 1 Existing Land Use Summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Grand Total	19,753	19,230	18,134	47,835	2,750,926	6,888

Notes: Residential Units: Based on the existing land use inventory.
Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.
Population: Assumed persons per household of 2.75 for Rural Residential and Single Family Residential households and 2.89 for Multifamily households, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010. Except for Senior Mobile Homes (designated with a Mobile Home 2 Overlay), where an average persons per household of 1.6 was applied, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.
Nonresidential Square Footage: San Bernardino County. 2014. Countywide GIS Analysis of Underutilized Land Study. Prepared by County Assessor's Office and PlaceWorks.
Employment: The following employment generation factors and assumptions were used.
General Office: 650 square feet per employee
Industrial: 1,000 square feet per employee
Commercial Service: 500 square feet per employee
Schools: School Accountability Report Cards, 2013.

Table 2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	29,628	27,958	76,169	8,530,405	16,921
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,354	135	128	351	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	787	315	297	783	—	—
Rural Living-1 (RL-1)	2,663	2,663	2,511	6,907	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,890	4,158	3,921	10,733	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,192	5,246	4,947	13,568	—	—
Residential Single-72C (RS-72C)	570	3,386	3,193	8,350	—	—

Table 2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,054	6,316	5,953	15,965	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	1,750,294	2,135
General Commercial (CG)	386	—	—	—	3,344,247	6,799
Neighborhood Commercial (CN)	49	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,561	3,386
Business Park (BP)	26	—	—	—	575,996	576
Community Industrial (IC)	97	—	—	—	513,987	627
Institutional (IN)	2,477	—	—	—	500,000	2,488
Planned Development (PD)	1,247	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	—	—	—	—	—	—
Open Space (OS)	903	—	—	—	—	—
Park (P)	—	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	6	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—

1. Introduction

Table 2 Current General Plan

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Grand Total	19,753	29,630	27,960	76,175	8,530,405	16,921

Notes:

Units: The following density assumptions were used unless adjusted by a specific project or to reflect the current buildout of an existing neighborhood.

RL-40:	0.025 du/ac	RL-1:	1 du/ac	RS-10M:	4.4 du/ac	R-24:	24 du/ac
RL-20:	0.05 du/ac	R-1:	1 du/ac	RS-72C:	6 du/ac	RM-24:	24 du/ac
RL-10:	0.1 du/ac	R-2:	2 du/ac	R-8:	8 du/ac		
RL-5:	0.2 du/ac	RS-20M:	2.2 du/ac	RM-10M:	4.4 du/ac		
RL-2.5:	0.4 du/ac	R-4:	4 du/ac	RM-72C:	6 du/ac		

Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.

Population: The following person per household assumptions were used.

All Rural-Living and Single Residential and R-1, R-2, R-4, R-8 and PD: 2.75 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

All Multiple Residential and R-24 categories: 2.89 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

Mobile Homes (non-Senior) designated with MH1 Overlay: 2.4, Number of Units by Unit Type divided by Population by Unit Type, U.S. Census, City of Yucaipa, 2010

Senior Mobile Homes designated with MH2 Overlay: 1.6, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.

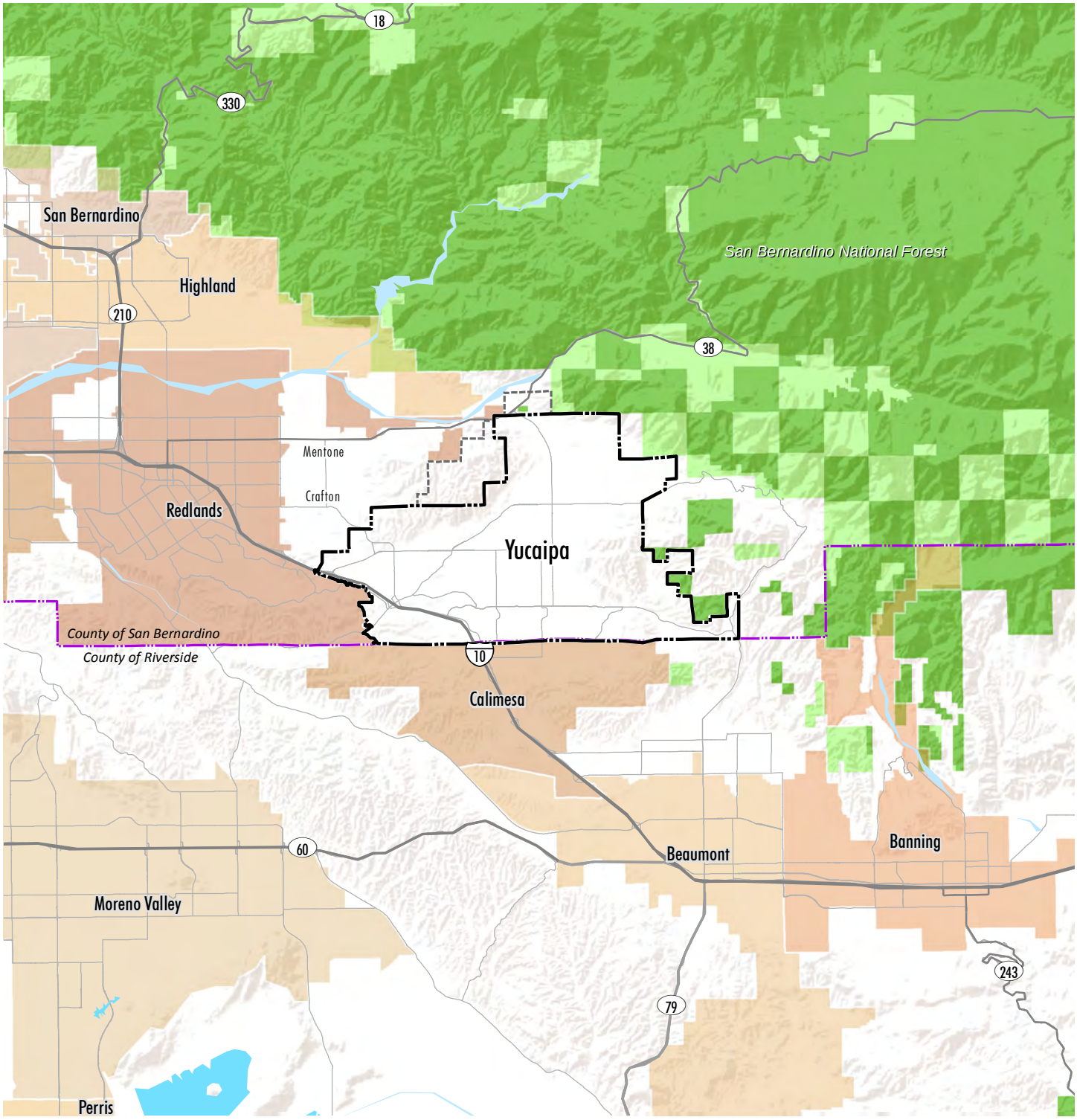
Nonresidential Square Footage: The following average floor area ratios were used:

Commercial Retail: 0.32 FAR
General Commercial: 0.20 FAR
Neighborhood Commercial: 0.15 FAR
Commercial Service: 0.20 FAR
Business Park: 0.50 FAR
Community Industrial: 0.10 FAR

Employment: The following average employment generation factors were used:

Commercial Retail: 820 square feet per employee
General Commercial: 500 square feet per employee
Neighborhood Commercial: 450 square feet per employee
Commercial Service: 450 square feet per employee
Business Park: 1,000 square feet per employee
Community Industrial: 1,000 square feet per employee
Schools: 15 percent growth over existing employment

Figure 1 Regional Location



Source: US Forest Service, 2013

Yucaipa City Limits
Yucaipa Sphere of Influence

National Forest
USDA Forest Service
Private Ownership

YUCAIPA GENERAL PLAN INITIAL STUDY

0 1 2 3 Miles

PLACEWORKS

1. Introduction

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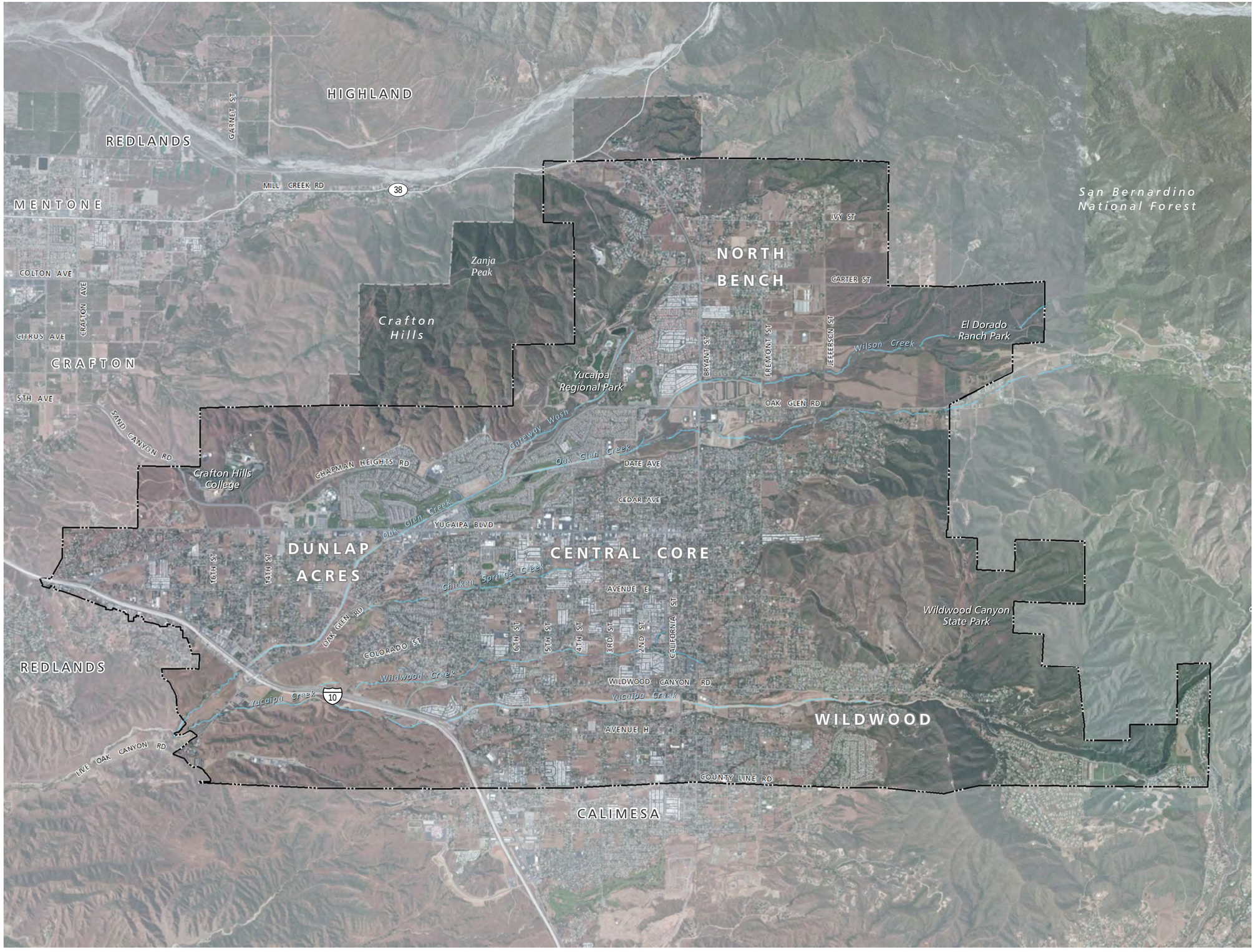
Figure 2
CITYWIDE AERIAL

City Limits
Yucaipa Sphere of Influence



YUCAIPA GENERAL PLAN INITIAL STUDY

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: PlaceWorks, 2014 & USGS, 2012

CWE-11.0 : Fig_2_CitywideAerial_090814.mxd 9/26/2014

1. Introduction

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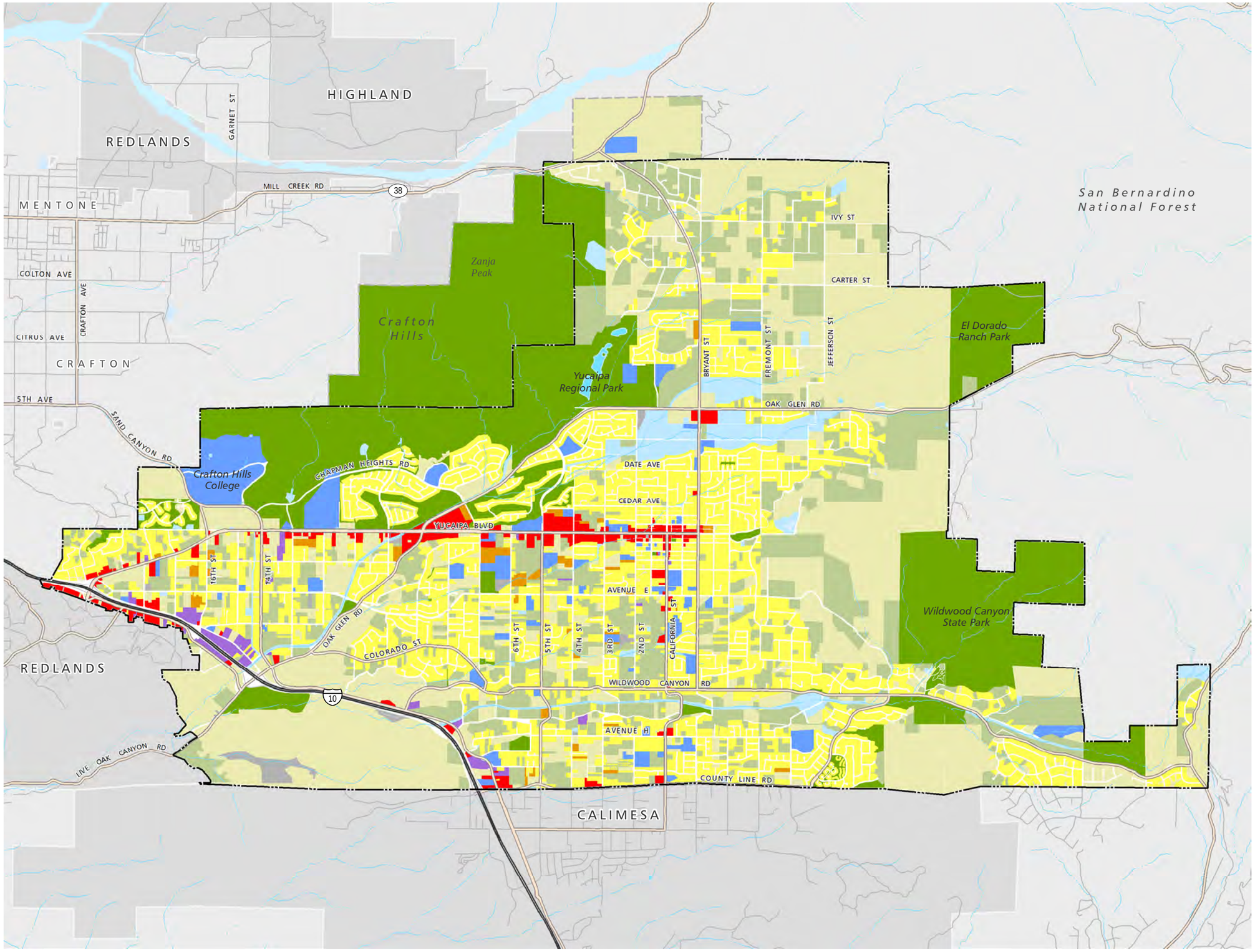
Figure 3
EXISTING LAND USES



City Limits
Yucaipa Sphere of Influence

Existing Land Use

- Rural Residential
- Single Family Residential
- Multifamily Residential
- Commercial, Service, and Office
- Public and Semipublic Facilities
- Industrial
- Water Utilities
- Other Utilities
- Undeveloped Land
- Open Space and Recreation

YUCAIPA GENERAL PLAN INITIAL STUDY

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

CWE-11.0 : Fig_3_ExistingLandUse_090814.mxd 9/26/2014

1. Introduction

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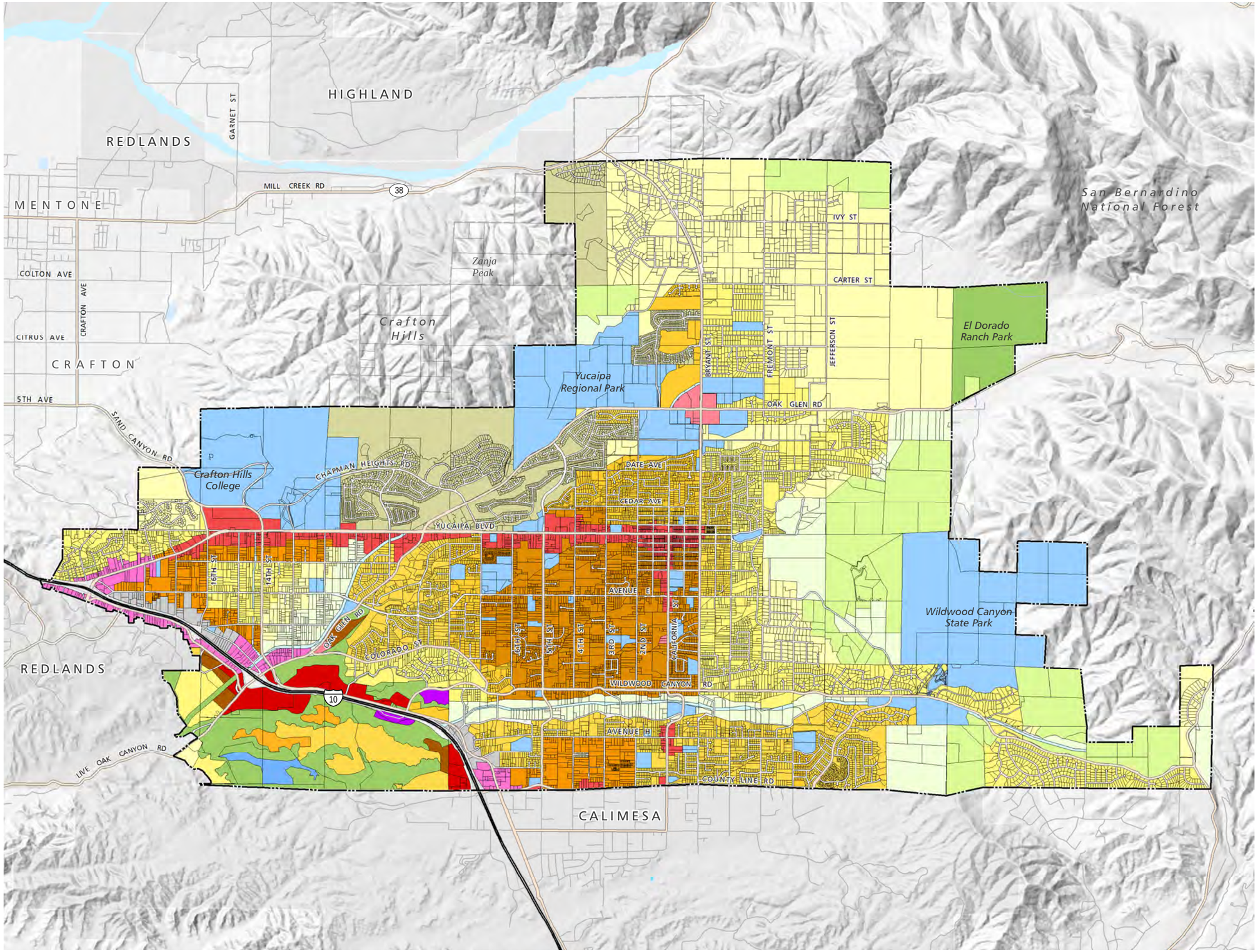
Figure 4
CURRENT LAND USE PLAN



City Limits

Yucaipa Sphere of Influence

LAND USE DISTRICTS

- Rural Living 40 ac min (RL-40)
- Rural Living 20 ac min (RL-20)
- Rural Living 10 ac min (RL-10)
- Rural Living 5 ac min (RL-5)
- Rural Living 2.5 ac min (RL-2.5)
- Rural Living 1 ac min (RL-1)
- Single Residential 1 du/ac (R-1)
- Single Residential 2 du/ac (R-2)
- Single Res. 20,000 sf min (RS-20M)
- Single Residential 4 du/ac (R-4)
- Single Res. 10,000 sf min (RS-10M)
- Single Res. 7,200 sf min (RS-72C)
- Single or Multiple Res. 8 du/ac (R-8)
- Multiple Res. 10,000 sf min (RM-10M)
- Multiple Res. 7,200 sf min (RM-72C)
- Multiple Res. 24 du/ac (RM-24)
- Multiple Res. 24 du/ac (R-24)
- Planned Development (PD)
- Regional Commercial (CR)
- General Commercial (CG)
- Neighborhood Commercial (CN)
- Service Commercial (CS)
- Business Park (BP)
- Community Industrial (IC)
- Institutional (IN)
- Public Facilities (PUB)
- Open Space (OS)
- Floodway (FW)

YUCAIPA GENERAL PLAN INITIAL STUDY

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

CWE-11.0 : Fig_4_CurrentLandUsePlan_090814.mxd 9/26/2014

1. Introduction

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1.3 PROJECT DESCRIPTION

The proposed project is an update to the City of Yucaipa's General Plan that is intended to shape development in the City and its SOI over the next 20-plus years. The City's SOI is the unincorporated lands adjacent to City boundaries that are defined by the county local agency formation commission (LAFCo) as areas likely to be served or annexed by the City in the future. Cities do not have regulatory control over these lands, but they have the authority to designate their preference for land use planning in the county areas if the properties are annexed to the City sometime in the future.

1.3.1 Statement of Objectives

The General Plan update is guided by a set of community values and priorities developed by the Yucaipa City Council with input from the community. The following objectives are integrated into the General Plan update's policies and goals:

- Maintain a small-town rural character with strong neighborhood identities
- Preserve scenic vistas, wild lands, ravines, and hillsides
- Attract quality businesses that bring quality jobs and retail opportunities
- Foster educational opportunities that prepare the community for the future
- Ensure the health, safety, and well-being of our residents
- Maintain excellent infrastructure, community services, and public facilities
- Sustain a vibrant Historic District, and unique local artistic and cultural events
- Provide parks, trails, open space, and recreational opportunities for all ages
- Cultivate a spirit of community service, pride, and mutual respect
- Maintain a fiscally responsible and responsive governance

1.3.2 Proposed General Plan Elements

The Yucaipa General Plan update involves reorganization of the current General Plan into the following six required elements and one optional element:

Required General Plan Elements

- **The Land Use Element** guides the distribution, location, and extent of land uses for housing, business, industry, institutions, open space, and recreation in the City and its SOI. The element includes goals, policies, and implementation direction and establishes development criteria and standards, including building intensity and residential density.

- **The Circulation Element** addresses the identification, location, and extent of existing and proposed major thoroughfares, transportation routes, multimodal transportation options, and local public utilities and facilities. It serves as an infrastructure plan and is correlated with the land use element.

- **The Open Space and Recreation Element** focuses on natural and built recreational resources. It focuses on the preservation of existing open spaces and recreational facilities and the development of new resources.

- **The Conservation Element** emphasizes the conservation of natural, cultural, and historic resources within the community to maximize their value and prevent their wasteful exploitation and destruction.

- **The Safety Element** identifies natural and man-made hazards and establishes policies to protect the people and property within community.

- **The Noise Element** provides guidance related to noise conditions and identifies goals and policies aimed at mitigating and adapting to nuisance noise.

Optional General Plan Elements

- **The Economic Development Element** includes long-term goals for the community and policies to guide decision making relative to economic issues.

1.3.3 Proposed Land Use Designations

Table 3 outlines the proposed land use designations and details the projected population, employment, dwelling units, and nonresidential square footage of development planned for under the General Plan update. The proposed land use designations are also shown on Figure 5, *Proposed General Plan Land Use*.

1.4 CITY ACTION REQUESTED

The Yucaipa City Council is the City's legislative body and the approving authority for the City of Yucaipa General Plan. In order to implement the General Plan, the City Council must take the following actions:

- Adopt the City of Yucaipa General Plan Update
- Certify the City of Yucaipa General Plan Update EIR
- Adopt findings of fact (and Statement of Overriding Considerations, if required)
- Adopt a Mitigation Monitoring and Reporting Program

1.5 RESPONSIBLE AGENCIES

A public agency other than the lead agency that has discretionary approval power over a project is a responsible agency, as defined by CEQA Guidelines. Adoption of the City of Yucaipa General Plan requires approval from the Department of Housing and Community Development (HCD) for the City's Housing Element and from the San Bernardino County Local Agency Formation Commission (LAFCO) for amendments to the City's SOI. Therefore, HCD and San Bernardino LAFCO are responsible agencies for the proposed project.

Table 3 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	18,090	30,075	28,378	77,322	9,581,104	18,488
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,280	128	121	332	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	638	255	241	628	—	—
Rural Living-1 (RL-1)	2,477	2,477	2,335	6,422	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,951	4,292	4,047	11,082	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,328	5,845	5,511	15,119	—	—
Residential Single-72C (RS-72C)	568	3,377	3,185	8,327	—	—
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,050	6,292	5,931	15,897	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	2,435,125	2,970
General Commercial (CG)	384	—	—	—	3,710,114	7,531
Neighborhood Commercial (CN)	49	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,562	3,386
Business Park (BP)	26	—	—	—	575,997	576
Community Industrial (IC)	97	—	—	—	513,987	627

1. Introduction

Table 3 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Institutional (IN)	798	—	—	—	500,000	2,488
Planned Development (PD)	740	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	507	—	—	—	—	—
Open Space (OS)	2,185	—	—	—	—	—
Park (P)	617	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	1,663	2	2	6	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	19,753	30,077	28,380	77,328	9,581,104	18,488
Increase from Existing Conditions	0	10,847	10,246	29,493	6,830,178	11,600
Change Compared to the Current General Plan	0	447	420	1,153	1,050,699	1,567

Notes: Units: The following density assumptions were used unless adjusted by a specific project or to reflect the current buildout of an existing neighborhood.

RL-40:	0.025 du/ac	RL-1:	1 du/ac	RS-10M:	4.4 du/ac	R-24:	24 du/ac
RL-20:	0.05 du/ac	R-1:	1 du/ac	RS-72C:	6 du/ac	RM-24:	24 du/ac
RL-10:	0.1 du/ac	R-2:	2 du/ac	R-8:	8 du/ac		
RL-5:	0.2 du/ac	RS-20M:	2.2 du/ac	RM-10M:	4.4 du/ac		
RL-2.5:	0.4 du/ac	R-4:	4 du/ac	RM-72C:	6 du/ac		

Households: Assumed occupancy rate of 94.3 percent, California Department of Finance. 2000–2009. Occupancy Rate, City of Yucaipa. In E-5 City/County Population and Housing Estimates. Database.

Population: The following person per household assumptions were used.

All Rural-Living and Single Residential and R-1, R-2, R-4, R-8 and PD: 2.75 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

All Multiple Residential and R-24 categories: 2.89 persons per household, U.S. Census, Average Household Size by Tenure, City of Yucaipa, 2010.

Mobile Homes (non-Senior) designated with MH1 Overlay: 2.4, Number of Units by Unit Type divided by Population by Unit Type, U.S. Census, City of Yucaipa, 2010.

Senior Mobile Homes designated with MH2 Overlay: 1.6, U.S. Census, Population by Age divided by Age of Householder, City of Yucaipa 2010.

Nonresidential Square Footage: The following average floor area ratios were used.

Commercial Retail: 0.32 FAR General Commercial: 0.20 FAR

Table 3 Proposed General Plan Update Summary

Land Use Designation	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Neighborhood Commercial: 0.15 FAR		Commercial Service: 0.20 FAR				
Business Park: 0.50 FAR		Community Industrial: 0.10 FAR				
Crafton Hills College Village Project Area CG Parcels: 0.30 FAR						
Employment. The following average employment generation factors were used.						
Commercial Retail: 820 square feet per employee		General Commercial: 500 square feet per employee				
Neighborhood Commercial: 450 square feet per employee		Commercial Service: 450 square feet per employee				
Business Park: 1,000 square feet per employee		Community Industrial: 1,000 square feet per employee				
Schools: 15 percent growth over existing employment						

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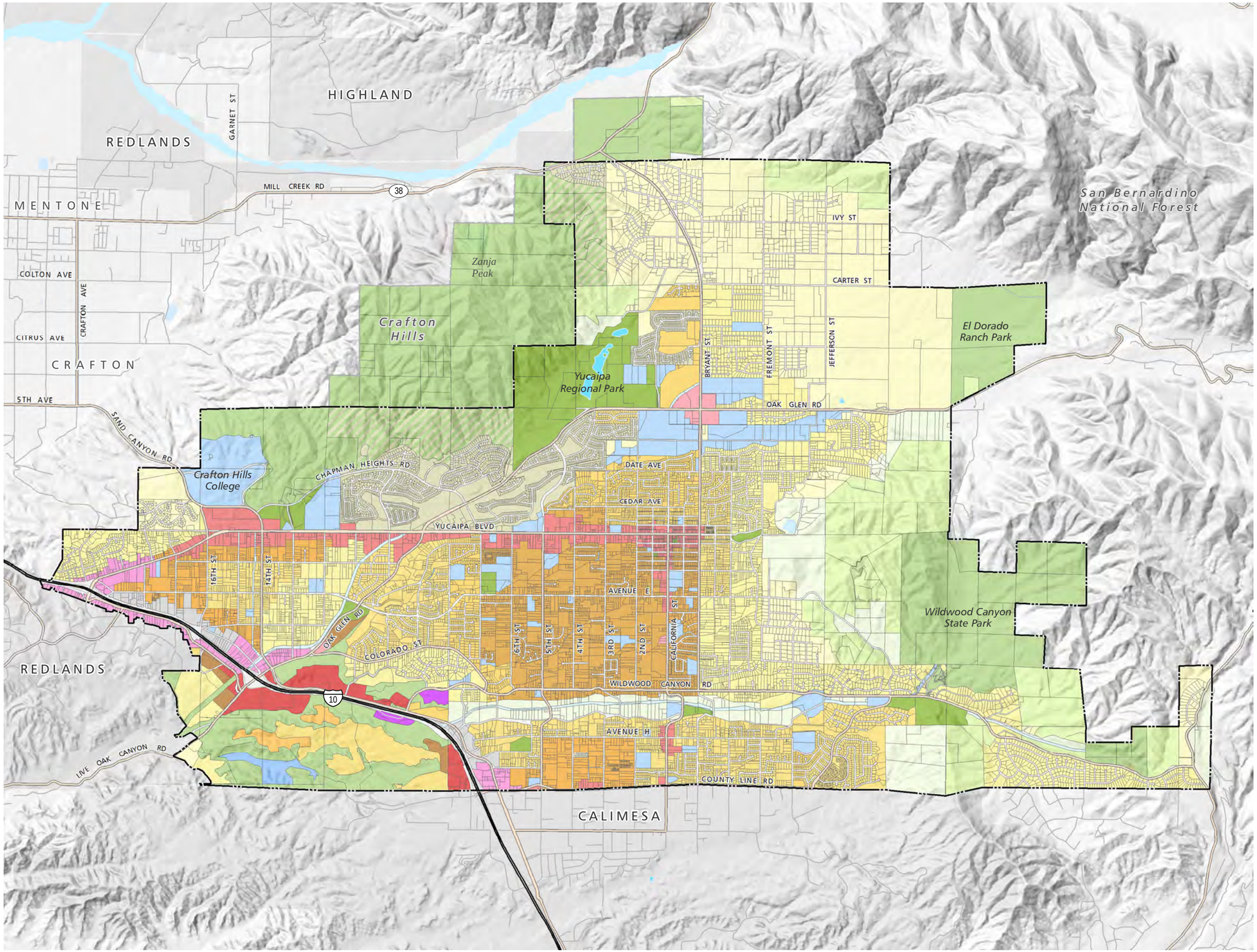
Figure 5
PROPOSED LAND USE PLAN



City Limits
Yucaipa Sphere of Influence

LAND USE DISTRICTS

- Rural Living 40 ac min (RL-40)
- Rural Living 20 ac min (RL-20)
- Rural Living 10 ac min (RL-10)
- Rural Living 5 ac min (RL-5)
- Rural Living 2.5 ac min (RL-2.5)
- Rural Living 1 ac min (RL-1)
- Single Residential 1 du/ac (R-1)
- Single Residential 2 du/ac (R-2)
- Single Res. 20,000 sf min (RS-20M)
- Single Residential 4 du/ac (R-4)
- Single Res. 10,000 sf min (RS-10M)
- Single Res. 7,200 sf min (RS-72C)
- Single or Multiple Res. 8 du/ac (R-8)
- Multiple Res. 10,000 sf min (RM-10M)
- Multiple Res. 7,200 sf min (RM-72C)
- Multiple Res. 24 du/ac (RM-24)
- Multiple Res. 24 du/ac (R-24)
- Planned Development (PD)
- Regional Commercial (CR)
- General Commercial (CG)
- Neighborhood Commercial (CN)
- Service Commercial (CS)
- Business Park (BP)
- Community Industrial (IC)
- Institutional (IN)
- Public Facilities (PUB)
- Open Space (OS)
- Open Space Planned Development (OS-PD)
- Park (P)
- Floodway (FW)

YUCAIPA GENERAL PLAN INITIAL STUDY

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2013

CWE-11.0 : Fig_5_ProposedLandUsePlan_090814.mxd 9/26/2014

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1.6 REVIEWING AGENCIES

Reviewing agencies do not have discretionary powers to approve or deny the proposed General Plan Update. These agencies are encouraged to review this environmental document for adequacy and accuracy and to comment on the proposed significances in the EIR. Potential reviewing agencies include:

Federal

- US Army Corps of Engineers (Corps)
- US Fish and Wildlife Service (USFWS)
- Bureau of Land Management (BLM)

State

- California Highway Patrol (CHP)
- California Department of Transportation (Caltrans), District 8
- California Department of Fish and Wildlife (CDFW)
- California Department of Forestry and Fire Protection (CAL FIRE)
- California Department of Parks and Recreation (DPR)
- California Housing and Community Development (HCD)
- Native American Heritage Commission (NAHC)

Regional/Local

- South Coast Air Quality Management District (SCAQMD)
- Yucaipa Valley Water District (YVWD)
- San Bernardino Association of Governments (SANBAG)
- San Bernardino County Board of Supervisors, 3rd District Office
- San Bernardino County Fire Department
- San Bernardino County Flood Control District
- San Bernardino County Planning Department
- San Bernardino Sheriff's Department
- San Bernardino County Transportation Department
- Riverside County Planning Department
- Southern California Association of Governments (SCAG)
- City of Redlands
- City of Calimesa
- Crafton Hills College
- Yucaipa-Calimesa Joint Unified School District

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Yucaipa General Plan Update

2. **Lead Agency Name and Address:**
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

3. **Contact Person and Phone Number:**
Joseph M. Lambert, Director of Development Services
(909) 797-2489

4. **Project Location:**
The City of Yucaipa is in the eastern portion of the San Bernardino Valley at the foot of the San Bernardino Mountains. Yucaipa is bordered by the City of Calimesa and unincorporated Riverside County to the south; the City of Redlands and unincorporated San Bernardino County to the west, which includes the community of Mentone; and the foothills of the San Bernardino Mountains to the north and east in unincorporated San Bernardino County. The San Bernardino National Forest runs along the City's northeast border. The Crafton Hills run along the City's northwest boundary, separating the City from the community of Mentone and the City of Redlands. County Line Road separates Yucaipa from the City of Calimesa and the unincorporated County of Riverside.

5. **Project Sponsor's Name and Address:**
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

6. **General Plan Designation:**
Various General Plan designations throughout the City. See Section 1.2.3, *Current General Plan*.

7. **Zoning:** Various zoning designations throughout the City.

8. **Description of Project**:
A detailed description of the project is provided in Section 1.3, *Project Description*.

9. **Surrounding Land Uses and Setting**:
Yucaipa is surrounded by other developed areas, including Redlands, Calimesa, the community of Mentone (unincorporated San Bernardino County), and the community of Cherry Valley (unincorporated Riverside County). Significant land uses directly adjacent to the City's boundaries are the mountainous

2. Environmental Checklist

terrain of the San Bernardino National Forest to the northeast and east, commercial and residential uses in Calimesa to the south, and Crafton Hills to the northeast.

10. Other Public Agencies Whose Approval Is Required:
Department of Housing and Community Development (HCD) (approves the housing element), and San Bernardino Local Agency Formation Commission (LAFCO) (approves amendments to the City's Sphere of Influence).

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- ☒ Aesthetics
- ☒ Biological Resources
- ☒ Greenhouse Gas Emissions
- ☒ Land Use / Planning
- ☒ Population / Housing
- ☒ Transportation / Traffic
- ☒ Agricultural and Forest Resources
- ☒ Cultural Resources
- ☒ Hazards & Hazardous Materials
- ☐ Mineral Resources
- ☒ Public Services
- ☒ Utilities / Service Systems
- ☒ Air Quality
- ☒ Geology / Soils
- ☒ Hydrology / Water Quality
- ☒ Noise
- ☒ Recreation
- ☒ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature — *Date* September 29, 2014

Joseph M. Lambert — *Printed Name*

City of Yucaipa — *For*

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X			

2. Environmental Checklist

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	X			
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d)	Expose sensitive receptors to substantial pollutant concentrations?	X			
e)	Create objectionable odors affecting a substantial number of people?	X			
IV. BIOLOGICAL RESOURCES. Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X			
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X			
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			

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	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	X			
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?			X	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	X			
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X			
f)	Otherwise substantially degrade water quality?	X			
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	X			
j)	Inundation by seiche, tsunami, or mudflow?	X			

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X			

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

2. Environmental Checklist

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions in the checklist.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The City's physical setting in the valley and foothills of the San Bernardino Mountains affords scenic views of the San Bernardino Mountains, Crafton Hills, and other undeveloped hilly areas to the northeast. Future development in accordance with the General Plan Update would allow for development of currently undeveloped parcels and intensification of other areas, which have the potential to impact scenic vistas in Yucaipa. This issue will be addressed further in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact. According to the California Scenic Highway Mapping System of the California Department of Transportation (Caltrans), there are no state-designated scenic highways in or near the City of Yucaipa. The nearest officially designated state scenic highway is a 16-mile portion of SR-38 that crosses the San Bernardino Mountains southeast of Big Bear Lake. This portion of SR-38 is approximately 11 miles northeast of Yucaipa, but the segment of SR-38 that continues south from the San Bernardino Mountains toward the northern boundary of the City and intersects with I-10 to the west is considered an "Eligible State Scenic Highway – Not Officially Designated" by Caltrans (see Figure 2, *Citywide Aerial*) (Caltrans 2011). In addition, the City's General Plan identifies four main circulation corridors in Yucaipa as scenic highways: Yucaipa Boulevard, Bryant Street, Oak Glen Road, and Wildwood Canyon Road (Yucaipa 2004). Scenic tree resources, such as oak woodlands, southern cottonwood willow riparian forest, and southern riparian forests are found within the City and potentially along the City's scenic highways as well (Yucaipa 2004). Impacts to scenic resources along the eligible state scenic highway and local scenic highways may occur and will be further analyzed in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Although the majority of the City's urban areas are built out and developed with a number of buildings, structures, and hardscape improvements, future development in accordance with the General Plan update has the potential to impact the overall visual character of Yucaipa, particularly its vacant and underutilized areas, with infill and redevelopment. Thus, impacts to the existing visual character are potentially significant, and additional analysis will be provided in the EIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. Future development in accordance with the General Plan update would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of existing land uses. Future development has the potential to introduce new sources of light and glare that could adversely affect day or nighttime views in Yucaipa. In addition, the mountain areas to the north and east of the City could be affected by light and glare generated by future development. The EIR will evaluate the potential light and glare impacts to the aesthetic environment of Yucaipa.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Potentially Significant Impact. As shown in Table 1 and Figure 3, *Existing Land Uses*, the plan area consists of a number of land uses, with agricultural use comprising 173 acres in the City. According to the California Department of Conservation's Important Farmland Finder, the City of Yucaipa is primarily designated Urban and Built-Up Land; however, certain areas of the City are designated Farmland of Local Importance, Grazing Land, Unique Farmland, and Farmland of Statewide Importance (DOC 2012). Future development in accordance with the General Plan update may involve the conversion of farmland to nonagricultural uses. Therefore, potential impacts to farmland will be addressed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible opens space uses under contract with local governments. In exchange, the land is taxed based on actual use rather than potential market value. No areas in the City are under Williamson Act contracts (DLRP 2013). Therefore, future development in accordance with the General Plan update would have no impact and further analysis is not required. This topic will not be evaluated in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. Implementation of the General Plan Update would not cause the rezoning or conflict with the existing zoning of forest land or timberland as defined by Public Resources Code, Sections 12220(g) or 51104(g). The San Bernardino National Forest (SBNF) abuts the plan area and is not within the City or SOI, with the exception of the SBNF Mill Creek Ranger Station in the SOI on Mill Creek Road. However, the ranger station would remain as is and no land use changes are proposed. Yucaipa does not have any areas designated forest land or timberland for production or resource management, so the proposed General Plan Update would not cause any impacts within the City boundaries either. This topic will not be evaluated in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Less Than Significant Impact. See response to Section 3.2(c), above. There are no areas zoned as forest land in Yucaipa. The oak woodland and riparian forests in the City are protected under Division 9 (Plant Protection and Management) of the City's municipal code. Removal of any mountain forest and valley trees, riparian plants, or oak trees requires a tree or plant removal permit and approval from the City. Thus, forest lands would be protected, and impacts would be less than significant. This topic will not be evaluated in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Potentially Significant Impact. As described in response to 3.2(a) above, implementation of the General Plan Update may result in the conversion of farmland to nonagricultural uses. However, as described in response to 3.2(c), implementation of the General Plan Update would not convert forest land to nonforest use. The EIR will evaluate the potential impacts of converting agricultural uses to nonagricultural uses.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The City of Yucaipa is in the South Coast Air Basin (SoCAB) and is subject to the air quality management plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). SCAMQD's 2012 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Buildout of the General Plan Update would involve changes in land use intensity and additional traffic volumes throughout the City and SOI, resulting in an increase of air

3. Environmental Analysis

pollutant emissions. Therefore, the General Plan Update could result in potentially significant impacts to air quality. The EIR will assess the proposed project's consistency with the AQMP and identify mitigation measures as necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The City of Yucaipa is in the SoCAB, which is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National ambient air quality standards (AAQS), coarse inhalable particulate matter (PM_{10}) under the California AAQS, and lead (Los Angeles County only) under the National AAQS. Development pursuant to the General Plan Update may impact air quality during construction and operation of planned uses and would generate an increase in vehicle miles traveled. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution within the City and the SOI may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The EIR will evaluate the potential for buildout of the General Plan Update to generate significant air quality impacts.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, lead (Los Angeles County only) under the National and/or California AAQS. Buildout of the proposed General Plan would increase existing levels of criteria air pollutants generated by land uses in the City and the SOI and would contribute to the nonattainment status of the SoCAB. The EIR will evaluate air quality impacts of the proposed project. The EIR will identify the policies of the proposed General Plan that are intended to reduce air quality impacts.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Development in accordance with the Yucaipa General Plan Update may expose sensitive receptors—that is, children, the elderly, or persons with respiratory-related health conditions—to substantial pollutant concentrations. The EIR will evaluate the proposed land use changes and the potential air quality impacts of these uses on sensitive receptors.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Residential development and commercial uses do not typically generate objectionable odors that affect a substantial number of people. However, some industrial uses have the potential to generate objectionable odors. The EIR will evaluate potential sources of odor generated by future development accommodated by the General Plan Update and their potential to affect a substantial number of people.

3.4 BIOLOGICAL RESOURCES

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The majority of the area within the current City boundary is urbanized; however, there are vacant parcels within the City and portions of the City's outer edge that contain undeveloped grasslands and hillsides. According to the California Natural Diversity Database, the Yucaipa quad, which consists of Yucaipa; parts of Redlands, Highland, and Calimesa; and unincorporated areas of San Bernardino County, includes a number of threatened or endangered species, such as the southern mountain yellow-legged frog, Swainson's hawk, coastal California gnatcatcher, southwestern willow flycatcher, least Bell's vireo, Stephen's kangaroo rat, lesser long-nosed bat, Santa Ana River woollystar, and the slender-horned spineflower (CNDDB 2014). Therefore, future development under the General Plan Update may impact sensitive species habitats. The EIR will evaluate sensitive species, current regulatory requirements, and potential impacts to sensitive species and habitat. As a part of the EIR, a biological resources technical report will be prepared by Alden Environmental.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. Riparian habitats occur along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory, there are a number of designated wetlands (e.g., blue line streams, stream beds, vernal pools, ponds) that run through the City a northeast–southwest (USFWS 2014). Principal drainage systems in the City include Spoor, Triple Falls, Wilson, Oak Glen, and Yucaipa Creeks (see Figure 2, *Citywide Aerial*) (Yucaipa 2004). The EIR will identify sensitive natural communities within the plan area and current regulatory requirements, and evaluate potential impacts of the General Plan Update. As a part of the EIR, a biological resources technical report will be prepared by Alden Environmental.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. As noted above in Response 3.4(b), the USFWS National Wetlands Inventory has designated a number of wetlands throughout the plan area, including a number of creeks and freshwater ponds. Implementation of the General Plan Update would allow for the development of undeveloped areas that may contain wetland habitat. The EIR will assess impacts to wetlands within the plan area. As a part of the EIR, a biological resources technical report will be prepared by Alden Environmental.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. Undeveloped open space in the northern and eastern hillside areas of the plan area could provide areas for wildlife movement. Additionally, a handful of sensitive species are found in the Yucaipa quad, as noted above in Response 3.4(a). Future development in these areas under the General Plan Update may impact migratory or wildlife species or corridors. The EIR will evaluate these potential impacts. As a part of the EIR, a biological resources technical report will be prepared by Alden Environmental.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact. Division 9, Chapter 5 (Oak Tree Conservation), of the City's municipal code outlines an oak tree conservation program that requires existing oak trees to be maintained and protected from cutting, removal, or encroachment. In compliance with the City's Oak Tree Conservation and Protection Guidelines, all persons wanting to cut or remove an oak tree are required to apply for an oak tree permit from the City. Development in accordance with the General Plan Update could adversely impact existing oak trees in the plan area. The EIR will evaluate these potential impacts, and a biological resources technical report with further analysis will be prepared by Alden Environmental.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The City of Yucaipa is not a part of any habitat conservation plan (HCP) or natural community conservation plan (NCCP). The closest HCP or NCCP to the City is the Town of Apple Valley Multi-Species NCCP/HCP, 35 miles north of Yucaipa. Therefore, the proposed General Plan Update would have no impact on conservation plans, and this impact will not be evaluated in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Although there are no sites in Yucaipa listed on the state or federal registers of historic places, the City has a number of structures that are of local significance. In addition, according to the California Office of Historic Preservation, the Yucaipa Adobe and Yucaipa Rancheria at 32183 Kentucky Street are designated California Historical Landmarks (OHP 2014). Other historic resources could also exist in the City or SOI. Changes to policies and land use designations in the General Plan Update may impact these and other historical resources. A historical records search will be conducted, and analysis of potential impacts to historic resources will be included in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. Development in accordance with the proposed General Plan Update may cause the disturbance of archaeological resources. Building construction in undeveloped areas or redevelopment that requires excavation to depths greater than current foundations would potentially cause the destruction of unknown archaeological resources. The EIR will evaluate potential impacts of the General Plan Update on sensitive archeological resources. As a part of the EIR, a records search of archeological resources will be conducted.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Unique paleontological resources may be present in Yucaipa, especially in areas of undetermined significance where sedimentary formations are exposed. The EIR will evaluate potential impacts of the General Plan Update on unique paleontological resources and geologic features. As part of the EIR, a record search for paleontological resources will be conducted.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and Public Resources Code, Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code, Section 7050.5, requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated

with development in accordance with the General Plan Update could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. This topic will not be evaluated in the EIR.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. Surface rupture of a fault generally occurs within 50 feet of an active fault line. The Western Heights fault in the Dunlap Acres area and the south fork of the San Andreas fault zone traverse the northeast corner of the City (Yucaipa 2004). In addition, two Alquist-Priolo fault are northwest of the City on the Chicken Hill Fault and Crafton Fault (CGS 1979). Hazards from surface rupture of the Western Heights fault or other nearby Alquist-Priolo faults could expose people or structures to adverse effects. This topic will be further analyzed in the EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. Due to the number of faults in the region, as noted above in Response 3.6(a)(i), the entire City can experience significant ground shaking. This topic will be discussed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction and related settlement can be induced by the strong vibratory motion of earthquakes. Factors known to influence liquefaction include soil type and depth, grain size, relative density, groundwater level, and degree of saturation. According to the current General Plan, groundwater depths within the City can vary from more than 300 feet below surface elevation to as close as 40 feet. These groundwater levels can fluctuate by as much as 50 feet during a single season (Yucaipa 2004). Therefore, seismic-related ground failure can occur and cause potentially significant impacts. This topic will be further evaluated in the EIR.

iv) Landslides?

Potentially Significant Impact. According to the current General Plan, the entire City of Yucaipa has been determined to be at very low to moderate risk of landslide hazards. The low to moderate risk areas are generally associated with river or creek washes and hilly areas in the undeveloped, rural northern portion of the City. However, one small portion of the northeast

corner of the City has a moderate to high susceptibility to landslides and contains two mapped landslide areas (Yucaipa 2004). Thus, potential impacts will be further evaluated in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. With the exception of the hilly areas in the northern and eastern boundaries, the urban area of Yucaipa is relatively flat. Hillside areas are susceptible to soil erosion. Soil erosion may also occur during construction-related ground disturbance from clearing, grading, and excavation. Therefore, future development in accordance with the General Plan Update may result in soil erosion and/or loss of topsoil. The EIR will evaluate these potential impacts.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Although faults are located near the City, all new development is required to comply with California Building Code (CBC) standards for construction design and earthwork and foundation preparations to ensure soil and site stability. Therefore, adherence to CBC standards on a project-by-project basis would ensure maximum protection against unstable soils and geologic units. Thus, development due to the proposed project would be less than significant. This impact will not be further analyzed.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are prone to change in volume because of the presence or absence of moisture. Expansive soils decrease in volume when dry and increase when wet (shrink-swell). They have high percentages of certain kinds of clay particles, which can expand 10 percent or more as they become wet. Soils composed of mostly sand and gravel do not absorb much water. Expansive soils can cause structural damage, cracked driveways and sidewalks, heaving of roads and highway structures, and disruption of pipelines and other utilities. Expansive soils can occur near water sources. Given that a number of blue-line streams run throughout the City, expansive soils could be present within the plan area. Future development accommodated by the General Plan Update may be proposed and/or located on expansive soils. The hazard of expansive soils is potentially significant and will be evaluated in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less Than Significant Impact. Wastewater services are provided by the Yucaipa Valley Water District (YVWD). According to the current General Plan, portions of the Dunlap Acres and North Bench areas do not have sewer service and must rely on individual septic systems. However, all new development pursuant to the General Plan Update would connect to the existing YVWD sewer system. Thus, the proposed project would not impact existing septic tank or alternative wastewater disposal systems in Yucaipa. This topic will be evaluated in the EIR.

3.7 GREENHOUSE GAS EMISSIONS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Implementation of future development projects pursuant to the General Plan Update would increase land use intensities, generating additional traffic volumes and new direct and indirect sources of greenhouse gas (GHG) emissions throughout Yucaipa. An analysis will be prepared as part of the EIR to determine the General Plan Update's potential GHG impacts.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB 32), requires the state to reduce GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) adopted the Scoping Plan to identify state regulations and programs that would be adopted by state agencies to achieve the 1990 target of AB 32. In addition, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. In addition, San Bernardino Associated Governments (SANBAG) adopted the Regional GHG Reduction Plan for San Bernardino County, which includes a chapter with GHG reduction measures for the City of Yucaipa to achieve the 2020 GHG reduction target (SANBAG 2014). The EIR will evaluate consistency of the General Plan Update with the overall GHG reduction goals of AB 32 and SB 375 in addition to the applicable City of Yucaipa measures in the SANBAG Regional GHG Reduction Plan.

3.8 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Potentially Significant Impact. Implementation of the General Plan Update would accommodate the development of commercial (Regional, General, Neighborhood, and Service Commercial) and Community Industrial uses, which may manufacture, transport, store, use, and dispose of hazardous materials and waste. The transport of hazardous materials along the highways and local roads creates potential risks for spills or leaks from nonstationary sources. The alteration, intensification, and redistribution of land uses may also contribute to public exposure and environmental hazards during transport, use, or disposal of hazardous materials. The EIR will evaluate impacts of the General Plan Update relative to hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. As stated above, the General Plan Update would allow for industrial and commercial land use developments. These land uses have the potential to manufacture, use, store, and/or transport hazardous materials; therefore, such new land uses in Yucaipa could create some risk of accidental release of hazardous materials. This topic will be addressed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Yucaipa-Calimesa Joint Unified School District provides a number of public schools in Yucaipa. Private schools and charter academies are also located within the City. Future development in accordance with the General Plan Update may involve development of land uses that involve the use of hazardous materials or generate hazardous emissions within one-quarter mile of a school. This impact is potentially significant and will be addressed in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Implementation of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in Yucaipa. Development could occur on hazardous materials sites. Sites that are identified as being contaminated by hazardous substances or containing underground storage tanks and/or generators of hazardous waste are required to undergo remediation and cleanup pursuant to regulations under the California Department of Toxic Substances Control (DTSC) and the Santa Ana Regional Water Quality Control Board (RWQCB) before construction activities can begin. Furthermore, if any future specific project were to exceed regulatory action contamination levels, the developer would be required to undertake remediation procedures under the supervision of the County Environmental Health Division, DTSC, or RWQCB, depending on the nature of the contaminants.

Future development in accordance with the General Plan Update could lead to a significant hazard to the public or environment. Thus, the EIR will further discuss this impact and include database searches for listings of hazardous materials in Yucaipa using the EnviroStor database maintained by the DTSC and the GeoTracker database maintained by the State Water Resources Control Board. This impact will be addressed in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The closest public airports to the City of Yucaipa are the Redlands Municipal Airport, three miles to the northwest, and the Banning Municipal Airport, ten miles to the southeast of the City. According

to both the Redlands and Banning Municipal Airport Compatibility Plans, the City of Yucaipa is not within either airport's safety zone or influence area (Redlands 2003; Riverside ALUC 1993). Thus, the proposed project would not result in any safety hazard near public airports. This impact will not be addressed in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips or heliports within or near the City of Yucaipa. Development in accordance with the proposed project would have no safety hazard impact due to private airstrips. This impact will not be evaluated in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Buildout of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in Yucaipa. However, the proposed land use changes would not result in substantial changes to the circulation patterns or emergency access routes. Therefore, impacts to emergency response plans would be less than significant. This topic will not be evaluated in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact. According to the California Department of Forestry and Fire Protection's (CAL FIRE) Very High Fire Hazard Severity Zones (VHFHSZ) Map for Yucaipa, multiple sections of the City are in VHFHSZs, including the northwestern, northern, eastern, and southwestern areas (CAL FIRE 2008). Further, the City's Hazards Overlay Districts Map illustrates fire safety review areas (FR1 and FR2), similar to CAL FIRE's VHFHSZ Map. Development in these areas could potentially expose people or structures to a wildfire hazards. This topic will be evaluated in the EIR.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The U.S. Environmental Protection Agency (EPA) establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In Yucaipa, the Santa Ana RWQCB administers the NPDES permitting program and is responsible for developing waste discharge requirements. Construction and operation of planned development per the General Plan Update has the potential to discharge sediment and pollutants to storm drains and receiving waters. Therefore, the EIR will discuss the potential water quality impacts.

However, all new developments over an acre in size are required to obtain a Construction General Permit (GCP) (NPDES No. CAS000002) through the Santa Ana RWQCB NPDES program. The permit requires

the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which would identify point and nonpoint sources of pollutant discharge that could adversely affect water quality in the City and its SOI. The SWPPP also designates project-specific best management practices (BMPs) that would be appropriate for achieving minimal pollutant discharge during construction and operations. Each applicant under the GCP must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to reduce stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters. By implementing the BMPs, projects would be able to minimize construction impacts on City water quality.

In January 2010, the Santa Ana RWQCB reissued the San Bernardino County Municipal Separate Stormwater (MS4) Permit as Waste Discharge Requirement Order R8-2010-0036. The MS4 Permit regulates discharges from all MS4 facilities within the Santa Ana River watershed in San Bernardino County. The permittees covered by this permit include the San Bernardino County Flood Control District, San Bernardino County, and 16 municipal jurisdictions, including the City of Yucaipa. The San Bernardino County Flood Control District is the principal permittee; the remaining jurisdictions are the co-permittees. Although all permittees work cooperatively to implement the area-wide MS4 program, each permittee is responsible for compliance with the MS4 Permit within its respective jurisdiction.

By complying with federal and local regulations, development in accordance to the General Plan Update would result in a less than significant impact on the City's water quality standards and waste discharge requirements. This impact will not be further analyzed in the EIR; however, potential water quality impacts will be discussed in response to Section 3.9 (f).

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. Yucaipa Valley Water District provides water supply to residents and businesses via groundwater, imported water, local surface water, and recycled water (YVWD 2010). The City also maintains and operates the Oak Glen Creek Detention Basins Project, which was completed in 2009 and provides flooding control, improves water quality, recharges groundwater, creates wildlife habitat, and educates the public about water conservation and groundwater recharge (Rupp 2009). The General Plan Update may result in the intensification of land uses and the development of vacant land throughout the City and SOI, increasing the number of residents and commercial and industrial uses. Therefore, total domestic water demand for the area could rise, and this could contribute to the overall demand on groundwater supplies. Additionally, development of vacant land could interfere with groundwater recharge. The impacts to groundwater supplies and recharge potential due to implementation of the General Plan Update will be evaluated in the EIR.

3. Environmental Analysis

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Potentially Significant Impact. The City of Yucaipa is in a drainage basin tributary including Wilson Creek and Wildwood Creek (see Figure 2, *Citywide Aerial*). According to the current General Plan, these drainage channels experience periodic flooding (Yucaipa 2004). Development in accordance with the General Plan Update may alter drainage patterns, increase erosion, and discharge sediment to these watercourses, particularly in the northern and eastern areas that are less developed. The EIR will evaluate impacts to existing drainage patterns in the plan area.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. See response to 3.9(c). Future development in accordance with the General Plan Update would alter existing land uses. Increased urbanization may increase the amount of runoff from impervious surfaces and result in flooding on- or offsite. The EIR will evaluate potential impacts to drainage and surface runoff in the plan area.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. Development in accordance with the General Plan Update would involve alteration, intensification, and redistribution of land uses. Increased urbanization may increase the amount of runoff and discharge sediments and pollutants to the City's existing stormwater drainage systems. The EIR will evaluate potential impacts to stormwater systems.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. See response to Section 3.9(a). Development in accordance with the General Plan Update would involve the alteration and redistribution of land use designations and would include development in currently undeveloped areas. Current and future uses may result in discharge of sediment and pollutants to existing stream courses, which in turn could affect water quality. Thus, water quality impacts are potentially significant and will be discussed in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. According to the City's General Plan, substantial floodplain areas associated with dry river washes have been mapped as 100-year flood zones by the Federal Emergency Management Agency (FEMA). These include areas near Wilson Creek and Oak Glen Creek in the northern portion of the City down to the southwest area, Gateway Wash in the northeast, Chicken Springs Creek in the center of the City, and Wildwood Channel and Creek in the southern portion of the City (see Figure 2, *Citywide Aerial*) (FEMA 2008). The City's Fire and Flood Hazard Zones map also identifies 100-year and 500-year floodplains

throughout the City. Development in accordance with the General Plan Update would allow for additional housing units in the City and SOI, with some potentially occurring in or near flood hazard areas. Thus, flood hazards will be discussed in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impact. As noted above in Response 3.9(g), parts of the City are within 100-year flood zones designated by FEMA. Future development in accordance with the General Plan Update may place structures in or near flood hazard areas. Thus, flood hazards will be discussed in the EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. There are three dams in the Yucaipa Regional Park: Yucaipa Number 1, Number 2, and Number 3, which were constructed in 1978 (DWR 2014). In addition, the Crafton Hills dam was built in 2001 and improved in 2013. A second dam is under construction in the Crafton Hills. Given these dams' locations within and next to the City of Yucaipa, potential impacts from failure of the dams could expose people or structures to injury or death. Therefore, this topic will be further discussed in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. No reservoirs, water storage tanks, or dams are in the City or SOI. Thus, no impact would occur.

Tsunamis are large ocean waves caused by underwater seismic activity. When tsunamis hit the coast, they can cause considerable damage to property and put the public at risk. The City of Yucaipa is over 60 miles from the Pacific Ocean and is well outside the tsunami hazard zone.

Mudflows are associated with landslides and heavy rainfall. The majority of the City is not susceptible to mudflow because it is mostly flat. However, the areas that would pose potential risks to the public and structures are in the north and eastern portions of the Plan Area where the topography is more hilly. There is potential for mudflows in these areas. This will be further evaluated in the Geology and Soils section of the EIR.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

Less Than Significant Impact. Implementation of the General Plan Update would involve development of vacant land and the intensification of redevelopment in other areas of Yucaipa. The City has five main residential areas: North Bench, Central Yucaipa, Wildwood Canyon, Dunlap Acres, and Freeway Corridor

(Yucaipa 2014). Proposed residential units under the General Plan Update would not physically divide any of these communities; rather, the proposed project seeks to maintain and preserve the quality of Yucaipa's existing neighborhoods. This topic will not be discussed in the EIR.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The proposed project would replace the current General Plan and modify land use designations in Yucaipa. The EIR will evaluate the consistency of the General Plan Update with other land use plans, policies, and/or regulations governing the City of Yucaipa, such as state planning law, the California Complete Streets Act, and SCAG's 2012–2035 RTP/SCS.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See Response to Section 3.4(f) above.

3.11 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. Yucaipa does not contain any nonfuel mineral resources of statewide or regional importance. The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975. The State Geologist is responsible for classifying areas within California that are subject to urban expansion or other irreversible land uses. Furthermore, the State Geologist is also responsible for classifying mineral resource zones (MRZ) to record the presence or absence of significant mineral resources in the state based on CGS data.

Lands designated MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are "regionally significant." This requires that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies (if any exist) and that it consider the importance of the mineral resource to the region or the state as a whole, not just to the lead agency's jurisdiction. The MRZ-1 zones are areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 indicates areas of undetermined mineral resource significance. MRZ-4 indicates areas where available information is inadequate for assignment to any other MRZ zone.

The MRZ classification areas in Yucaipa are shown in the CGS mineral resources map, "Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (East)" (CGS 1995). The City of Yucaipa and the SOI fall within the MRZ-3 zone. No areas are designated

MRZ-2. Development in accordance with the proposed General Plan would not impact any areas of known mineral resources. This topic will not be evaluated in the EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See response to Section 3.11(a), above. There are no locally important mineral resource recovery sites in the City or the SOI. Therefore, future development in accordance with the General Plan Update would not result in the loss of availability of a locally important mineral resource, and impacts relating to mineral resources recovery sites would be less than significant. No further evaluation in the EIR is necessary.

3.12 NOISE

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The General Plan Update would involve the alteration, intensification, and redistribution of land uses, which may result in temporary, periodic, or permanent increases in ambient noise or in noise levels in excess of standards established in the City's municipal code. The proposed General Plan includes an update to the noise element. A noise analysis will be conducted, and issues relating to noise will be further evaluated in the EIR. Emphasis will be placed on the major noise sources in Yucaipa, including traffic on I-10, major arterial streets (such as Yucaipa Boulevard and Bryant Street), commercial/industrial land use areas, and scattered stationary sources.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Development in accordance with the General Plan Update may result in excessive short- and/or long-term ground-borne vibration or noise from construction or operation activities. An analysis will be conducted, and issues relating to ground-borne vibration and ground-borne noise will be evaluated in the EIR. Part of this impact assessment will focus on the construction phases of new development accommodated under the General Plan Update.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Development pursuant to the General Plan Update may result in a permanent increase in ambient noise from stationary and transportation-related noise sources, particularly in undeveloped or more rural areas. As discussed in Response 3.12(a), a noise analysis will be conducted, and the EIR will evaluate the proposed project's potential increase in ambient noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Implementation of the General Plan Update may result in a temporary or periodic increase in ambient noise above existing levels. A noise analysis will be conducted, and the EIR will evaluate the proposed project's potential impact on ambient noise levels, including construction impacts of new development accommodated under the General Plan Update.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest public airports to Yucaipa are the Redlands Municipal Airport, approximately three miles northwest of the City, and the Banning Municipal Airport, approximately ten miles southeast of the City. The airport influence area, including airport noise contours, for these airports do not extend into the City or the SOI, and therefore no impact would occur from these facilities. Thus, implementation of the General Plan Update would not result in impacts relating to excessive noise levels generated from public and/or public use airports. This topic will not be evaluated in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. No private airstrips are located in or near Yucaipa. The closest private heliport to the City is the San Gorgonio Memorial Hospital Heliport in Banning, approximately seven miles to the southeast (AirNav 2014). Therefore, the General Plan Update would not result in impacts relating to excessive noise levels generated from private airstrips. This topic will not be evaluated in the EIR.

3.13 POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The existing population of the City of Yucaipa and the SOI is estimated at 47,835 people (see Table 1, *Existing Land Use*). The proposed General Plan Update would allow the construction of new housing in a variety of densities and employment-generating businesses throughout the City and SOI. Buildout of the General Plan Update is estimated to increase population to 77,328 people, an approximately 62 percent increase from the existing population. General Plan buildout would also increase the amount of nonresidential land uses in the City and the SOI by 6,830,178 square feet and approximately 11,600 employees (see Table 3, *Proposed General Plan Update Summary*). Therefore, implementation of the General Plan Update has the potential to induce substantial population growth both directly and indirectly. The EIR will evaluate population growth related to development allowed in the proposed General Plan.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The City and SOI are estimated to contain approximately 19,230 dwelling units (see Table 1, *Existing Land Use Summary*). The proposed General Plan would allow a total of 30,077 residential units at buildout (see Table 3, *Proposed General Plan Update Summary*). Development under the proposed General Plan would alter existing land use designations and could displace nonconforming housing with new development. However, implementation of the General Plan Update is not expected to displace a substantial amount of existing housing; instead, it would substantially increase the number of dwelling units in the City and SOI. As a result, impacts would be less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. See response to Section 3.13(b), above. Growth in accordance with the General Plan Update is not expected to displace substantial numbers of people. Development under the proposed General Plan would alter existing land use designations that could displace nonconforming housing with new development. However, the General Plan Update is not expected to displace a substantial amount of people, and it would increase the number of dwelling units and population by allowing higher intensity residential uses and mixed-use development. As a result, impacts would be less than significant.

3.14 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Potentially Significant Impact. Fire protection services in Yucaipa are provided by the Yucaipa Fire and Paramedic Department (YFD) and through a contractual agreement with CAL FIRE. CAL FIRE has one station in the City at 11416 Bryant Street, and YFD has two fire stations—at 32664 Yucaipa Boulevard and 34259 Wildwood Canyon Road. The alteration of land uses and new development (residential and nonresidential) under the General Plan Update could potentially increase the demands on fire department personnel and equipment. Therefore, the EIR will evaluate impacts of the General Plan Update on the existing fire protection services and facilities.

b) Police protection?

Potentially Significant Impact. Police services in Yucaipa are provided by the Yucaipa Police Department (YPD) and through a contractual agreement with the San Bernardino County Sheriff's Department. The alteration of land uses and new development under the General Plan Update could potentially increase the

demands on police department personnel and facilities. The EIR will evaluate impacts of the proposed project on police protection services.

c) Schools?

Potentially Significant Impact. Yucaipa-Calimesa Joint Unified School District serves the City and SOI's student residents. The district offers six elementary schools (grades K–5/6), two middle schools (grades 6/7–8), and one high school (grades 9–12). In addition, alternative schools, charter schools, online classes, and an adult school are also provided. The additional population projected for the City under the General Plan Update would likely result in the generation of new students due to the substantial increase in allowable dwelling units. Therefore, implementation of the General Plan Update would likely increase the need for school services and facilities. The EIR will evaluate impacts of the General Plan Update on school services and facilities.

d) Parks?

Potentially Significant Impact. The City currently has 4,396 acres of existing Open Space and Recreation. The General Plan Update would introduce Park as a new land use designation and would designate approximately 617 acres as Park. Population increase associated with the General Plan Update would increase overall demand on parks and on recreational services and facilities in Yucaipa. The future parkland-to-residents ratio would change based on the proposed land use designations under the General Plan Update. Therefore, the Recreation section of the EIR will evaluate the provision of additional park space in Yucaipa and potential impacts to parks services and facilities.

e) Other public facilities?

Potentially Significant Impact. Library services in Yucaipa are provided by the San Bernardino County Public Library, a network of community libraries that includes the Yucaipa Branch Library at 12040 5th Street. Population increases associated with the General Plan Update could increase demands on library facilities and services. Therefore, the EIR will evaluate impacts on library services.

3.15 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. See response to Section 3.14(d), above. The General Plan Update would accommodate the development of new housing at a variety of densities, including rural, multifamily residential, and single-family residential. The new housing would lead to an increased population in the City and SOI and could lead to an increase in use of neighborhood and regional parks and recreational facilities. The EIR will address the potential impacts of the General Plan Update to local parks and recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Potentially Significant Impact. The General Plan Update proposes to designate approximately 617 acres as Park. Increases in population resulting from future development associated with the General Plan Update would increase overall demand on parks and recreational services and facilities within Yucaipa. Thus, the EIR will evaluate the provision of additional park space in Yucaipa and impacts to parks services and facilities.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The General Plan Update would allow for development of currently undeveloped parcels and for alteration, intensification, or redistribution of existing land uses. These changes are expected to result in an increase in vehicle miles traveled (VMT) and redistribution of vehicle trips, which may conflict with local plans, policies, or ordinances. A traffic analysis will be conducted by IBI Group to assess the existing conditions and future forecast traffic conditions at General Plan buildout. This analysis will include a roadway operations (roadway segments) analysis and a level-of-service analysis for study area intersections. Impacts related to compliance with plans and policies that establish measures of effective performance of the circulation system would be potentially significant, and this issue will be discussed in more detail in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Congestion Management Program (CMP) in effect for San Bernardino County was prepared by SANBAG and approved in 2011. All freeways and selected roadways in the county are designated elements of the CMP system of highways and roadways. This system includes six CMP intersections in Yucaipa (SANBAG 2010):

- Bryant Street and Oak Glen Road
- Bryant Street and Yucaipa Boulevard
- Bryant Street and Wildwood Canyon Road
- Bryant Street and County Line Road
- Oak Glen Road and Yucaipa Boulevard
- 14th Street and Yucaipa Boulevard

3. Environmental Analysis

Traffic impacts to these roadways and their intersections that would result from implementation of the General Plan Update will be analyzed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The closest airports to Yucaipa are the Redlands and Banning municipal airports approximately three miles to the northwest and ten miles to the southeast of the City, respectively. Given the distance from these airports, future development in accordance with the General Plan Update would have no impact on air traffic patterns at the Redlands or Banning airports. This topic will not be evaluated in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The General Plan Update does not propose substantial changes to the City and SOI circulation patterns, such as the redesign or closure of streets. The General Plan Update also does not propose to introduce new incompatible uses (e.g., farm equipment) into the City's circulation system. Therefore, impacts relating to hazards due to a design feature or incompatible uses would be less than significant. This topic will not be further evaluated in the EIR.

e) Result in inadequate emergency access?

Less Than Significant Impact. Buildout of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in Yucaipa; however, circulation patterns and emergency access routes would remain the same. Therefore, impacts to emergency response plans would be less than significant. This topic will not be evaluated in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. Future development in accordance with the General Plan Update would increase vehicles trips and VMT. Increased traffic may affect public transit facilities, including bus, pedestrian, and bicycle facilities, by impairing their safety or by increasing their use. Impacts to policies, plans, or programs for public transit facilities are potentially significant. General plans of California cities and counties are required under the Complete Streets Act to include planning for complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. Additionally, SCAG's 2012–2035 RTP/SCS calls for smart growth planning principles, including the creation of walkable communities and the provision of multimodal transportation systems (SCAG 2012). The EIR will consider the policies and programs of the General Plan Update and evaluate its consistency with adopted alternative transportation plans and programs.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Wastewater treatment would be provided by the Yucaipa Valley Water District. Future development in accordance with the General Plan Update would increase residential and nonresidential development and generate additional wastewater flows into the YVWD's water recycling facility compared to existing conditions. The additional wastewater generated could exceed wastewater treatment requirements of the Santa Ana RWQCB. The EIR will evaluate impacts to wastewater treatment requirements.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. See response to Section 3.17(a), above. Future growth in accordance with the General Plan Update may necessitate expanded water and wastewater collection and treatment facilities from YVWD to serve project population demands. Therefore, the EIR will discuss the impact of the proposed project on water and wastewater facilities.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The City of Yucaipa is responsible for stormwater management in the plan area. Stormwater runoff generated by land development is controlled through a system of pipelines and storm drainage detention basins. Increased development under the General Plan Update would create additional impervious surfaces and stormwater runoff, which could require additional stormwater facilities and expansion of existing facilities. The EIR will evaluate impacts of the General Plan Update to stormwater drainage facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. YVWD provides water supply to the City of Yucaipa. Its service area includes two mutual water companies, the Western Heights Water Company and the South Mesa Water Company. YVWD's water sources come predominantly from groundwater and imported water (from the San Bernardino Valley Municipal Water District and San Gorgonio Pass Water Agency). The remaining water supply comes from recycled water and local surface waters (YVWD 2010). Future development and population growth in accordance with the General Plan Update would increase water demand in Yucaipa. Therefore, the EIR will address these potentially significant impacts to water supplies.

e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. See response to Section 3.7(b), above.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. Solid waste collection services in the City of Yucaipa are provided by Burrtec. Burrtec provides service to residential and commercial customers for solid waste, recyclables, construction debris, and green waste pick-up. Landfills in San Bernardino County are managed by the county Solid Waste Management Division (SWMD). SWMD's waste disposal system consists of five regional landfills and nine transfer stations. Solid waste from the City is disposed primarily at the San Timoteo Sanitary Landfill in the City of Redlands. The San Timoteo Sanitary Landfill has a maximum permitted throughput of 2,000 tons per day and a remaining capacity of 13,605,488 cubic yards. It is estimated to close in 2043. The other landfill used in the region is the Mid-Valley Sanitary Landfill in the City of Rialto, San Bernardino County. Mid-Valley Sanitary Landfill has a maximum permitted throughput of 7,500 tons per day and a remaining capacity of 67,520,000 cubic yards. It is estimated to close in 2033 (CalRecycle 2013).

Implementation of the General Plan Update would involve development of vacant land, intensification of existing land uses, and the introduction of new land uses on parcels throughout the City and the SOI. These changes could result in increased solid waste generation, which could impact long-term landfill capacity. The EIR will evaluate long-term regional landfill capacity.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. Future development in accordance with the General Plan Update may increase the amount of solid waste generated in Yucaipa and may require expansion of landfills or the adoption of alternative methods for solid waste disposal. The EIR will evaluate the General Plan Update's conformance with federal, state, and local regulations related to solid waste.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Future development pursuant to the General Plan Update would involve alteration, intensification, and redistribution of land uses in Yucaipa. As stated in Response 3.4(a) through (d), these proposed changes could adversely impact the habitat of fish or wildlife species, causes a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce

the number or restrict the range of a rare or endangered plant or animal. Furthermore, while Yucaipa does not have any historic sites listed on the state or federal register of historic places, the City may have archaeological or paleontological resources that have not yet been discovered. Thus, biological and cultural resource impacts will be further analyzed in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Implementation of the General Plan Update and its land use changes could result in cumulative impacts to aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, or utilities and service systems. Cumulative impacts to these resources—for which potentially significant impacts are identified in this Initial Study—will be further analyzed in the EIR.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in this Initial Study, the General Plan Update and its associated land use changes could potentially have harmful effects on the environment, which could affect humans either directly or indirectly. Impacts would be potentially significant, and these issues will be discussed in the EIR.

3. Environmental Analysis

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4. References

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5. List of Preparers

CITY OF YUCAIPA

Joseph M. Lambert, Director of Development Services

PLACEWORKS

JoAnn Hadfield, Principal, Environmental Services

Nicole Vermilion, Associate Principal

Kim Herkewitz, Associate Designer

Frances Ho, Project Planner

5. List of Preparers

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Appendix B Notice of Preparation Comment Letters

Appendices

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STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

October 1, 2014

To: Reviewing Agencies

Re: Yucaipa General Plan Update (Case No. 14-135/GPA)
SCH# 2014101003

Attached for your review and comment is the Notice of Preparation (NOP) for the Yucaipa General Plan Update (Case No. 14-135/GPA) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Joseph M. Lambert
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2014101003**
Project Title	Yucaipa General Plan Update (Case No. 14-135/GPA)
Lead Agency	Yucaipa, City of

Type	**NOP** Notice of Preparation
Description	The Yucaipa General Plan Update is intended to shape development int he City and its SOI over the next 20+ years. The proposed project involves reorganization of the current General Plan into the following element: Land Use element; Circulation element; Open Space and Recreation Element; Conservation Element; Safety Element; Noise Element; and Economic Development Element. Proposed land uses include Rural Living, Residential (Single and Multiple), Commercial (Retail, General, Neighborhood, Service), Business Park, Community Industrial, Institutional, Planned Development, Public Facilities, Open Space Planned Development, Open Space, Park, Floodway, and Rights-of-way. Buildout of the General Plan Update would allow for up to 77,328 people; 30,077 residential units; 28,380 households; 9,581,104 square feet of nonresidential use; and 18,488 jobs.

Lead Agency Contact

Name	Joseph M. Lambert		
Agency	City of Yucaipa		
Phone	909-797-2489 x.224	***Fax***	
email			
Address	34272 Yucaipa Boulevard		
City	Yucaipa	***State*** CA	***Zip*** 92399

Project Location

County	San Bernardino		
City	Yucaipa		
Region			
Cross Streets	Citywide		
Lat / Long	34° 02' 01.8" N / 117° 02' 32.4" W		
Parcel No.			
Township	***Range***	***Section***	***Base***

Proximity to:

Highways	SR-38, I-10
Airports	
Railways	
Waterways	Wilson, Oak Glen, Wildwood, Yucaipa Creeks
Schools	Various
Land Use	Various

Project Issues	Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues
Reviewing Agencies	Colorado River Board; Department of Conservation; Cal Fire; Department of Parks and Recreation; Department of Fish and Wildlife, Region 6; Office of Emergency Services, California; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 8; Regional Water Quality Control Bd., Region 6 (Victorville)

Date Received	10/01/2014	***Start of Review***	10/01/2014	***End of Review***	10/30/2014

Notice of Completion & Environmental Document Transmittal

2014101003

SCH #

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Yucaipa General Plan Update (Case No. 14-135/GPA)

Lead Agency: City of Yucaipa
Contact Person: Joseph M. Lambert
Mailing Address: 34272 Yucaipa Boulevard
Phone: 909-797-2489 ext. 224
City: Yucaipa
Zip: 92399
County: San Bernardino

Project Location: County: San Bernardino
City/Nearest Community: Yucaipa
Cross Streets: Citywide
Zip Code: 92399
Longitude/Latitude (degrees, minutes and seconds): 34 ° 02 ' 01.8 " N / 117 ° 02 ' 32.4 " W
Total Acres: 19,753 acres
Assessor's Parcel No.: NA
Section: NA
Twp.: NA
Range: NA
Base: NA
Within 2 Miles: State Hwy #: SR-38, I-10
Waterways: Wilson, Oak Glen, Wildwood, Yucaipa Creeks
Airports: None
Railways: None
Schools: Various

Document Type:

CEQA:
- [x] NOP
- [ ] Early Cons
- [ ] Neg Dec
- [ ] Mit Neg Dec
- [ ] Draft EIR
- [ ] Supplement/Subsequent EIR (Prior SCH No.) _____
- Other: _____

NEPA:
- [ ] NOI
- [ ] EA
- [ ] Draft EIS
- [ ] FONSI

Other:
- [ ] Joint Document
- [ ] Final Document
- [ ] Other: _____

RECEIVED
OCT 01 2014
STATE CLEARING HOUSE

Local Action Type:

- [x] General Plan Update
- [ ] General Plan Amendment
- [ ] General Plan Element
- [ ] Community Plan
- [ ] Specific Plan
- [ ] Master Plan
- [ ] Planned Unit Development
- [ ] Site Plan
- [ ] Rezone
- [ ] Prezone
- [ ] Use Permit
- [ ] Land Division (Subdivision, etc.)
- [ ] Annexation
- [ ] Redevelopment
- [ ] Coastal Permit
- [ ] Other: _____

Development Type:

- [ ] Residential: Units _____ Acres _____
- [ ] Office: Sq.ft. _____ Acres _____ Employees _____
- [ ] Commercial: Sq.ft. _____ Acres _____ Employees _____
- [ ] Industrial: Sq.ft. _____ Acres _____ Employees _____
- [ ] Educational: _____
- [ ] Recreational: _____
- [ ] Water Facilities: Type _____ MGD _____
- [ ] Transportation: Type _____
- [ ] Mining: Mineral _____
- [ ] Power: Type _____ MW _____
- [ ] Waste Treatment: Type _____ MGD _____
- [ ] Hazardous Waste: Type _____
- [ ] Other: _____

Project Issues Discussed in Document:

- [x] Aesthetic/Visual
- [x] Agricultural Land
- [x] Air Quality
- [x] Archeological/Historical
- [x] Biological Resources
- [ ] Coastal Zone
- [x] Drainage/Absorption
- [x] Economic/Jobs
- [ ] Fiscal
- [x] Flood Plain/Flooding
- [x] Forest Land/Fire Hazard
- [x] Geologic/Seismic
- [x] Minerals
- [x] Noise
- [x] Population/Housing Balance
- [x] Public Services/Facilities
- [x] Recreation/Parks
- [x] Schools/Universities
- [x] Septic Systems
- [x] Sewer Capacity
- [x] Soil Erosion/Compaction/Grading
- [x] Solid Waste
- [x] Toxic/Hazardous
- [x] Traffic/Circulation
- [x] Vegetation
- [x] Water Quality
- [x] Water Supply/Groundwater
- [x] Wetland/Riparian
- [x] Growth Inducement
- [x] Land Use
- [x] Cumulative Effects
- [x] Other: Greenhouse Gas

Present Land Use/Zoning/General Plan Designation:

Various

Project Description: *(please use a separate page if necessary)*

The Yucaipa General Plan Update is intended to shape development in the City and its SOI over the next 20+ years. The proposed project involves reorganization of the current General Plan into the following element: Land Use Element; Circulation Element; Open Space and Recreation Element; Conservation Element; Safety Element; Noise Element; and Economic Development Element. Proposed land uses include Rural Living, Residential (Single and Multiple), Commercial (Retail, General, Neighborhood, Service), Business Park, Community Industrial, Institutional, Planned Development, Public Facilities, Open Space Planned Development, Open Space, Park, Floodway, and Rights-of-way. Buildout of the General Plan Update would allow for up to 77,328 people; 30,077 residential units; 28,380 households; 9,581,104 square feet of nonresidential use; and 18,488 jobs.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2008

NOP Distribution List

County: San Bernardino

SCH# 2014101003

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Nicole Wong
- ☐ **California Coastal Commission**
  Elizabeth A. Fuchs
- ■ **Colorado River Board**
  Lisa Johansen
- ■ **Dept. of Conservation**
  Elizabeth Carpenter
- ☐ **California Energy Commission**
  Eric Knight
- ■ **Cal Fire**
  Dan Foster
- ☐ **Central Valley Flood Protection Board**
  James Herota
- ☐ **Office of Historic Preservation**
  Ron Parsons
- ■ **Dept of Parks & Recreation**
  Environmental Stewardship Section
- ☐ **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ☐ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Wildlife Region 1**
  Donald Koch
- ☐ **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2**
  Jeff Drongesen
- ☐ **Fish & Wildlife Region 3**
  Charles Armor
- ☐ **Fish & Wildlife Region 4**
  Julie Vance
- ☐ **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- ■ **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
  Heidi Sickler
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
  Public School Construction
- ☐ **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- ☐ **Delta Stewardship Council**
  Kevan Samsam

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Michael Machado
- ■ **OES (Office of Emergency Services)**
  Dennis Castrillo
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ■ **Public Utilities Commission**
  Leo Wong
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ☐ **State Lands Commission**
  Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- ☐ **Caltrans - Division of Aeronautics**
  Philip Crimmins
- ☐ **Caltrans - Planning**
  Terri Pencovic
- ■ **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects
- ■ **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- ☐ **Caltrans, District 4**
  Erik Alm
- ☐ **Caltrans, District 5**
  David Murray
- ☐ **Caltrans, District 6**
  Michael Navarro
- ☐ **Caltrans, District 7**
  Dianna Watson
- ■ **Caltrans, District 8**
  Dan Kopulsky
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- ■ All Other Projects
  Cathi Slaminski
  - ☐ Transportation Projects
    Nesamani Kalandiyur
  - ☐ Industrial/Energy Projects
    Mike Tollstrup
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Jeffery Werth
  Division of Drinking Water
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- ☐ **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ☐ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ■ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

☐ **Other** _____

_____

_____

☐ _____
Conservancy

Last Updated 8/27/2014

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 ♦ www.aqmd.gov

October 3, 2014

Joseph M. Lambert, Director of Development Services
City of Yucaipa, Development Services
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Notice of Preparation of a CEQA Document for the
Yucaipa General Plan Update

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jbaker@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Baker

Jillian Baker, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

SBC141001-02
Control Number

From: Joseph Lambert
To: Nicole Vermilion
Subject: FW: Yucaipa General Plan Update
Date: Thursday, November 06, 2014 12:10:32 PM

Here is correspondence I had with a law office, just FYI.

Joe Lambert
Director of Development Services
City of Yucaipa
(909) 797-2489 ext. 231
jlambert@yucaipa.org

From: Alison Greenlee [mailto:alison@briggslawcorp.com]
Sent: Wednesday, October 15, 2014 12:43 PM
To: Joseph Lambert
Cc: Mark Hoffman (mhoffman@placeworks.com)
Subject: RE: Yucaipa General Plan Update

Thank you for the quick response!

Alison Greenlee
Paralegal

Briggs Law Corporation
Inland Empire Office: 99 East "C" Street, Suite 111, Upland, CA 91786
Telephone: 909-949-7115 Fax: 909-949-7121
San Diego Office: 814 Morena Boulevard, Suite 107, San Diego, CA 92110
Telephone: 619-497-0021 Fax: 619-515-6410

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From: Joseph Lambert [mailto:jlambert@Yucaipa.org]
Sent: Wednesday, October 15, 2014 11:43 AM
To: Alison Greenlee
Cc: Mark Hoffman (mhoffman@placeworks.com)
Subject: RE: Yucaipa General Plan Update

Hi Alison,

It will be going to Planning Commission and City Council sometime in the first half of 2015, however the exact dates are not known at this time. At this time, we are welcoming comment on the Initial Study, and the comment period is open until October 31, 2014. When a Draft EIR is available, it will also be available for public review. Please let me know if you have further questions.

Joe Lambert
Director of Development Services
City of Yucaipa
(909) 797-2489 ext. 231
jlambert@yucaipa.org

From: Alison Greenlee [mailto:alison@briggslawcorp.com]
Sent: Wednesday, October 15, 2014 11:02 AM
To: Joseph Lambert
Subject: Yucaipa General Plan Update

Good Morning Mr. Lambert,

I am writing to inquire about the General Plan Update. I saw on the CEQA database that the project's Initial Study is undergoing public review. When will this project be going to the Planning Commission and/or City Council?

Thank you for your help!

Alison Greenlee
Paralegal

Briggs Law Corporation
Inland Empire Office: 99 East "C" Street, Suite 111, Upland, CA 91786
Telephone: 909-949-7115 Fax: 909-949-7121
San Diego Office: 814 Morena Boulevard, Suite 107, San Diego, CA 92110
Telephone: 619-497-0021 Fax: 619-515-6410

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY 711
www.dot.ca.gov/dist8

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October 21, 2014 **File: 08-Sbd-10-PM 35.2/PM R39.2**

Joseph M. Lambert
Director of Development Services
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Subject: Initial Study for Yucaipa General Plan Update - Case No. 14-135/GPA, SCH #2014101003

Dear Mr. Lambert,

The California Department of Transportation (Caltrans) has reviewed the Initial Study for the Yucaipa General Plan Update, Case No. 14-135/GPA, SCH #2014101003. The project encompasses Interstate 10 freeway from the Hilltop Drive to the County Line Road interchanges.

At this time, we do not have any comments. However, when the Traffic Impact Analysis (TIA) is available, please submit the TIA of the Environmental Impact Report for review and approval.

Thank you for giving us the opportunity to comment. Should you have any questions, please contact Rena Tang at (909) 806-3927.

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

Edmond G. Brown, Jr., *Governor*

October 22, 2014

Joseph M. Lambert
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

RE: SCH# 2014101003 Yucaipa General Plan Update (Case No. 14-135/GPA), San Bernardino County.

Dear Mr. Lambert,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

Native American Contacts
San Bernardino County
October 21, 2014

San Manuel Band of Mission Indians
Lynn Valbuena, Chairwoman
26569 Community Center Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 Fax
(909) 864-3370 Fax

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad Cahuilla
Banning , CA 92220 Serrano
(951) 849-8807
(951) 755-5200
(951) 922-8146 Fax

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 Fernandeño
Newhall , CA 91322 Tataviam
tsen2u@hotmail.com Serrano
Vanyume
(661) 753-9833 Office Kitanemuk
(760) 885-0955 Cell
(760) 949-1604 Fax

Serrano Nation of Mission Indians
Goldie Walker, Chairwoman
P.O. Box 343 Serrano
Patton , CA 92369
(909) 528-9027
(909) 528-9032

Morongo Band of Mission Indians
William Madrigal, Jr.,Cultural Resources Manager
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
wmadrigal@morongo-nsn.gov
(951) 201-1866 Cell
(951) 572-6004 Fax

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning , CA 92220 Cahuilla
siva@dishmail.net
(951) 849-4676

San Manuel Band of Mission Indians
Daniel McCarthy, M.S.., Director-CRM Dept.
26569 Community Center Drive Serrano
Highland , CA 92346
dmccarthy@sanmanuel-nsn.gov
(909) 864-8933 Ext 3248
(909) 862-5152 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH # 2014101003 Yucaipa General Plan Update (Case No. 14-135/GPA), San Bernardino County.

State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director

October 28, 2014

Mr. Joseph Lambert
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Subject: Notice of Preparation for the Yucaipa General Plan Update (Case No. 14-135/GPA) Project
State Clearinghouse No. 2014101003

Dear Mr. Lambert:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) for the Yucaipa General Plan Update (Case No. 14-135/GPA) Project (Project) [State Clearinghouse No. 2014101003. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The Project is located within City of Yucaipa. The City of Yucaipa proposes to reorganize the current General Plan into the following elements: Land Use Element; Circulation Element; Open Space and Recreation Element; Conservation Element; Safety Element; Noise Element; and Economic Development Element. Proposed land uses include Rural Living, Residential (Single and Multiple), Commercial (Retail; General, Neighborhood, Service), Business Park, Community Industrial, Institutional, Planned Development, Public Facilities, Open Space Planned Development, Open Space, Park, Floodway, and Rights-of-way.

Biological Resources and Impacts

The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the Project site; measures to minimize

and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. The CEQA document should not defer impact analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

If state or federal endangered or threatened species have the potential to occur on the Project, site species specific surveys should be conducted using methods approved by the Department or assume the presence of the species throughout the project site. The CEQA document should include recent survey data (CEQA Guidelines Section 15125(a)). The CEQA document should also address species of special concern and federal critical habitat. To assist with review, an accompanying map showing the areas of impact should be included in the subsequent CEQA document. Additional maps detailing the location of endangered, threatened, or special of special concern should also be included in the subsequent CEQA document.

California Endangered Species Act (CESA)

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the CESA. The Department recommends that a CESA ITP be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats. The Department encourages early consultation, as significant modification to the proposed project and mitigation measures may be necessary to obtain a CESA ITP. Revisions to the California Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA ITP unless the Project CEQA document addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

Lake and Streambed Alteration Program

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and

reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to http://www.dfg.ca.gov/habcon/1600/forms.html.

The Department's website has information regarding dryland streams in "A review of Stream Processes and Forms in Dryland Watersheds," available at this location: http://www.dfg.ca.Qov/habcon/1600/1600resources.html.

Additional information can also be found in "Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants, With the MESA Field Guide - Final Project Report" available here: http://www.energy.ca.gov/2014publications/CEC-500-2014-013/index.html

The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the CEQA document to avoid subsequent documentation and project delays. Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue a LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
2) Discussion of avoidance and minimization measures to reduce project impacts; and,
3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.

Cumulative Impacts

The Project is proposed in a densely populated region of southern California. The regional scarcity of biological resources may increase the cumulative significance of Project activities. Cumulative effects analysis should be developed as described under CEQA Guidelines Section 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis.

Alternatives Analysis

The CEQA document should analyze a range of fully considered and evaluated alternatives to the Project (CEQA Guidelines Section 15126.6). The analysis should include a range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources. The Department considers Rare Natural Communities as threatened habitats, having both local and regional significance. Thus, these communities should be fully avoided and otherwise protected from Project-related impacts. The CEQA document should include an evaluation of specific alternative locations with lower resource sensitivity where appropriate. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat should be addressed.

Please note that the Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

Department Recommendations

The Department has the following concerns about the Project, and requests that these concerns be addressed in the CEQA document:

1. The CEQA document should quantify impacts to habitats and species as per the informational requirements of CEQA. An accompanying map showing the areas of impact should also be included.

2. The CEQA document should include recent biological surveys for fauna and flora (CEQA Guidelines Section 15125(a)). The Department recommends that the Lead Agency contact the Department's California Natural Diversity Database (CNDDB) in Sacramento, (916) 327-5960, to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the California Fish and Game Code. If state or federal threatened or endangered species may occur within the project area, species specific surveys, conducted at the appropriate time of year and time of day, should be included with the CEQA document. Acceptable species specific surveys have been developed by the Department, and by the U.S. Fish and Wildlife Service, and are accessible through each agencies websites. Surveys for Burrowing Owl should follow the Department's 2012 Staff Report on Burrowing Owl Mitigation, available for download here:
http://www.dfg.ca.gov/wildlife/nongame/docs/BUOWStaffReport.pdf
Assessments for rare plants and rare plant natural communities should follow the Department's 2009 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. If the Department's 2009 guidelines were not used, surveys conducted after the issuance of the 2009

guidance should be updated following the 2009 guidelines. The guidance document is available here: http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf

3. The analysis in the CEQA document should satisfy the requirements of the Department's Lake and Streambed Alteration Program and CESA (if deemed necessary).

4. The Department recommends that a CESA ITP be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats. The Department encourages early consultation, as significant modification to the proposed project and mitigation measures may be recommended in order to obtain a CESA ITP. Revisions to the California Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA ITP unless the Project CEQA document addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit.

5. The CEQA document should provide a thorough analysis of direct, indirect, and cumulative impacts and identify specific measures to offset such impacts.

6. The CEQA document should analyze a range of fully considered and evaluated alternatives to the Project (CEQA Guidelines Section 15126.6).

In summary, the Department requests that the CEQA document include current information regarding biological resources, adequately address whether the project will be processed through the MSHCP, provide a thorough analysis of cumulative impacts, and provide an alternatives analysis. If you should have any questions pertaining to these comments, please contact Claire Ingel at (909) 484-3979 or Claire.ingel@wildlife.ca.gov.

Sincerely,

(For)

Kimberly Nicol
Regional Manager

cc: State Clearinghouse, Sacramento

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8104 Fax: 909.387.8130
www.SBCounty.gov

SAN BERNARDINO COUNTY

Department of Public Works

- Environmental & Construction • Flood Control
- Operations • Solid Waste Management
- Surveyor • Transportation

Gerry Newcombe
Director

October 30, 2014

File: 10(ENV)-4.01

Joseph M. Lambert
Director of Development Services
City of Yucaipa
34272 Yucaipa Blvd.
Yucaipa, CA. 92399

RE: CEQA – NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF YUCAIPA GENERAL PLAN UPDATE

Dear Mr. Lambert:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on October 1, 2014,** and pursuant to our review, the following comments are provided:

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. In general, it appears that the NOP has addressed the major concerns of the Flood Control District (District). However, the District's recommendations are most often made for site specific conditions. Consequently, the recommendations made here are general in nature until such time as more detailed plans become available.

2. Prior to any activity on District right-of-way, a permit shall be obtained from the District. Other on-site or off-site improvements may be required which cannot be determined at this time.

Traffic Division (Eloy Ruvalcaba, PWE III, 909-387-1869):

1. The traffic impact analysis of the draft EIR should consider analyzing the following two intersections: SR-38 at Bryant Street, and 5th Avenue/Sand Canyon Road at Crafton Avenue.

Flood Control Planning Division (David Lovell, PWE III, 909-387-7964):

1. This is an EIR of for the City Yucaipa to modify their General Plan for future expansion. Flood Control Planning has approved the City of Yucaipa Master Plan of Drainage (MPD) recently. As long as the New General Plan does not hinder, change or alter the MPD, then we have no comments.

BOARD OF SUPERVISORS
Robert A. Lovingood, First District | Janice Rutherford, Chair, Second District | James Ramos, Third District | Gary C. Ovitt, Vice Chair, Fourth District | Josie Gonzales, Fifth District
Gregory C. Devereaux, Chief Executive Officer

Environmental Management Division (Erma Hurse, Senior Planner, 909-387-1864):

1. The General Plan (Plan) should identify future drainage and flood control facilities in reference to the City's Master Drainage Plan (MDP) to allow for development within the area. It is assumed that the Plan will address adequate provisions for intercepting and conducting accumulated drainage flows around and through future development sites in a manner that will not adversely affect adjacent or downstream properties.

2. The Plan should address preparation and implementation of a Water Quality Management Plan (WQMP) as well as provide post-construction measures necessary to minimize future projects' water quality impacts and meet the WQMP requirements.

3. It is recommended that the Plan includes, and the City enforces, their regulations for development in floodplains.

4. In meeting state mandated source reduction, recycling, and composting requirements, the Plan should state specific types of solid waste anticipated to be generated for future projects, and what programs are in place to help reduce, recycle or divert waste from being landfilled.

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, P.E., QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:nh/CEQAComments_Yucaipa_YucaipaGenlPlnUpdate

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Alan Wapner, San Bernardino Associated Governments

October 31, 2014

Mr. Joseph M. Lambert, Director
Development Services Department
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, California 92399
Telephone: (909) 797-2489
E-mail: jlambart@yucaipa.org

RE: SCAG Comments on the Notice of Preparation of an Environmental Impact Report for the Yucaipa General Plan Update [SCAG NO. IGR8213]

Dear Mr. Lambert,

Thank you for submitting the Notice of Preparation of an Environmental Impact Report for the Yucaipa General Plan Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of an Environmental Impact Report for the Yucaipa General Plan Update. The proposed project is a comprehensive update to the City of Yucaipa General Plan and is intended to guide development in the City and its sphere of influence over the next 20-plus years.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang,
Program Manager, Land Use and Environmental Planning

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE YUCAIPA GENERAL PLAN UPDATE [SCAG NO. IGR8213]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS Goals		
	Goal	**Analysis**
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		**Adopted City of Yucaipa Forecasts**	
Forecast	**Year 2020**	**Year 2035**	**Year 2020**	**Year 2035**
Population	19,663,000	22,091,000	55,800	61,900
Households	6,458,000	7,325,000	20,700	23,600
Employment	8,414,000	9,441,000	10,900	14,000

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects.* Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf

January 16, 2015

Attn: Joseph Lambert, Director of Development Services
Community Development Department
34272 Yucaipa Boulevard
Yucaipa, CA 92399-9950

Re: City of Yucaipa General Plan Update
California Government Code 65352.3
Native American Consultation request

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. There are areas that exist within the bounds of the planning area that the tribe considers to be culturally sensitive. Soboba Band of Luiseño Indians wishes to respectfully request that we be considered for consultation concerning the City of Yucaipa's General Plan Update and that we be put on the distribution list for notices regarding any public hearings concerning the update.

Sincerely,

Joseph Ontiveros
Soboba Cultural Resource Department
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Appendix C Air Quality and Greenhouse Gas Modeling

Appendices

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Criteria Air Pollutant & GHG Emissions Summary

YUCAIPA - GHG EMISSIONS INVENTORY

Forecasting SCAQMD's GHG Target				
Year	2020	2050	2030	2040
$MTCO_2e/SP$:	6.6	1.3	4.0	2.6
Target Based on:	SCAQMD AB 32	S-03-05	B-30-15	B-30-15
% Reduction for Year:	0%	80%	40%	60%
Target:	1990 Levels	80% Below 1990 Levels	40% Below 1990 Levels	60% Below 1990 Levels

	$MTCO_2e$/Year							
SECTORS	**Existing 2014**	**Percent of Total**	**2020**	**Percent of Total**	**Project 2040**	**Percent of Total**	**Current GP**	**Percent of Total**
Transportation	275,271	57%	272,712	56%	256,771	46%	249,482	46%
Residential (Natural Gas and Electricity)	116,341	24%	119,612	25%	160,474	29%	158,099	29%
Nonresidential (Natural Gas and Electricity)	39,978	8%	52,086	11%	88,346	16%	80,858	15%
Waste	3,517	1%	4,287	1%	6,158	1%	5,983	1%
Water/Wastewater	31,842	7%	24,967	5%	36,213	6%	35,182	6%
Other - Offroad Equipment	11,831	2%	11,008	2%	11,790	2%	11,680	2%
Total Community Emissions	478,780	100%	484,671	100%	559,751	100%	541,284	100%
Service Population	54,723		66,700		95,816		93,096	
$MTCO_2e/SP$	8.7		7.3		5.8		5.8	
SCAQMD GHG GP Threshold (PLAN LEVEL)	NA		6.6		3.1		3.1	

		Change from 2014 $MTCO_2e$					
SECTORS		**Delta 2020**	**Percent Change**	**Delta 2040**	**Percent Change**	**Delta Current GP**	**Percent Change**
Transportation		-2,559	-1%	-18,500	-7%	-25,789	-9%
Residential (Natural Gas and Electricity)		3,271	3%	44,133	38%	41,758	36%
Nonresidential* (Natural Gas and Electricity)		12,108	30%	48,368	121%	40,880	102%
Waste		770	22%	2,641	75%	2,466	70%
Water/Wastewater		-6,876	-22%	4,370	14%	3,340	10%
Other - Offroad Equipment		-823	-7%	-41	0%	-151	-1%
Total Community Emissions		5,891	1%	80,971	17%	62,503	13%

Notes:

Emissions forecasts for the non-transportation sectors are based on changes in housing units (residential energy), population (area sources,) employment (nonresidential energy, area sources), or service population (waste, water/wastewater).

Transportation. EMFAC2014 (exhaust) and IBI Group using SANBAG regional model.

Energy. Energy use based on a two year (2011-2012) average provided by SCE and a three year (2011 to 2013) average provided by SoCalGas. SCE energy based on the WCI carbon intensity for the WECC Region.

Water/Wastewater. Includes fugitive emissions from wastewater processing and energy associated with water/wastewater treatment and conveyance. Water use is estimated based on generation rates identified in the Yucaipa Valley Water District's 2010 Urban Water Management Plan and wastewater generation provided by IBI Group.

Waste. CARB Landfill Emissions Tool Version 1_2013 and CalRecycle. Forecast waste generation based on three year average (2010-2012) waste commitment for the City of Yucaipa obtained from CalRecycle. Assumes 75 percent of fugitive GHG emissions are captured within the landfill's Landfill Gas Capture System with a landfill gas capture efficiency of 75%. The Landfill gas capture efficiency is based on the California Air Resources Board's (CARB) Local Government Operations Protocol (LGOP), Version 1.1.

Other Sources. OFFROAD2007. Estimated based on population (Landscaping), employment (Light Commercial Equipment), and construction building permits (Construction) for Yucaipa as a percentage of San Bernardino County. Excludes SCAQMD permitted sources. Daily construction emissions multiplied by 347 days/year to account for reduced/limited construction activity on weekends and holidays.

Lifecycle: Life cycle emissions are not included in this analysis because not enough information is available for the proposed Project, and therefore life cycle GHG emissions would be speculative.

GHG emissions are based on the global warming potentials (GWPs) contained within the Intergovernmental Panel on Climate Change's (IPCC) Second and Third Assessment Reports. The IPCC has since come out with updated GWPs in their Fourth (2007) and Fifth (2013) Assessment Reports. However, GHG emissions thresholds are based on the targets developed for AB 32 and the State emissions inventory that uses the GWPs in the Second Assessment Report. Likewise, SCAQMD's significance criteria is based on the older GWPs. Consequently, to maintain consistency with the modeling and thresholds currently used for CEQA assessments, this inventory utilizes the GWPs in IPCC's Second and Third Assessment Reports.

YUCAIPA - TRAJECTORY FOR INTERIM GHG TARGET

	CARB 2008 Scoping Plan ($MMTCO_2e$)		CARB 2014 Inventory Update ($MMTCO_2e$)	
	Second Assessment Report GWP	Reduction to 1990	Fourth Assessment Report GWP	Reduction to 1990
1990	433.29	Not Applicable	431	Not Applicable
2000	457.29	5%	466.32	8%
2001	473.49	8%	481.23	10%
2002	468.54	8%	480.32	10%
2003	467.42	7%	483.05	11%
2004	484.40	11%	492.86	13%
2005	491.40	12%	485.13	11%
2006	498.40	13%	482.52	11%
2007	505.40	14%	489.16	12%
2008	512.40	15%	487.1	12%
2009	Not Available		458.44	6%
2010	Not Available		453.06	5%
2011	Not Available		450.94	4%
2012	Not Available		458.68	6%
2013	Not Available		Not Available	

Recommended Target from "Existing" in 2008 Scoping Plan = 15%

Adjusted Target from "Existing" based on 2014 Inventory = 6%

Yucaipa GHG Targets 2020

	$MTCO_2$
2020 Target for Yucaipa	449,887
Reduction from 2014	-28,893
Reduction from 2020	-34,784

Yucaipa GHG Targets 2040

	$MTCO_2$
2040 Target for Yucaipa	179,955
Reduction from 2014	-298,825
Reduction from 2040	-379,796

YUCAIPA- CRITERIA AIR POLLUTANT INVENTORY

	2014 - lbs/day					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	264	2,578	6,769	17	249	120
Energy - Residential (Natural Gas)	27	232	99	1	19	19
Energy - Nonresidential (Natural Gas)	3	27	23	0	2	2
Area Sources (Consumer Products)	750	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	110	47	1,531	0	6	6
Other (Construction Equipment)	79	537	511	1	32	31
Total	1,233	3,421	8,932	20	307	177
	2014 - tons/year					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	46	447	1,174	3	43	21
Energy - Residential (Natural Gas)	5	42	18	0	3	3
Energy - Nonresidential (Natural Gas)	1	5	4	0	0	0
Area Sources (Consumer Products)	137	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	20	9	279	0	1	1
Other (Construction Equipment)	14	93	89	0	5	5
Total	222	596	1,565	3	54	31

YUCAIPA- CRITERIA AIR POLLUTANT INVENTORY

	2040 Existing Land Uses - lbs/day					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	58	306	1,489	10	215	87
Energy - Residential (Natural Gas)	27	232	99	1	19	19
Energy - Nonresidential (Natural Gas)	3	27	23	0	2	2
Area Sources (Consumer Products)	750	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	110	47	1,531	0	6	6
Other (Construction Equipment)	79	537	511	1	32	31
Total	1,027	1,150	3,652	13	274	145
	2040 - tons/year					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	10	53	258	2	37	15
Energy - Residential (Natural Gas)	5	42	18	0	3	3
Energy - Nonresidential (Natural Gas)	1	5	4	0	0	0
Area Sources (Consumer Products)	137	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	20	9	279	0	1	1
Other (Construction Equipment)	14	93	89	0	5	5
Total	186	202	648	2	48	25

	2040 Project Land Uses - lbs/day					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	89	472	2,296	16	332	135
Energy - Residential (Natural Gas)	42	363	154	2	29	29
Energy - Nonresidential (Natural Gas)	8	73	62	0	6	6
Area Sources (Consumer Products)	1,405	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	189	99	2,777	0	12	12
Other (Construction Equipment)	79	537	511	1	32	31
Total	1,813	1,544	5,800	20	411	213
Change from 2014 Land Uses	785	1,342	5,151	17	363	187
	2040- tons/year					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	15	82	398	3	58	23
Energy - Residential (Natural Gas)	8	66	28	0	5	5
Energy - Nonresidential (Natural Gas)	1	13	11	0	1	1
Area Sources (Consumer Products)	256	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	34	18	507	0	2	2
Other (Construction Equipment)	14	93	89	0	5	5
Total	329	273	1,033	3	72	37
Change from 2014 Land Uses	143	70	385	1	24	12

YUCAIPA- CRITERIA AIR POLLUTANT INVENTORY

	Current General Plan Land Uses - lbs/day					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	87	459	2,231	15	323	131
Energy - Residential (Natural Gas)	42	357	152	2	29	29
Energy - Nonresidential (Natural Gas)	7	67	56	0	5	5
Area Sources (Consumer Products)	1,363	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	184	93	2,682	0	11	11
Other (Construction Equipment)	79	537	511	1	32	31
Total	1,761	1,514	5,633	19	400	207
Change from 2014 Land Uses	734	1,312	4,984	17	352	182
	2040 - tons/year					
SECTORS	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Transportation	15	80	387	3	56	23
Energy - Residential (Natural Gas)	8	65	28	0	5	5
Energy - Nonresidential (Natural Gas)	1	12	10	0	1	1
Area Sources (Consumer Products)	249	-	-	-	-	-
Area Sources (Landscaping, Light Commercial Equipment)	34	17	490	0	2	2
Other (Construction Equipment)	14	93	89	0	5	5
Total	320	267	1,003	3	70	36
Change from 2014 Land Uses	134	65	355	1	22	11

Notes:

Emissions forecasts for the non-transportation sectors are based on changes in housing units (residential energy), population (area sources), or employment (nonresidential energy, area sources).

Transportation. EMFAC2014 (exhaust + tire and break wear) and IBI Group 2014. Transportation sector includes the full trip length. Daily emissions multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Energy. Based on two-year average (2012-2013) of energy use provided by SoCalGas.

Area Sources. OFFROAD2007. Estimated based on population (Landscaping) and employment (Light Commercial Equipment) for Yucaipa as a percentage of San Bernardino County. Excludes SCAQMD permitted sources. Does not include emissions from wood-burning fireplaces.

Other Sources. OFFROAD2007. Estimated based on construction building permits (Construction) for Yucaipa as a percentage of San Bernardino County. Daily construction emissions multiplied by 347 days/year to account for reduced/limited construction activity on weekends and holidays.

Model Inputs for the Yucaipa General Plan

	CEQA Baseline			Proposed Project	forecast AB 32 Target Year	No Project Scenario
	City	SOI	2014	Post-2040	2020 (SCAG - 2012)	Current GP
Housing Units	18,132	2	18,134	28,380	21,153	27,960
Non-Residential SQFT	2,750,926	0	2,750,926	9,581,104	4,353,237	8,530,405
Population	47,830	5	47,835	77,328	55,800	76,175
Employment	6,888	0	6,888	18,488	10,900	16,921
Service Population	**54,718**	**5**	**54,723**	**95,816**	**66,700**	**93,096**

Growth Rates from Baseline	SOI + City	2040	2020	Current GP
Housing Growth Rate	1.00	1.57	1.17	1.54
Population Growth Rate	1.00	1.62	1.17	1.59
Employment Growth Rate	1.00	2.68	1.58	2.46
Service Population Growth Rate	1.00	1.75	1.22	1.70

Electricity Use	City	SOI	2014	Proposed Project	2020	Current GP
Residential Electricity (Kwh)[1]	146,168,490	16,123	146,184,612	228,781,256	170,525,795	225,395,487
Commercial + Industrial Electricity (Kwh)[2]	74,810,391	0	74,810,391	200,797,693	118,384,620	183,778,546
Total Electricity (Kwh)	220,978,881	16,123	220,995,003	429,578,949	288,910,415	409,174,033

Source

1 Provided by SCE (2014). Projected based on increase in housing units. Based on a two-year average of 2012 to 2013 data.

2 Provided by SCE (2014). Projected based on increase in employment. Based on a two-year average of 2012 to 2013 data.

Natural Gas Use	City	SOI	2014	Proposed Project	2020	Current GP
Residential Natural Gas (Therms)[1]	9,174,281	1,012	9,175,293	14,359,480	10,703,070	14,146,972
Commercial+Industrial Natural Gas (Therms)[2]	1,015,831	0	1,015,831	2,726,580	1,607,514	2,495,481
Total Natural Gas (Therms)	10,190,112	1,012	10,191,124	17,086,060	12,310,584	16,642,453

Source

1 Provided by SoCalGas (2014). Projected based on increase in housing units. Based on a two-year average of 2012 to 2013 data.

2 Provided by SoCalGas (2014). Projected based on increase in employment. Based on a two-year average of 2012 to 2013 data.

On-Road Transportation	CEQA Baseline	Proposed Project	AB 32 Target Year	Current GP
	2014	2040	2020	
VMT/day	1,850,837	2,855,141	2,082,599	2,774,090

Source

1 VMT provided by IBI Group based on the SANBAG model.

2 2020 Forecast based on the anticipated growth due to the Project and Baseline conditions

Model Inputs for the Yucaipa General Plan

	CEQA Baseline			Proposed Project	forecast AB 32 Target Year	No Project Scenario
	City	SOI	2014	Post-2040	2020 (SCAG - 2012)	Current GP
Housing Units	18,132	2	18,134	28,380	21,153	27,960
Non-Residential SQFT	2,750,926	0	2,750,926	9,581,104	4,353,237	8,530,405
Population	47,830	5	47,835	77,328	55,800	76,175
Employment	6,888	0	6,888	18,488	10,900	16,921
Service Population	**54,718**	**5**	**54,723**	**95,816**	**66,700**	**93,096**

Growth Rates from Baseline	SOI + City	2040	2020	Current GP
Housing Growth Rate	1.00	1.57	1.17	1.54
Population Growth Rate	1.00	1.62	1.17	1.59
Employment Growth Rate	1.00	2.68	1.58	2.46
Service Population Growth Rate	1.00	1.75	1.22	1.70
Water Conveyance	CEQA Baseline	Proposed Project	2020	Current GP
Water (AF/year)	17,861	25,018	17,416	24,308
Water (gallons/year)	5,819,993,525	8,152,169,004	5,674,936,064	7,920,747,324

Source

1 Total water generation for Yucaipa is based on the Yucaipa Valley Water District's (YVWD) 2010 Urban Water Management Plan SBX7-7. Forecasts are adjusted for increases in population and employment and are based on the Target per capita SBx7-7 based on residential and non-residential growth.

Wastewater Treatment	**Rate**		CEQA Baseline	Proposed Project	2020	Current GP
Wastewater (gallons/year)	90.0	gppd	1,702,604,915	2,996,806,585	1,836,314,925	2,908,827,350
Wastewater (gallons/day)	0.83	pged	4,664,671	8,210,429	5,031,000	7,969,390

Source

1 IBI Group.

Solid Waste Generation	City	SOI	CEQA Baseline	Proposed Project	2020	Current GP
Waste Generation (tons/year)	27,596	3	27,598	48,323	33,639	46,951
Waste Generation ADC (tons/year)	1,733	0	1,733	3,034	2,112	2,948
Total Waste Disposal (tons/year)	29,329	3	29,331	51,357	35,751	49,899

Source

1 CalRecycle. Disposal Reporting System (DRS): Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Accessed November 2014. http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx. 2013 is based on an average 2011-2013 disposal rates. Projected based on Service Population.

Water Use and Wastewater Generation

Water and Wastewater

Water Demand Calculations Derived from the Urban Water Management Plan

Yucaipa Valley Water District

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
Yucaipa Population (with SOI)	47,835	77,328	55,800	76,175
YVWD Population	42,171	64,228	49,602	

Note: some portions of the City of Yucaipa are served by the South Mesa Mutual Water Company and the Western Heights Municipal Water Company

	Per capita	Adjusted for SP*	
Gallons Per Capita Per Day (gpcd)[1]	291.38	255	**gallons per SP per Day**
Gallons Per Capita Per Day 2020 Target (gpcd)[1]	233.10	204	**gallons per SP per Day**
Notes			

*Service population used in UWMP based on population only. Therefore, per capita water estimates are adjusted for employment demand.

Water Use Sectors	2010 Volume (mg)[1]	Percent of Total	Outdoor 2010 (mg)[2]	2040 Projections (mg)[1]	Percent of Total	Outdoor 2040 (mg)[2]
Single Family	2,451.9	66%	1,373.1	3,866.1	69%	2,165.0
Multi-Family	399.3	11%	223.6	595.8	11%	333.6
Commercial/Institutional	153.4	4%	58.3	238.9	4%	90.8
Industrial	26.5	1%	0.0	39.4	1%	0.0
Landscape	551.3	15%	551.3	737.4	13%	737.4
Agricultural	7.2	0.2%	7.2	5.3	0%	5.3
Other	115.9	3%	115.9	110.4	2%	110.4
Total	3,705.5	100%	2,329.4	5,593.3	100%	3,442.6
AFY	11,372		**63%**	17,165		**62%**
Calibrated (AFY)	12,899			20,666		

Source:

1 Yucaipa Valley Water District. 2010, December 22. 2010 Urban Water Management Plan.http://yvwd.dst.ca.us/index.aspx?recordid=10&page=27

2 Outdoor water use is estimated based on the California Department of Water Resources' 20x2020 Water Conservation Plan (2010) for residential and The Pacific Institute's Waste Not Want Not (2003) report for non-residential uses.

Yucaipa

Gallons Per Day	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
Residential	13,938,162	18,025,157	13,006,980	17,756,393
Non-Residential	2,007,025	4,309,553	2,540,790	3,944,285
Total	15,945,188	22,334,710	15,547,770	21,700,678
GPD	5,819,993,525	8,152,169,004	5,674,936,064	7,920,747,324
AFY	17,861	25,018	17,416	24,308
Change from 2014 (AFY)		7,157	-445	6,447

Source

Water use for the City of Yucaipa is estimated based on the SBX7-7 baseline and 2020 water conservation goals, measured in gallons per capita per day. Service population used in UWMP based on population only. Therefore, per capita water estimates are adjusted for employment demand.

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
Indoor (gallons per year)	1,702,604,915	2,996,806,585	1,836,314,925	2,908,827,350
Outdoor (gallons per year)	4,117,388,610	5,155,362,419	3,838,621,139	5,011,919,974
Outdoor %	71%	63%	68%	63%
Source				

Assumes 100% of indoor water use is wastewater. Wastewater use provided by IBI Group

Water and Wastewater

Fugitive Emissions - Process Emissions from WWTP with Nitrification/Denitrification

CH_4 - Microorganisms can biodegrade soluble organic material in wastewater under aerobic (presence of oxygen) or anaerobic (absence of oxygen) conditions. Anaerobic conditions result in the production of CH_4.

N_2O - Treatment of domestic wastewater during both nitrification and denitrification of the nitrogen present leads to the formation of N_2O, usually in the form of urea, ammonia, and proteins. These compounds are converted to nitrate through the aerobic process of nitrification. Denitrification occurs under anoxic conditions (without free oxygen), and involves the biological conversion of nitrate into dinitrogen. N_2O can be an intermediate product of both processes, but more often is associated with denitrification.

Fugitive Emissions - Process Emissions from WWTP with Nitrification/Denitrification for combustion of biogas.

Anaerobic digesters produce methane-rich biogas which is typically combusted on-site. In some cases the biogas is combusted simply for the purpose of converting methane to CO_2, which has a lower global warming potential than methane. In many cases, a cogeneration system is used to harvest the heat from combustion and use it to generate electricity for on-site energy needs. In both cases, inherent inefficiencies in the system result in incomplete combustion of the biogas, which results in remaining methane emissions. Excludes biogenic emissions from combustion of biogas.

LGOP Version 1.1. Equation 10.1.

CH_4 = Wastewater x Digester Gas x FCH_4 x ρ_{CH4} x (1-DE) x 0.0283 x 10^-3 x 10^-3

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
wastewater (gallons)=	1,702,604,915	2,996,806,585	1,836,314,925	2,908,827,350

Digester gas	0.01	ft^3 biogas/gallon wastewater
FCH_4	0.65	fraction of CH4 in biogas
ρ_{CH4}	662.00	g/m^3; density of CH_4 at standard conditions
DE	0.99	CH4 destruction efficiency
0.0283 =	0.0283	m^3/ft^3; conversion factor
10^-3 =	1.00E-03	MT/kg conversion factor
10^-3 =	1.00E-03	kg/g conversion factor

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
	MTons			
CH_4 =	2.07	3.65	2.24	3.54
CO_2e =	44	77	47	74

Source: California Air Resources Board (CARB). 2010, May. Local Government Operations Protocol (LGOP), Version 1.1. The LGOP protocol provides default values for all the terms except the digester gas, which is assumed to be 0.1 cubic feet of biogas per gallon of wastewater effluent based on USEPA methodology outlined in the CalEEMod program manual. South Coast Air Quality Management District (SCAQMD). 2013. California Emissions Estimator Model (CalEEMod), Version 2013.2.2. User's Manual. USEPA. 2008. Page 8-12. USEPA cites Metcalf & Eddy, Inc., 1991, "Wastewater Engineering: Treatment Disposal, and Reuse," 3rd Ed. McGraw Hill Publishing.

Fugitive Emissions - Process Emissions from WWTP with Nitrification/Denitrification from discharge into aquatic environments

Nitrous oxide is produced when treated wastewater is discharged to aquatic environments such as rivers or estuaries. The nitrogen which remains in treated wastewater effluent is converted to nitrous oxide in a multi-step process accomplished by bacteria which is present in soil and aquatic environments.

LGOP Version 1.1. Equation 10.9.

N_2O = Wastewater x 10^-6 x Nload x 44/28 x EF effluent x 10^3

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
wastewater (Liters)=	6,444,359,603	11,342,912,924	6,950,451,991	11,009,911,520

10^-6 =	1.00E-06	conversion factor; kg/mg	
N Load	26.00	mg/L of wastewater	USEPA 2013
48/28	1.57	Ratio of molecular weights for N_2O and N_2	
EF effluent	0.01	$kg/N_2O/kg$ N	
10^-3 =	1.00E-03	conversion factor: MTons/kg	

	CEQA Baseline	Proposed Project	AB 32 Target Year	No Project Scenario
	MTons			
N_2O	1.32	2.32	1.42	2.25
CO_2e =	408	718	440	697

Source: California Air Resources Board (CARB). 2010, May. Local Government Operations Protocol (LGOP), Version 1.1. The LGOP protocol provides default values for all the terms except the Nitrogen Load, which is assumed to be 26 mg of N per Liter of wastewater effluent based on USEPA methodology outlined in the CalEEMod program manual. South Coast Air Quality Management District (SCAQMD). 2013. California Emissions Estimator Model (CalEEMod), Version 2013.2.2. User's Manual. USEPA. 2008. Page 8-12. USEPA cites Metcalf & Eddy, Inc., 1991, "Wastewater Engineering: Treatment Disposal, and Reuse," 3rd Ed. McGraw Hill Publishing.

Water and Wastewater

Energy for Water Conveyance, Treatment, Distribution, and Wastewater Treatment (Southern California)

Water Supply and Conveyance	Water Treatment	Water Distribution	Total Water	Wastewater Treatment
	kWhr/million gallons			
9,727	111	1,272	11,110	1,911

Source: California Energy Commission (CEC). 2006, December. Refining Estimates of Water-Related Energy Use in California. CEC-500-2006-118. Prepared by Navigant Consulting, Inc. Based on the electricity use for Southern California.

SCE

	Intensity factor			CO_2e
	CO_2 MTons/MWH[1]	CH_4 MTons/MWH[2]	N_2O MTons/MWH[2]	MTons/MWh
2008	0.460	0.000013	0.000005	0.462

Source 1: California Public Utilities Commission. 2010, September 13. WCI Final Default Emission Factor Calculator 2008 Data, Version 2. WECC Region.
Source 2: CH_4 and N_2O intensity based on California E-Grid data (CH_4 = 0.029 lbs/MWH; N_2O = 0.011 lbs/MWH) identified in the LGOP

ABAU Carbon Intensity for SCE Energy

	2008	2020	CO_2e
Assumed Percent Renewable	15.8%	33%	MTons/MWh
CO_2e MTons/Mwh without Renewable	0.549		0.368

Based on the SCE's 2010 RPS.

Source: California Public Utilities Commission (CPUC). California RPS Procurement Summary 2003-20010. http://www.cpuc.ca.gov/PUC/energy/Renewables/index.htm

GHG Emissions from Energy Associated with Water/Wastewater

Energy Associated with Water Use	CEQA Baseline MwH/Year	Proposed Project 2040	AB 32 Target Year 2020	No Project Scenario 2040
Water	64,660	90,571	63,049	88,000
Wastewater	3,254	5,727	3,509	5,559
Total Water/Wastewater	67,914	96,297	66,558	93,558

GHG Emissions from Energy Associated with Water Use/Wastewater Generation	CEQA Baseline $MTCO_2e$/Year	Proposed Project 2040	AB 32 Target Year 2020	No Project Scenario 2040
Water	29,887	41,863	29,142	40,675
Wastewater	1,504	2,647	1,622	2,569
Total Water/Wastewater	31,391	44,510	30,764	43,244

Total GHGs

GHG Emissions from Water/Wastewater Use	CEQA Baseline $MTCO_2e$/Year	Proposed Project 2040	AB 32 Target Year 2020	No Project Scenario 2040
Water	29,887	41,863	29,142	40,675
Wastewater	1,956	3,442	2,109	3,341
Total Water/Wastewater	31,842	45,305	31,251	44,015

GHG Emissions from Energy Use - Adjusted for Lower Carbon Intensity in 2020

GHG Emissions from Water/Wastewater Use	$MTCO_2e$/Year	Proposed Project 2040	AB 32 Target Year 2020	No Project Scenario 2040
Water		33,311	23,189	32,366
Wastewater		2,106	1,291	2,044
Total Water/Wastewater		35,418	24,480	34,410

Total GHGs ABAU

GHG Emissions from Water/Wastewater Use	CEQA Baseline $MTCO_2e$/Year	Proposed Project 2040	AB 32 Target Year 2020	No Project Scenario 2040
Water	0	33,311	23,189	32,366
Wastewater	0	2,901	1,778	2,816
Total Water/Wastewater	0	36,213	24,967	35,182

Water and Wastewater

General Conversion Factors

	Global Warming Potentials (GWP)
CO_2	1
CH_4	21
N_2O	310

Source: Intergovernmental Panel on Climate Change (IPCC). 1995. Second Assessment Report: Climate Change 1995.

gallons to Liters	3.785
killowatt hrs to megawatt hrs	0.001
gallons to AF	325851.4290
Tons to MTon	0.9071847

Solid Waste Disposal

Solid Waste Disposal

Source: CalRecycle Disposal By Facility - City of Yucaipa(Disposal Reporting System)

Waste Generated Within City Limits

Waste in Place Method

Years	historic population estimates	Year	Interstate Tons + Transform Tons	ADC+AIC	TOTAL
4	46,411	2011	28,177	1,660	29,837
3	46,884	2012	26,722	1,409	28,131
2	47,357	2013	27,889	2,130	30,018
1	47,830	2014 (Average 2013-2011)	27,596	1,733	29,329
		Disposal Rate / SP	0.504	0.032	0.536
		Buildout	48,323	3,034	51,357
		Increase from 2013	20,434	905	21,339

Average 3-year disposal used to forecast waste disposal in 2040

Source: CalRecycle, 2014, Disposal Reporting System, Jurisdiction Reporting by Facility, http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx

Landfill Emission Tool (version 1.3) Model Results (~50 years of decomposition)

Year	MT CH_4 in CO_2e 2014 Disposal	MT CH_4 in CO_2e w/ 75% LGG Capture 2014 Disposal	2040 Disposal	$MTCO_2e$ w/LFG Capture 2020 Disposal	$MTCO_2e$ w/LFG Capture Current GP Disposal	
1	248	62	109	76	106	
2	490	123	215	149	209	
3	481	120	210	146	204	
4	471	118	206	144	200	
5	462	115	202	141	196	
6	453	113	198	138	193	
7	444	111	194	135	189	
8	435	109	190	133	185	
9	426	107	187	130	181	
10	418	104	183	127	178	
11	410	102	179	125	174	
12	401	100	176	122	171	
13	394	98	172	120	167	
14	383	96	168	117	163	Forecasted based on linear regression.
15	374	94	164	114	159	
16	366	91	160	111	155	
17	357	89	156	109	152	
18	348	87	152	106	148	
19	339	85	148	103	144	
20	330	83	145	101	141	
21	322	80	141	98	137	
22	313	78	137	95	133	
23	304	76	133	93	129	
24	295	74	129	90	126	
25	286	72	125	87	122	
26	278	69	121	85	118	
27	269	67	118	82	114	
28	260	65	114	79	111	
29	251	63	110	77	107	
30	242	61	106	74	103	
31	234	58	102	71	99	
32	225	56	98	68	96	
33	216	54	95	66	92	
34	207	52	91	63	88	
35	198	50	87	60	84	
36	190	47	83	58	81	
37	181	45	79	55	77	
38	172	43	75	52	73	
39	163	41	71	50	69	
40	154	39	68	47	66	
41	146	36	64	44	62	
42	137	34	60	42	58	
43	128	32	56	39	54	
44	119	30	52	36	51	
45	110	28	48	34	47	
46	102	25	44	31	43	
47	93	23	41	28	39	
48	84	21	37	26	36	
49	75	19	33	23	32	
50	66	17	29	20	28	
51	58	14	25	18	25	
52	49	12	21	15	21	
53	40	10	18	12	17	
54	31	8	14	10	13	
55	22	6	10	7	10	
56	14	3	6	4	6	
57	5	1	2	1	2	
TOTAL	14,068	3,517	6,158	4,287	5,983	

Waste. Landfill Emissions Tool Version 1.3 and CalRecycle. Biogenic CO_2 emissions are not included.
Notes
LFG capture
Efficiency 0.75
Waste generation based on three year average (2011-2013) waste commitment for the City of Yucaipa obtained from CalRecycle. This sector captures only the waste that is generated by the City of Yucaipa residents in the inventory year. This sector does not include historically generated waste disposal.

This method assumes that the degradable organic component (degradable organic carbon, DOC) in waste decays slowly throughout a few decades, during which CH_4 and biogenic CO_2 are formed. If conditions are constant, the rate of CH_4 production depends solely on the amount of carbon remaining in the waste. As a result emissions of CH_4 from waste deposited in a disposal site are highest in the first few years after deposition, then gradually decline as the degradable carbon in the waste is consumed by the bacteria responsible for the decay. Significant CH_4 production typically begins one or two years after waste disposal in a landfill and continues for 10 to 60 years or longer.
Decomposition based on an average annual rainfall of 13.56 inches per year average in Redlands (anaerobic decomposition factor (k) of 0.02) (WRCC 2014).

The Landfill Gas Estimator only includes the landfill gas (LFG) capture in the landfill gas heat output and therefore the reduction and emissions from landfill gas capture are calculated separately.
Assumes 75 percent of fugitive GHG emissions are captured within the landfill's Landfill Gas Capture System with a landfill gas capture efficiency of 75%. The Landfill gas capture efficiency is based on the California Air Resources Board's (CARB) Local Government Operations Protocol (LGOP), Version 1.1.
Biogenic CO_2 emissions are not included.

Data Input: Landfill Characteristics

10/23/2015

Landfill Name:	San Timoteo Landfi	**Year Opened:**		Click for lists of k values	
State/Country:	CA	**If Closed, Year:**		**k Value:**	0.020
City/County:	Redland, CA			**M Value:**	

Data Input: Waste Deposit History

	Waste			Daily Cover			
	Waste Deposited			Greenwaste & Compost		Sludge	
Year	**Tons**	**% ANDOC**		**Tons**	**% ANDOC**	**Tons**	**% ANDOC**
2000							
2001							
2002							
2003							
2004							
2005							
2006							
2007							
2008	27,596	7.52%		1,733	6.24%		
2009							
2010							
2011							
2012							
2013							
2014							
2015							
2016							
2017							
2018							
2019							
2020							

Model Output: Landfill Characteristics

10/23/2015

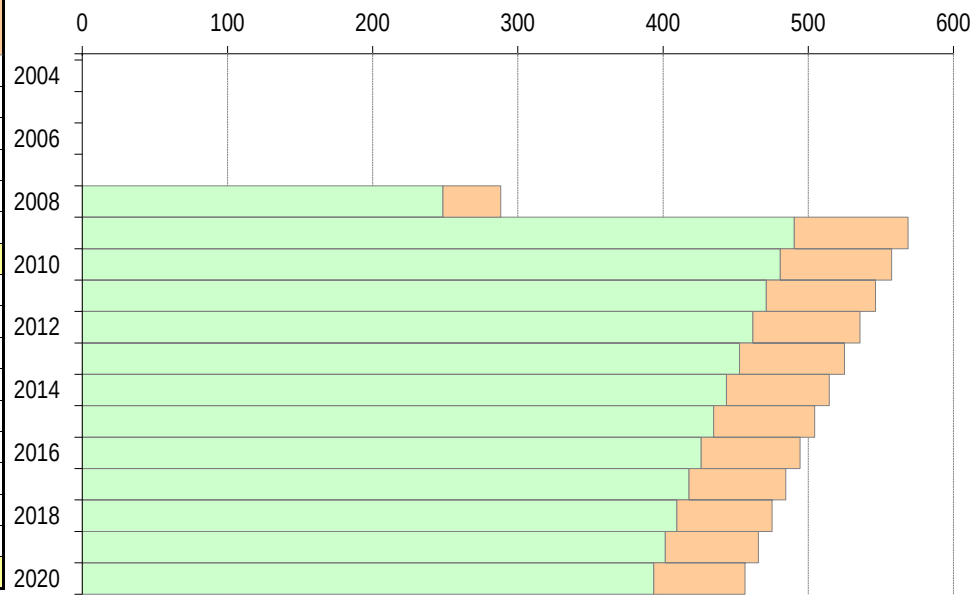
Landfill Name: San Timoteo L
State: CA
City/County: Redland, CA

Year Opened:
If Closed, Year:

k Value: 0.020
M Value: 6

Model Output: Methane and Carbon Dioxide Emissions (metric tonnes of CO_2 equivalent)

Year	CH_4	CO_2
2004		
2005		
2006		
2007		
2008	248	40
2009	490	78
2010	481	77
2011	471	75
2012	462	74
2013	453	72
2014	444	71
2015	435	69
2016	426	68
2017	418	67
2018	410	65
2019	401	64
2020	394	63



Landfill Methane Emissions Estimation Methodology

10/23/2015

The calculations made by this tool are based on:

1) The following equations from IPCC's Mathematically Exact First-Order Decay Model, see section 3A1.6.3 of the 2006 IPCC Guidelines available online at:
http://www.ipcc-nggip.iges.or.jp/public/2006gl/pdf/5_Volume5/V5_3_Ch3_SWDS.pdf

ANDOC% = Σ $WIPFRAC_i$ x $TDOC_i$ x $DANF_i$	
ANDOC%	Percent of the waste that is degradable
$WIPFRAC_i$	Fraction of the ith component in the Waste-in-Place (WIP)
$TDOC_i$	Total Degradable Organic Carbon fraction of the ith waste component (Mg of that component/Mg of Total WIP)
$DANF_i$	Decomposable Anaerobic Fraction of the ith waste component. That is, the fraction capable of decomposition in anaerobic conditions (Mg of decomposable carbon for that component/Mg TDOCi for that component)

ANDOC = WIP (Tons) x 0.9072 (Mg/Ton) x **ANDOC%**	
ANDOC	Anaerobically Degradable Organic Carbon, carbon that is capable of decomposition in an anaerobic environment (Mg of carbon)
WIP	Waste-in-Place estimate of all the landfilled waste (wet weight) as reported to the CIWMB (Tons)

$$\mathbf{ANDOC_{year\text{-}end}} = \mathbf{ANDOC_{year\text{-}start}} \times e^{-[k]} + \mathbf{ANDOC_{deposited\text{-}last\ year}} \times [1/k \times (e^{-[k \times (1-M/12)]} - e^{-[k]}) - (M/12) \times e^{-[k]}] + \mathbf{ANDOC_{deposited\text{-}same\ year}} \times [(1/k) \times (1-e^{-[k \times (1-M/12)]}) + (M/12)]$$

$ANDOC_{year\text{-}end}$	ANDOC remaining undecomposed at the end of the inventory year in question
$ANDOC_{year\text{-}start}$	ANDOC in place at the beginning of the inventory year in question
$ANDOC_{deposited\text{-}last\ year}$	ANDOC deposited during the previous inventory year
$ANDOC_{deposited\text{-}same\ year}$	ANDOC deposited during the inventory year in question
M	Assumed delay before newly deposited waste begins to undergo anaerobic decomposition (Months, Default=6)
k	Assumed rate constant for anaerobic decomposition; k = ln2/half-life (years); half-life is the number of years required for half of the original mass of carbon to degrade

$$\mathbf{CH_4\ Generation} = \{\mathbf{ANDOC_{year\text{-}start}} \times [1-e^{-[k]}] - \mathbf{ANDOC_{deposited\text{-}last\ year}} \times [1/k \times (e^{-[k \times (1-M/12)]} - e^{-[k]}) - (M/12) \times e^{-[k]}] + \mathbf{ANDOC_{deposited\text{-}same\ year}} \times [1-((1/k) \times (1-e^{-[k \times (1-M/12)]}) + (M/12))]\} \times \mathbf{FCH_4} \times 16/12$$

CH_4 *Generation*	CH_4 generated in the inventory year in question (Mg of CH_4)
FCH_4	Fraction of decomposing carbon converted into CH_4 (Default = 0.5)

CH_4 Emitted = CH_4 Generation x (1-**OX**)	
CH_4 *Emitted*	CH_4 emitted to the atmosphere in the inventory year in question (Mg of CH_4)
OX	Fraction of escaping CH_4 that is oxidized to CO_2 in the cover soil (Default = 0.1)

2) Using an iterative approach (where the $ANDOC_{year\text{-}start}$ for the next inventory year equals the the $ANDOC_{year\text{-}end}$ of the previous inventory year), starting with the landfill's opening year and working through each subsequent years to arrive at the year for which an estimate is desired.

3) Choosing the rate of anaerobic decomposition (k): For the US and Mexico, select one of the following k values from EPA depending on the local average rainfall:

Average Rainfall (Inches/Year)		
<20	**20-40**	**>40**
k = 0.02	k = 0.038	k = 0.057

Where to input k values

For Canada, select the k value that corresponds to the province/territory :

Province/Territories	k
Alberta	0.012
British Columbia	0.082
Manitoba	0.019
New Brunswick	0.062
Newfoundland & Labrador	0.078
Nova Scotia	0.077
Northwest Territories	0.005
Nunavut	0.005
Ontario	0.045
Prince Edward Island	0.060
Quebec	0.056
Sakatchewan	0.010
Yukon	0.001

4) Using IPCC default value for the percent of methane oxidized while passing through the landfill to atmosphere:

Percent oxidation: 10%

Note: *Items 5 & 6 below only pertain when using this tool to assist in compliance with the Early Action Landfill Rule, and only affect the results shown in the Landfill Gas Heat Output page.*

5) Using EPA default value for the percent of methane captured by a landfill gas collection system:

Percent collection: 75%

6) Using EPA value for heat content of methane:

Methane heat content: 1,012 btu/scf

Percent of Anaerobically Degradable Carbon (ANDOC%): Default Values Used for California

For documentation on these values, see the ARB's Local Government Operations Protocol, available online at:
http://www.arb.ca.gov/cc/protocols/localgov/pubs/pubs.htm

Table 1: EPA 1960 Waste Characterization Study (Applies for waste deposited up to 1964)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	6.40%	47.09%	15.05%	0.45%
Office Paper	10.70%	38.54%	87.03%	3.59%
Corrugated Boxes	10.80%	44.84%	44.25%	2.14%
Coated Paper	2.20%	33.03%	24.31%	0.18%
Food	14.80%	14.83%	86.52%	1.90%
Grass	12.10%	13.30%	47.36%	0.76%
Leaves	6.05%	29.13%	7.30%	0.13%
Branches	6.05%	44.24%	23.14%	0.62%
Lumber	3.70%	43.00%	23.26%	0.37%
Textiles	2.10%	24.00%	50.00%	0.25%
Diapers	0.05%	24.00%	50.00%	0.01%
Construction/Demolition	2.60%	4.00%	50.00%	0.05%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.00%	5.00%	50.00%	0.00%
MSW Total				**10.45%**

Table 2: EPA 1970 Waste Characterization Study (Applies for waste deposited from 1965 to 1974)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	6.40%	47.09%	15.05%	0.45%
Office Paper	11.30%	38.54%	87.03%	3.79%
Corrugated Boxes	13.50%	44.84%	44.25%	2.68%
Coated Paper	2.00%	33.03%	24.31%	0.16%
Food	11.30%	14.83%	86.52%	1.45%
Grass	10.25%	13.30%	47.36%	0.65%
Leaves	5.13%	29.13%	7.30%	0.11%
Branches	5.13%	44.24%	23.14%	0.52%
Lumber	3.30%	43.00%	23.26%	0.33%
Textiles	1.80%	24.00%	50.00%	0.22%
Diapers	0.30%	24.00%	50.00%	0.04%
Construction/Demolition	2.50%	4.00%	50.00%	0.05%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.00%	5.00%	50.00%	0.00%
MSW Total				**10.44%**

Table 3: EPA 1980 Waste Characterization Study (Applies for waste deposited from 1975 to 1984)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	5.90%	47.09%	15.05%	0.42%
Office Paper	12.00%	38.54%	87.03%	4.02%
Corrugated Boxes	11.50%	44.84%	44.25%	2.28%
Coated Paper	2.40%	33.03%	24.31%	0.19%
Food	9.50%	14.83%	86.52%	1.22%
Grass	10.05%	13.30%	47.36%	0.63%
Leaves	5.03%	29.13%	7.30%	0.11%
Branches	5.03%	44.24%	23.14%	0.51%
Lumber	5.10%	43.00%	23.26%	0.51%
Textiles	1.70%	24.00%	50.00%	0.20%
Diapers	1.40%	24.00%	50.00%	0.17%
Construction/Demolition	3.50%	4.00%	50.00%	0.07%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.00%	5.00%	50.00%	0.00%
MSW Total				**10.34%**

Table 4: EPA 1990 Waste Characterization Study (Applies for waste deposited from 1985 to 1992)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC

Newspaper	4.80%	47.09%	15.05%	0.34%
Office Paper	13.10%	38.54%	87.03%	4.39%
Corrugated Boxes	10.50%	44.84%	44.25%	2.08%
Coated Paper	2.10%	33.03%	24.31%	0.17%
Food	12.10%	14.83%	86.52%	1.55%
Grass	8.95%	13.30%	47.36%	0.56%
Leaves	4.48%	29.13%	7.30%	0.10%
Branches	4.48%	44.24%	23.14%	0.46%
Lumber	7.00%	43.00%	23.26%	0.70%
Textiles	3.30%	24.00%	50.00%	0.40%
Diapers	1.60%	24.00%	50.00%	0.19%
Construction/Demolition	3.90%	4.00%	50.00%	0.08%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.00%	5.00%	50.00%	0.00%
MSW Total				**11.02%**

Table 5: EPA 1995 Waste Characterization Study (Applies for waste deposited from 1993 to 1995)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	3.90%	47.09%	15.05%	0.28%
Office Paper	15.00%	38.54%	87.03%	5.03%
Corrugated Boxes	10.30%	44.84%	44.25%	2.04%
Coated Paper	1.80%	33.03%	24.31%	0.14%
Food	13.40%	14.83%	86.52%	1.72%
Grass	6.55%	13.30%	47.36%	0.41%
Leaves	3.28%	29.13%	7.30%	0.07%
Branches	3.28%	44.24%	23.14%	0.34%
Lumber	7.30%	43.00%	23.26%	0.73%
Textiles	4.50%	24.00%	50.00%	0.54%
Diapers	1.90%	24.00%	50.00%	0.23%
Construction/Demolition	4.50%	4.00%	50.00%	0.09%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.00%	5.00%	50.00%	0.00%
MSW Total				**11.62%**

Table 6: CIWMB 1999 Waste Characterization Study (Applies for waste deposited from 1996 to 2002)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	4.28%	47.09%	15.05%	0.30%
Office Paper	4.44%	38.54%	87.03%	1.49%
Corrugated Boxes	4.59%	44.84%	44.25%	0.91%
Coated Paper	16.92%	33.03%	24.31%	1.36%
Food	15.72%	14.83%	86.52%	2.02%
Grass	5.27%	13.30%	47.36%	0.33%
Leaves	2.63%	29.13%	7.30%	0.06%
Branches	2.37%	44.24%	23.14%	0.24%
Lumber	4.91%	43.00%	23.26%	0.49%
Textiles	2.11%	24.00%	50.00%	0.25%
Diapers	6.91%	24.00%	50.00%	0.83%
Construction/Demolition	6.65%	4.00%	50.00%	0.13%
Medical Waste	0.02%	15.00%	50.00%	0.00%
Sludge/Manure	0.14%	5.00%	50.00%	0.00%
MSW Total				**8.42%**

Table 7: CIWMB 2004 Waste Characterization Study (Applies for waste deposited from 2003 to 2006)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	2.20%	47.09%	15.05%	0.16%
Office Paper	1.95%	38.54%	87.03%	0.65%
Corrugated Boxes	5.75%	44.84%	44.25%	1.14%
Coated Paper	11.09%	33.03%	24.31%	0.89%
Food	14.55%	14.83%	86.52%	1.87%
Grass	2.81%	13.30%	47.36%	0.18%
Leaves	1.41%	29.13%	7.30%	0.03%
Branches	2.59%	44.24%	23.14%	0.26%
Lumber	9.65%	43.00%	23.26%	0.96%
Textiles	4.44%	24.00%	50.00%	0.53%
Diapers	4.36%	24.00%	50.00%	0.52%
Construction/Demolition	12.06%	4.00%	50.00%	0.24%

Medical Waste	0.04%	15.00%	50.00%	0.00%
Sludge/Manure	0.09%	5.00%	50.00%	0.00%
MSW Total				**7.45%**

Table 8: CIWMB 2008 Waste Characterization Study (Applies for waste deposited from 2007 to the present)

Waste Type	WIPFRAC	TDOC	DANF	%ANDOC
Newspaper	1.65%	47.09%	15.05%	0.12%
Office Paper	1.84%	38.54%	87.03%	0.62%
Corrugated Boxes	4.80%	44.84%	44.25%	0.95%
Coated Paper	8.98%	33.03%	24.31%	0.72%
Food	15.50%	14.83%	86.52%	1.99%
Grass	1.90%	13.30%	47.36%	0.12%
Leaves	3.24%	29.13%	7.30%	0.07%
Branches	1.95%	44.24%	23.14%	0.20%
Lumber	14.51%	43.00%	23.26%	1.45%
Textiles	5.47%	24.00%	50.00%	0.66%
Diapers	4.33%	24.00%	50.00%	0.52%
Construction/Demolition	5.48%	4.00%	50.00%	0.11%
Medical Waste	0.00%	15.00%	50.00%	0.00%
Sludge/Manure	0.05%	5.00%	50.00%	0.00%
MSW Total				**7.52%**

Energy Use – Purchased Electricity & Natural Gas

Energy Use Report for Yucaipa - Purchased Electricity

Prepared by Southern California Edison (SCE), Version 5.0. 2014, November, Electricity Use Report for: City of

2012-2013 average	2012 Annual KWH	2013 Annual KWH	Kwh 2-yr Avg
Residential	148,437,127	143,899,852	146,168,490
Non-Residential	74,406,536	75,214,246	74,810,391
Total	222,843,663	219,114,098	220,978,881

Energy Use Report for Yucaipa - Natural Gas

Provided by Southern California Gas Company (SoCalGas), February, 2014.

2012-2013 average	2012 Annual Therms	2013 Annual Therms	Therms 2-yr Avg
Residential	8,698,152	9,650,410	9,174,281
Non-Residential	977,592	1,054,070	1,015,831
Total	9,675,744	10,704,480	10,190,112

Disclaimer. The 15/15 Rule is intended to protect customer confidentiality by reducing the possibility of identifying customers through the release of usage information. SCE and SoCalGas apply the 15/15 Rule in releasing aggregated customer information. The rule was initially implemented by the California Public Utilities Commission during Direct Access proceedings in 1997 and was adopted through D. 97-10-031. The 15/15 rule requires that any aggregated information provided by the Utilities must be made up of at least 15 customers, and a customer's load must be less than 15% of an assigned category. If the number of customers in the compiled data is below 15, or if a single customer's load is more than 15% of the total data, categories (e.g., rate classes) must be combined before the information is released. The rule further requires that if the 15/15 rule is triggered for a second time after the data has been screened once already using the 15/15 rule, then the customer is dropped from the information provided.

Energy

Energy Emission Factors

Natural Gas	Intensity factor				CO_2e
	lbs CO_2/Therm	MTons CO_2/Therm	CH_4 MTons/Therm	N_2O MTons/Therm	MTons/Therm
All Years	11.7	0.00530	5.E-07	1.E-08	**0.00532**

Source: CO_2, CH_4 and N_2O intensity based on Table G.3 of the LGOP for residential and non-residential (CO_2, 53.02 kg/Mmbtu; CH_4: 0.005 kg/MMBtu; N_2O: 0.0001 kg/MMBtu)

SCE

	WCI -WECC Region Intensity factor			CO_2e
	CO_2 MTons/MWH[1]	CH_4 MTons/MWH[2]	N_2O MTons/MWH[2]	MTons/MWh
2008	0.460	0.000013	0.000005	0.462

Source 1: California Public Utilities Commission. 2010, September 13. WCI Final Default Emission Factor Calculator 2008 Data, Version 2. WECC Region.
Source 2: CH_4 and N_2O intensity based on California E-Grid data (CH_4 = 0.029 lbs/MWH; N_2O = 0.011 lbs/MWH) identified in the LGOP

ABAU Carbon Intensity for SCE Energy

	2008	2020	CO_2e
Assumed Percent Renewable	15.8%	33%	MTons/MWh
CO_2e MTons/Mwh without Renewable	0.549		0.368

Based on the SCE's 2008 RPS.

Source: California Public Utilities Commission (CPUC). California RPS Procurement Summary 2003-2010. http://www.cpuc.ca.gov/PUC/energy/Renewables/index.htm

GHG Emissions from Energy Use

	MTCO$_2$e/Year			
	CEQA Baseline	**Proposed Project**	**AB 32 Target Year**	**No Project Scenario**
Electricity	2014	2040	2020	Current GP
Residential Electricity	67,568	105,746	78,819	104,181
Commercial + Industrial	34,578	92,811	54,719	84,945
Total	102,147	198,557	133,538	189,126

	MTCO$_2$e/Year			
	CEQA Baseline	**Proposed Project**	**AB 32 Target Year**	**No Project Scenario**
Natural Gas	2014	2040	2020	Current GP
Residential Electricity	48,772	76,329	56,893	75,200
Commercial + Industrial	5,400	14,493	8,545	13,265
Total	54,172	90,823	65,438	88,465

	MTCO$_2$e/Year			
	CEQA Baseline	**Proposed Project**	**AB 32 Target Year**	**No Project Scenario**
Summary	2014	2040	2020	Current GP
Residential Total	116,341	182,075	135,712	179,380
Commercial + Industrial Total	39,978	107,305	63,264	98,210
Total	156,319	289,380	198,976	277,590

GHG Emissions from Energy Use - Adjusted for Lower Carbon Intensity in 2020

	$MTCO_2e$/Year			
Electricity		**Proposed Project** 2040	**AB 32 Target Year** 2020	**No Project Scenario** Current GP
Residential Electricity		84,144	62,718	82,899
Commercial + Industrial		73,852	43,541	67,593
Total		157,997	106,260	150,492

	$MTCO_2e$/Year			
Summary		**Proposed Project** 2040	**AB 32 Target Year** 2020	**No Project Scenario** Current GP
Residential Total		160,474	119,612	158,099
Commercial + Industrial Total		88,346	52,086	80,858
Total		248,819	171,698	238,956

General Conversion Factors

lbs to kg	0.4536
kg to MTons	0.001
Mmbtu to Therm	0.1
kilowatt hrs to megawatt hrs	0.001
lbs to Tons	2000
Tons to MTon	0.9071847

Source: California Air Resources Board (CARB). 2010. Local Government Operations Protocol. Version 1.1. Appendix F, Standard Conversion Factors

	Global Warming Potentials (GWP)
CO_2	1
CH_4	21
N_2O	310

Source: Intergovernmental Panel on Climate Change (IPCC). 1995. Second Assessment Report: Climate Change 1995.

Therms to kwh	29.30711111

2008 Default Emission Factor Pivot Table

Default Factor (metric tons CO2/MWh)	0.46039
Transmission Loss Factor	8%
Capacity Factor Threshold for Marginal Plants	60%

NERC Region	WECC
Marginal	Y
Capped Jurisdiction	N

		Primary Fuel			
State or Province	Data	DFO	NG	SUB	Grand Total
AB	Sum of Metric Tons CO2		1,184,359	1,039,187	2,223,546
	Sum of Net Generation, MWh		3,543,530	719,541	4,263,070
	Sum of Emission Factor		0.334	1.444	0.522
AZ	Sum of Metric Tons CO2	1,129	12,250,641		12,251,770
	Sum of Net Generation, MWh	966	30,285,859		30,286,825
	Sum of Emission Factor	1.168	0.405		0.405
CO	Sum of Metric Tons CO2	6,771	5,090,012		5,096,783
	Sum of Net Generation, MWh	7,507	11,961,465		11,968,972
	Sum of Emission Factor	0.902	0.426		0.426
ID	Sum of Metric Tons CO2	110	639,648		639,758
	Sum of Net Generation, MWh	120	1,599,718		1,599,838
	Sum of Emission Factor	0.916	0.400		0.400
MT	Sum of Metric Tons CO2		23,881		23,881
	Sum of Net Generation, MWh		49,108		49,108
	Sum of Emission Factor		0.486		0.486
NV	Sum of Metric Tons CO2		7,810,593		7,810,593
	Sum of Net Generation, MWh		18,529,250		18,529,250
	Sum of Emission Factor		0.422		0.422
OR	Sum of Metric Tons CO2		92,327		92,327
	Sum of Net Generation, MWh		157,303		157,303
	Sum of Emission Factor		0.587		0.587
SD	Sum of Metric Tons CO2		17,514	171,626	189,140
	Sum of Net Generation, MWh		27,283	120,570	147,853
	Sum of Emission Factor		0.642	1.423	1.279
TX	Sum of Metric Tons CO2	57	1,105,192		1,105,249
	Sum of Net Generation, MWh	92	1,942,152		1,942,244
	Sum of Emission Factor	0.623	0.569		0.569
UT	Sum of Metric Tons CO2	18,193	2,965,018		2,983,211
	Sum of Net Generation, MWh	25,764	7,093,902		7,119,666
	Sum of Emission Factor	0.706	0.418		0.419
WA	Sum of Metric Tons CO2	283	2,641,860		2,642,143
	Sum of Net Generation, MWh	361	6,736,012		6,736,373
	Sum of Emission Factor	0.784	0.392		0.392
WY	Sum of Metric Tons CO2	352	42,840		43,191
	Sum of Net Generation, MWh	468	71,299		71,767
	Sum of Emission Factor	0.751	0.601		0.602
Total Sum of Metric Tons CO2		26,895	33,863,884	1,210,813	35,101,591
Total Sum of Net Generation, MWh		35,278	81,996,881	840,111	82,872,270
Total Sum of Emission Factor		0.762	0.413	1.441	0.424

Criteria Air Pollutants from Natural Gas

Rate	lbs/MBTU					
Natural Gas	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential	0.01078431	0.09215686	0.03921569	0.00058824	0.00745098	0.00745098
Non-Residential	0.01078431	0.09803922	0.08235294	0.00058824	0.00745098	0.00745098

Source: CalEEMod Version 2013.2.2.

Natural Gas	2014 lbs/day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential	27	232	99	1	19	19
Commercial + Industrial	3	27	23	0	2	2
Total	30	259	121	2	21	21

Natural Gas	2040 Project lbs/day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential	42	363	154	2	29	29
Commercial + Industrial	8	73	62	0	6	6
Total	50	436	216	3	35	35
Increase from Baseline	20	177	94	1	14	14

Natural Gas	Current General Plan Project lbs/day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential	42	357	152	2	29	29
Commercial + Industrial	7	67	56	0	5	5
Total	49	424	208	3	34	34
Increase from Baseline	19	165	87	1	13	13

General Conversion Factors	
Mmbtu to Therm	0.1
lbs to Tons	2000
Tons to MTon	0.9071847

Source: California Air Resources Board (CARB). 2010. Local Government Operations Protocol. Version 1.1. Appendix F, Standard Conversion Factors

On-Road Transportation

CITY OF YUCAIPA — TRANSPORTATION SECTOR

VMT	City of Yucaipa						
	Population	Employment	Service Population (SP)	Daily VMT	Rate (VMT/ SP)	Adjusted Daily VMT	Annual VMT
Year 2014 - Existing	47,835	6,888	54,723	1,850,837	33.82	1,850,840	642,241,480
Existing (Baseline) in 2040	47,835	6,888	54,723	1,850,837	33.82	1,850,840	642,241,480
Year 2020 - Interim	55,800	10,900	66,700	2,082,599	31.22	2,082,600	722,662,200
Year 2040 - Proposed GP	77,328	18,488	95,816	2,855,141	29.80	2,855,140	990,733,580
Current GP	76,175	16,921	93,096	2,774,090	29.80	2,774,090	962,609,230
RTAC Existing			54,723	955,979	17.47	955,980	331,725,060
RTAC Project			95,816	1,471,155	15.35	1,471,160	510,492,520

Adjusted Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

CRITERIA AIR POLLUTANTS

	lbs/day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Year 2014 - Existing	264	2,578	6,769	17	249	120
Existing (Baseline) in 2040	58	306	1,489	10	215	87
Year 2020 - Interim	141	1,547	4,074	17	254	109
Year 2040 - Proposed GP	89	472	2,296	16	332	135
Current GP	87	459	2,231	15	323	131
	Tons/year					
	ROG	NOx	CO	SOx	PM10	PM2.5
Year 2014 - Existing	46	447	1,174	3	43	21
Existing (Baseline) in 2040	10	53	258	2	37	15
Year 2020 - Interim	24	268	707	3	44	19
Year 2040 - Proposed GP	15	82	398	3	58	23
Current GP	15	80	387	3	56	23

Daily emissions multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Source: EMFAC2014-PL. Based on running exhaust, breakwear, and tirewear emission rates.

GHG EMISSIONS

	MTons/year				Percent Reduction from 2014	
	CO_2	CH_4	N_2O	CO_2e		
Year 2014 - Existing	271,058	10	13	275,271	NA	
Existing (Baseline) in 2040	165,916	3	2	166,452	-40%	No growth
Year 2020 - Interim	270,172	7	8	272,712	-1%	Growth + effect of lower emission rates in 2020
Year 2040 - Proposed GP	255,945	4	2	256,771	-7%	Growth + effect of lower emission rates in 2040
Current GP	248,680	4	2	249,482	-9%	Growth + effect of lower emission rates in 2040

Source: EMFAC2014-PL.

Note: MTons = metric tons; CO_2e = carbon dioxide-equivalent. Includes Pavley + California Advanced Clean Car Standards, the Low Carbon Fuel Standard (LCFS), on-road diesel fleet rules, and the Smartway/Phase I Heavy Duty Vehicle Greenhouse Gas Regulation.

Year 2014 - Existing

Based on EMFAC2014

Emission year	Daily							
2014	**1,850,840**				**lbs/day**			
	Percent of VMT	**Adjust % VMT**	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.03%	0.03%	2.65E-01	7.46E+00	8.50E-01	1.46E-02	3.26E-01	2.10E-01
LDA	51.91%	51.91%	6.23E+01	2.17E+02	2.52E+03	5.93E+00	9.82E+01	4.08E+01
LDT1	4.70%	4.70%	1.97E+01	6.02E+01	6.54E+02	6.31E-01	9.42E+00	4.17E+00
LDT2	17.43%	17.43%	2.85E+01	1.37E+02	1.20E+03	2.70E+00	3.30E+01	1.37E+01
LHD1	2.60%	2.60%	9.96E+00	2.45E+02	1.51E+02	6.29E-01	1.05E+01	5.04E+00
LHD2	0.66%	0.66%	2.20E+00	6.69E+01	2.46E+01	1.68E-01	3.10E+00	1.50E+00
MCY	0.42%	0.42%	3.67E+01	1.77E+01	3.38E+02	3.10E-02	2.89E-01	1.23E-01
MDV	15.79%	15.79%	3.60E+01	1.78E+02	1.43E+03	3.17E+00	2.99E+01	1.24E+01
MH	0.15%	0.15%	1.42E+00	1.17E+01	4.08E+01	6.78E-02	1.06E+00	5.34E-01
Motor Coach	0.02%	0.02%	2.08E-01	6.80E+00	7.75E-01	1.29E-02	1.83E-01	1.15E-01
OBUS	0.07%	0.07%	2.79E-01	2.00E+00	8.93E+00	3.09E-02	3.92E-01	1.63E-01
SBUS	0.09%	0.09%	4.35E-01	2.47E+01	4.82E+00	3.45E-02	2.85E+00	1.32E+00
T6 Ag	0.00%	0.00%	5.42E-02	7.15E-01	1.79E-01	6.95E-04	4.45E-02	3.75E-02
T6 CAIRP Heavy	0.00%	0.00%	1.80E-02	4.87E-01	6.02E-02	1.38E-03	2.77E-02	1.67E-02
T6 CAIRP Small	0.01%	0.01%	9.30E-02	1.73E+00	3.10E-01	4.27E-03	1.19E-01	8.38E-02
T6 Instate Construction Heavy	0.08%	0.08%	8.46E-01	2.12E+01	2.98E+00	3.40E-02	9.35E-01	6.54E-01
T6 Instate Construction Small	0.17%	0.17%	1.91E+00	3.62E+01	6.52E+00	7.55E-02	2.22E+00	1.59E+00
T6 Instate Heavy	0.42%	0.42%	3.39E+00	7.79E+01	1.12E+01	1.86E-01	4.29E+00	2.78E+00
T6 Instate Small	1.09%	1.09%	1.39E+01	2.52E+02	4.73E+01	4.83E-01	1.54E+01	1.13E+01
T6 OOS Heavy	0.00%	0.00%	7.26E-03	2.53E-01	2.39E-02	7.97E-04	1.37E-02	7.50E-03
T6 OOS Small	0.01%	0.01%	5.33E-02	9.91E-01	1.78E-01	2.45E-03	6.82E-02	4.80E-02
T6 Public	0.03%	0.03%	6.96E-02	9.10E+00	2.26E-01	1.30E-02	2.18E-01	1.17E-01
T6 Utility	0.01%	0.01%	1.37E-02	8.44E-01	4.75E-02	4.23E-03	5.67E-02	2.55E-02
T6TS	0.18%	0.18%	1.76E+00	9.87E+00	5.37E+01	8.28E-02	1.05E+00	4.41E-01
T7 Ag	0.00%	0.00%	8.31E-02	1.02E+00	4.10E-01	9.69E-04	6.04E-02	5.43E-02
T7 CAIRP	0.58%	0.58%	5.93E+00	1.55E+02	2.21E+01	3.79E-01	4.29E+00	2.74E+00
T7 CAIRP Construction	0.05%	0.05%	7.37E-01	1.90E+01	2.59E+00	3.67E-02	5.09E-01	3.58E-01
T7 NNOOS	0.72%	0.72%	3.24E+00	1.12E+02	1.37E+01	4.58E-01	3.54E+00	1.69E+00
T7 NOOS	0.23%	0.23%	1.75E+00	5.74E+01	6.56E+00	1.50E-01	1.39E+00	7.89E-01
T7 POLA	0.76%	0.76%	5.20E+00	1.75E+02	1.67E+01	5.19E-01	3.91E+00	1.94E+00
T7 Public	0.05%	0.05%	2.29E-01	2.78E+01	1.03E+00	3.76E-02	3.76E-01	2.30E-01
T7 Single	0.39%	0.39%	6.49E+00	1.53E+02	2.88E+01	2.66E-01	5.44E+00	4.27E+00
T7 Single Construction	0.14%	0.14%	1.94E+00	5.45E+01	8.36E+00	9.35E-02	1.52E+00	1.13E+00
T7 SWCV	0.10%	0.10%	4.17E-01	4.63E+01	7.27E+00	9.73E-02	4.65E-01	1.97E-01
T7 Tractor	0.82%	0.82%	1.21E+01	2.84E+02	5.07E+01	5.40E-01	8.34E+00	6.04E+00
T7 Tractor Construction	0.10%	0.10%	2.12E+00	4.40E+01	8.63E+00	7.00E-02	1.42E+00	1.11E+00
T7 Utility	0.01%	0.01%	1.70E-02	1.06E+00	6.57E-02	3.83E-03	2.64E-02	1.18E-02
T7IS	0.03%	0.03%	1.23E+00	5.81E+00	5.65E+01	2.51E-02	1.11E-01	4.39E-02
UBUS	0.15%	0.15%	2.37E+00	5.53E+01	4.66E+01	5.13E-02	3.65E+00	1.78E+00
TOTAL	100%	100%	**264**	**2,578**	**6,769**	**17**	**249**	**120**

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Existing (Baseline) in 2040

Based on EMFAC2014

Emission year	Daily							
2040	**1,850,840**				**lbs/day**			
	Percent of VMT	**Adjust % VMT**	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%	0.04%	5.17E-02	7.00E-01	2.72E-01	1.82E-02	2.51E-01	1.07E-01
LDA	57.08%	57.08%	5.92E+00	3.57E+01	5.61E+02	3.25E+00	1.05E+02	4.25E+01
LDT1	3.34%	3.34%	5.29E-01	3.04E+00	4.58E+01	2.46E-01	6.20E+00	2.51E+00
LDT2	18.98%	18.98%	3.06E+00	1.74E+01	2.91E+02	1.31E+00	3.52E+01	1.42E+01
LHD1	0.89%	0.89%	9.36E-01	8.08E+00	6.10E+00	1.75E-01	3.33E+00	1.46E+00
LHD2	0.40%	0.40%	3.85E-01	9.23E-01	2.23E+00	8.47E-02	1.72E+00	7.52E-01
MCY	0.36%	0.36%	2.62E+01	1.45E+01	2.20E+02	2.70E-02	2.61E-01	1.15E-01
MDV	10.61%	10.61%	2.61E+00	1.44E+01	2.06E+02	9.02E-01	1.97E+01	7.97E+00
MH	0.05%	0.05%	3.02E-02	1.09E+00	3.88E-01	2.12E-02	3.14E-01	1.36E-01
Motor Coach	0.02%	0.02%	5.69E-02	5.96E-01	3.36E-01	1.36E-02	1.33E-01	5.76E-02
OBUS	0.07%	0.07%	2.31E-02	2.37E-01	5.87E-01	3.04E-02	4.18E-01	1.74E-01
SBUS	0.08%	0.08%	6.82E-02	9.03E-01	4.73E-01	2.79E-02	2.34E+00	1.00E+00
T6 Ag	0.00%	0.00%	1.53E-03	2.75E-02	8.07E-03	4.75E-04	6.48E-03	2.77E-03
T6 CAIRP Heavy	0.00%	0.00%	4.13E-03	5.21E-02	2.17E-02	1.55E-03	2.18E-02	9.22E-03
T6 CAIRP Small	0.01%	0.01%	1.20E-02	1.46E-01	6.33E-02	4.84E-03	6.67E-02	2.82E-02
T6 Instate Construction Heavy	0.06%	0.06%	7.59E-02	1.04E+00	3.99E-01	2.59E-02	3.58E-01	1.52E-01
T6 Instate Construction Small	0.13%	0.13%	1.55E-01	2.02E+00	8.17E-01	5.72E-02	7.89E-01	3.35E-01
T6 Instate Heavy	0.62%	0.62%	7.45E-01	1.00E+01	3.92E+00	2.60E-01	3.67E+00	1.56E+00
T6 Instate Small	1.56%	1.56%	1.80E+00	2.33E+01	9.50E+00	6.69E-01	9.23E+00	3.91E+00
T6 OOS Heavy	0.00%	0.00%	2.37E-03	2.99E-02	1.25E-02	8.85E-04	1.25E-02	5.29E-03
T6 OOS Small	0.01%	0.01%	6.89E-03	8.37E-02	3.63E-02	2.77E-03	3.82E-02	1.62E-02
T6 Public	0.01%	0.01%	1.17E-02	2.70E-01	5.83E-02	4.95E-03	6.86E-02	2.93E-02
T6 Utility	0.01%	0.01%	7.01E-03	7.55E-02	3.69E-02	3.42E-03	4.70E-02	1.98E-02
T6TS	0.15%	0.15%	4.82E-02	5.05E-01	1.24E+00	6.56E-02	9.03E-01	3.76E-01
T7 Ag	0.00%	0.00%	3.17E-03	5.43E-02	1.87E-02	5.83E-04	4.18E-03	1.67E-03
T7 CAIRP	0.68%	0.68%	1.92E+00	2.11E+01	1.13E+01	3.80E-01	2.88E+00	1.14E+00
T7 CAIRP Construction	0.04%	0.04%	1.23E-01	1.36E+00	7.26E-01	2.42E-02	1.80E-01	7.14E-02
T7 NNOOS	0.85%	0.85%	2.09E+00	2.15E+01	1.23E+01	4.70E-01	3.54E+00	1.38E+00
T7 NOOS	0.27%	0.27%	7.57E-01	8.35E+00	4.47E+00	1.50E-01	1.14E+00	4.49E-01
T7 POLA	1.59%	1.59%	4.82E+00	5.51E+01	2.85E+01	9.01E-01	6.73E+00	2.68E+00
T7 Public	0.04%	0.04%	8.40E-02	2.65E+00	4.43E-01	2.18E-02	1.62E-01	6.59E-02
T7 Single	0.63%	0.63%	1.47E+00	1.60E+01	8.70E+00	3.57E-01	2.61E+00	1.01E+00
T7 Single Construction	0.11%	0.11%	2.62E-01	2.92E+00	1.55E+00	6.31E-02	4.61E-01	1.79E-01
T7 SWCV	0.10%	0.10%	1.13E-01	2.64E+00	2.10E+01	4.21E-03	3.99E-01	1.52E-01
T7 Tractor	0.99%	0.99%	2.83E+00	3.18E+01	1.67E+01	5.51E-01	4.18E+00	1.65E+00
T7 Tractor Construction	0.08%	0.08%	2.44E-01	2.79E+00	1.44E+00	4.68E-02	3.49E-01	1.38E-01
T7 Utility	0.00%	0.00%	8.99E-03	7.69E-02	5.31E-02	2.82E-03	2.05E-02	7.78E-03
T7IS	0.02%	0.02%	2.13E-01	2.26E+00	2.52E+01	1.35E-02	6.99E-02	2.73E-02
UBUS	0.10%	0.10%	7.83E-02	2.44E+00	5.05E+00	2.22E-02	2.08E+00	8.87E-01
TOTAL	100%	100%	**58**	**306**	**1,489**	**10**	**215**	**87**

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Year 2040 - Proposed GP

Based on EMFAC2014

Emission year	Daily							
2040	**2,855,140**				**lbs/day**			
	Percent of VMT	**Adjust % VMT**	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%	0.04%	7.98E-02	1.08E+00	4.20E-01	2.81E-02	3.87E-01	1.65E-01
LDA	57.08%	57.08%	9.14E+00	5.51E+01	8.66E+02	5.02E+00	1.63E+02	6.55E+01
LDT1	3.34%	3.34%	8.16E-01	4.69E+00	7.07E+01	3.79E-01	9.56E+00	3.87E+00
LDT2	18.98%	18.98%	4.72E+00	2.68E+01	4.50E+02	2.03E+00	5.42E+01	2.19E+01
LHD1	0.89%	0.89%	1.44E+00	1.25E+01	9.41E+00	2.70E-01	5.14E+00	2.25E+00
LHD2	0.40%	0.40%	5.94E-01	1.42E+00	3.44E+00	1.31E-01	2.66E+00	1.16E+00
MCY	0.36%	0.36%	4.05E+01	2.24E+01	3.40E+02	4.16E-02	4.02E-01	1.78E-01
MDV	10.61%	10.61%	4.02E+00	2.22E+01	3.18E+02	1.39E+00	3.04E+01	1.23E+01
MH	0.05%	0.05%	4.66E-02	1.68E+00	5.98E-01	3.28E-02	4.84E-01	2.10E-01
Motor Coach	0.02%	0.02%	8.77E-02	9.20E-01	5.18E-01	2.10E-02	2.06E-01	8.88E-02
OBUS	0.07%	0.07%	3.56E-02	3.65E-01	9.05E-01	4.68E-02	6.44E-01	2.69E-01
SBUS	0.08%	0.08%	1.05E-01	1.39E+00	7.30E-01	4.31E-02	3.61E+00	1.55E+00
T6 Ag	0.00%	0.00%	2.36E-03	4.25E-02	1.24E-02	7.33E-04	1.00E-02	4.27E-03
T6 CAIRP Heavy	0.00%	0.00%	6.37E-03	8.04E-02	3.35E-02	2.38E-03	3.36E-02	1.42E-02
T6 CAIRP Small	0.01%	0.01%	1.85E-02	2.25E-01	9.76E-02	7.46E-03	1.03E-01	4.36E-02
T6 Instate Construction Heavy	0.06%	0.06%	1.17E-01	1.61E+00	6.16E-01	3.99E-02	5.52E-01	2.35E-01
T6 Instate Construction Small	0.13%	0.13%	2.39E-01	3.11E+00	1.26E+00	8.82E-02	1.22E+00	5.17E-01
T6 Instate Heavy	0.62%	0.62%	1.15E+00	1.54E+01	6.05E+00	4.01E-01	5.66E+00	2.40E+00
T6 Instate Small	1.56%	1.56%	2.78E+00	3.59E+01	1.46E+01	1.03E+00	1.42E+01	6.04E+00
T6 OOS Heavy	0.00%	0.00%	3.65E-03	4.61E-02	1.92E-02	1.37E-03	1.92E-02	8.15E-03
T6 OOS Small	0.01%	0.01%	1.06E-02	1.29E-01	5.59E-02	4.28E-03	5.90E-02	2.50E-02
T6 Public	0.01%	0.01%	1.80E-02	4.16E-01	8.99E-02	7.64E-03	1.06E-01	4.52E-02
T6 Utility	0.01%	0.01%	1.08E-02	1.16E-01	5.69E-02	5.27E-03	7.25E-02	3.05E-02
T6TS	0.15%	0.15%	7.43E-02	7.79E-01	1.92E+00	1.01E-01	1.39E+00	5.81E-01
T7 Ag	0.00%	0.00%	4.89E-03	8.38E-02	2.89E-02	8.99E-04	6.45E-03	2.58E-03
T7 CAIRP	0.68%	0.68%	2.95E+00	3.26E+01	1.74E+01	5.86E-01	4.44E+00	1.75E+00
T7 CAIRP Construction	0.04%	0.04%	1.90E-01	2.09E+00	1.12E+00	3.73E-02	2.78E-01	1.10E-01
T7 NNOOS	0.85%	0.85%	3.22E+00	3.31E+01	1.90E+01	7.25E-01	5.46E+00	2.13E+00
T7 NOOS	0.27%	0.27%	1.17E+00	1.29E+01	6.89E+00	2.31E-01	1.75E+00	6.92E-01
T7 POLA	1.59%	1.59%	7.44E+00	8.50E+01	4.39E+01	1.39E+00	1.04E+01	4.13E+00
T7 Public	0.04%	0.04%	1.30E-01	4.09E+00	6.83E-01	3.37E-02	2.49E-01	1.02E-01
T7 Single	0.63%	0.63%	2.27E+00	2.47E+01	1.34E+01	5.51E-01	4.03E+00	1.56E+00
T7 Single Construction	0.11%	0.11%	4.05E-01	4.50E+00	2.39E+00	9.73E-02	7.11E-01	2.76E-01
T7 SWCV	0.10%	0.10%	1.75E-01	4.07E+00	3.24E+01	6.50E-03	6.16E-01	2.34E-01
T7 Tractor	0.99%	0.99%	4.36E+00	4.91E+01	2.57E+01	8.51E-01	6.45E+00	2.55E+00
T7 Tractor Construction	0.08%	0.08%	3.77E-01	4.30E+00	2.22E+00	7.22E-02	5.38E-01	2.13E-01
T7 Utility	0.00%	0.00%	1.39E-02	1.19E-01	8.19E-02	4.35E-03	3.16E-02	1.20E-02
T7IS	0.02%	0.02%	3.29E-01	3.48E+00	3.89E+01	2.08E-02	1.08E-01	4.22E-02
UBUS	0.10%	0.10%	1.21E-01	3.77E+00	7.79E+00	3.43E-02	3.21E+00	1.37E+00
TOTAL	100%	100%	**89**	**472**	**2,296**	**16**	**332**	**135**

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Current GP

Based on EMFAC2014

Emission year	Daily							
2040	**2,774,090**				**lbs/day**			
	Percent of VMT	**Adjust % VMT**	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%	0.04%	7.75E-02	1.05E+00	4.08E-01	2.73E-02	3.76E-01	1.60E-01
LDA	57.08%	57.08%	8.88E+00	5.36E+01	8.41E+02	4.88E+00	1.58E+02	6.37E+01
LDT1	3.34%	3.34%	7.92E-01	4.56E+00	6.86E+01	3.68E-01	9.29E+00	3.76E+00
LDT2	18.98%	18.98%	4.58E+00	2.61E+01	4.37E+02	1.97E+00	5.27E+01	2.13E+01
LHD1	0.89%	0.89%	1.40E+00	1.21E+01	9.15E+00	2.62E-01	5.00E+00	2.18E+00
LHD2	0.40%	0.40%	5.77E-01	1.38E+00	3.34E+00	1.27E-01	2.58E+00	1.13E+00
MCY	0.36%	0.36%	3.93E+01	2.17E+01	3.30E+02	4.04E-02	3.91E-01	1.73E-01
MDV	10.61%	10.61%	3.91E+00	2.15E+01	3.09E+02	1.35E+00	2.95E+01	1.19E+01
MH	0.05%	0.05%	4.53E-02	1.63E+00	5.81E-01	3.18E-02	4.70E-01	2.04E-01
Motor Coach	0.02%	0.02%	8.52E-02	8.94E-01	5.03E-01	2.04E-02	2.00E-01	8.63E-02
OBUS	0.07%	0.07%	3.46E-02	3.55E-01	8.79E-01	4.55E-02	6.26E-01	2.61E-01
SBUS	0.08%	0.08%	1.02E-01	1.35E+00	7.09E-01	4.18E-02	3.51E+00	1.50E+00
T6 Ag	0.00%	0.00%	2.30E-03	4.13E-02	1.21E-02	7.12E-04	9.71E-03	4.15E-03
T6 CAIRP Heavy	0.00%	0.00%	6.19E-03	7.81E-02	3.26E-02	2.32E-03	3.26E-02	1.38E-02
T6 CAIRP Small	0.01%	0.01%	1.80E-02	2.19E-01	9.49E-02	7.25E-03	1.00E-01	4.23E-02
T6 Instate Construction Heavy	0.06%	0.06%	1.14E-01	1.56E+00	5.98E-01	3.88E-02	5.36E-01	2.28E-01
T6 Instate Construction Small	0.13%	0.13%	2.33E-01	3.02E+00	1.22E+00	8.57E-02	1.18E+00	5.02E-01
T6 Instate Heavy	0.62%	0.62%	1.12E+00	1.50E+01	5.88E+00	3.90E-01	5.50E+00	2.33E+00
T6 Instate Small	1.56%	1.56%	2.70E+00	3.49E+01	1.42E+01	1.00E+00	1.38E+01	5.87E+00
T6 OOS Heavy	0.00%	0.00%	3.55E-03	4.48E-02	1.87E-02	1.33E-03	1.87E-02	7.92E-03
T6 OOS Small	0.01%	0.01%	1.03E-02	1.25E-01	5.44E-02	4.15E-03	5.73E-02	2.42E-02
T6 Public	0.01%	0.01%	1.75E-02	4.04E-01	8.73E-02	7.43E-03	1.03E-01	4.39E-02
T6 Utility	0.01%	0.01%	1.05E-02	1.13E-01	5.53E-02	5.12E-03	7.04E-02	2.96E-02
T6TS	0.15%	0.15%	7.22E-02	7.57E-01	1.86E+00	9.83E-02	1.35E+00	5.64E-01
T7 Ag	0.00%	0.00%	4.75E-03	8.14E-02	2.81E-02	8.74E-04	6.26E-03	2.50E-03
T7 CAIRP	0.68%	0.68%	2.87E+00	3.16E+01	1.70E+01	5.69E-01	4.32E+00	1.70E+00
T7 CAIRP Construction	0.04%	0.04%	1.84E-01	2.03E+00	1.09E+00	3.63E-02	2.70E-01	1.07E-01
T7 NNOOS	0.85%	0.85%	3.13E+00	3.22E+01	1.85E+01	7.04E-01	5.31E+00	2.07E+00
T7 NOOS	0.27%	0.27%	1.13E+00	1.25E+01	6.70E+00	2.25E-01	1.70E+00	6.73E-01
T7 POLA	1.59%	1.59%	7.23E+00	8.25E+01	4.27E+01	1.35E+00	1.01E+01	4.01E+00
T7 Public	0.04%	0.04%	1.26E-01	3.98E+00	6.64E-01	3.27E-02	2.42E-01	9.87E-02
T7 Single	0.63%	0.63%	2.21E+00	2.40E+01	1.30E+01	5.35E-01	3.91E+00	1.52E+00
T7 Single Construction	0.11%	0.11%	3.93E-01	4.37E+00	2.32E+00	9.45E-02	6.91E-01	2.68E-01
T7 SWCV	0.10%	0.10%	1.70E-01	3.96E+00	3.15E+01	6.31E-03	5.98E-01	2.27E-01
T7 Tractor	0.99%	0.99%	4.24E+00	4.77E+01	2.50E+01	8.26E-01	6.27E+00	2.48E+00
T7 Tractor Construction	0.08%	0.08%	3.66E-01	4.17E+00	2.16E+00	7.01E-02	5.23E-01	2.07E-01
T7 Utility	0.00%	0.00%	1.35E-02	1.15E-01	7.96E-02	4.22E-03	3.07E-02	1.17E-02
T7IS	0.02%	0.02%	3.20E-01	3.39E+00	3.78E+01	2.02E-02	1.05E-01	4.10E-02
UBUS	0.10%	0.10%	1.17E-01	3.66E+00	7.57E+00	3.33E-02	3.12E+00	1.33E+00
TOTAL	100%	100%	**87**	**459**	**2,231**	**15**	**323**	**131**

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

San Bernardino 2014 - all Model Years (40 MPH

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX	VMT from default EMFAC-SG	%VMT
	g/mile															
All Other Buses	0.201881	5.69156	0.648356	0.011135	0.106259	0.012	0.13034	2.49E-01	0.101662	0.003	0.05586	1.61E-01	1167.181	0.009377	10,982	0.03%
LDA	0.029401	0.10246	1.189101	0.002799	0.001631	0.008	0.03675	4.64E-02	0.001509	0.002	0.01575	1.93E-02	278.6115	0.008445	17,753,044	51.91%
LDT1	0.102515	0.313423	3.404717	0.003287	0.004317	0.008	0.03675	4.91E-02	0.003993	0.002	0.01575	2.17E-02	323.6804	0.026228	1,609,089	4.70%
LDT2	0.040101	0.192928	1.687824	0.0038	0.001636	0.008	0.03675	4.64E-02	0.001509	0.002	0.01575	1.93E-02	377.9593	0.012175	5,960,565	17.43%
LHD1	0.093757	2.311942	1.426604	0.005926	0.012837	0.009704	0.07644	9.90E-02	0.012251	0.002426	0.03276	4.74E-02	600.7606	0.018346	890,009	2.60%
LHD2	0.081205	2.46916	0.906957	0.006186	0.015063	0.010329	0.08918	1.15E-01	0.014395	0.002582	0.03822	5.52E-02	632.5781	0.010547	227,089	0.66%
MCY	2.16387	1.04237	19.94849	0.001827	0.001292	0.004	0.01176	1.71E-02	0.001222	0.001	0.00504	7.26E-03	144.1544	0.323874	142,024	0.42%
MDV	0.055866	0.276468	2.224825	0.00492	0.001654	0.008	0.03675	4.64E-02	0.001528	0.002	0.01575	1.93E-02	489.3983	0.018241	5,399,718	15.79%
MH	0.230537	1.892394	6.618472	0.011002	0.028964	0.012787	0.13034	1.72E-01	0.02765	0.003197	0.05586	8.67E-02	1099.854	0.054806	51,664	0.15%
Motor Coach	0.271911	8.875596	1.011564	0.016787	0.096051	0.012	0.13034	2.38E-01	0.091896	0.003	0.05586	1.51E-01	1759.506	0.01263	6,419	0.02%
OBUS	0.101884	0.730632	3.260179	0.01128	0.000647	0.012	0.13034	1.43E-01	0.000597	0.003	0.05586	5.95E-02	1124.878	0.038823	22,968	0.07%
SBUS	0.124284	7.048934	1.378352	0.00985	0.058804	0.011239	0.7448	8.15E-01	0.056248	0.00281	0.3192	3.78E-01	1025.86	0.016359	29,338	0.09%
T6 Ag	0.835602	11.03163	2.759585	0.010721	0.543495	0.012	0.13034	6.86E-01	0.519983	0.003	0.05586	5.79E-01	1123.716	0.038812	543	0.00%
T6 CAIRP Heavy	0.141974	3.83524	0.474364	0.010902	0.075791	0.012	0.13034	2.18E-01	0.072512	0.003	0.05586	1.31E-01	1142.677	0.006594	1,064	0.00%
T6 CAIRP Small	0.238601	4.441185	0.79521	0.010967	0.1633	0.012	0.13034	3.06E-01	0.156236	0.003	0.05586	2.15E-01	1149.539	0.011082	3,265	0.01%
T6 Instate Construction Heavy	0.27099	6.801499	0.956197	0.010882	0.157385	0.012	0.13034	3.00E-01	0.150576	0.003	0.05586	2.09E-01	1140.594	0.012587	26,156	0.08%
T6 Instate Construction Small	0.277461	5.244156	0.944118	0.010934	0.178728	0.012	0.13034	3.21E-01	0.170997	0.003	0.05586	2.30E-01	1146.111	0.012887	57,847	0.17%
T6 Instate Heavy	0.198716	4.565186	0.656791	0.010893	0.108981	0.012	0.13034	2.51E-01	0.104266	0.003	0.05586	1.63E-01	1141.798	0.00923	143,028	0.42%
T6 Instate Small	0.313262	5.675449	1.06498	0.01087	0.204931	0.012	0.13034	3.47E-01	0.196065	0.003	0.05586	2.55E-01	1139.373	0.01455	372,110	1.09%
T6 OOS Heavy	0.099878	3.48028	0.32818	0.010961	0.046217	0.012	0.13034	1.89E-01	0.044217	0.003	0.05586	1.03E-01	1148.901	0.004639	609	0.00%
T6 OOS Small	0.238601	4.441185	0.79521	0.010967	0.1633	0.012	0.13034	3.06E-01	0.156236	0.003	0.05586	2.15E-01	1149.539	0.011082	1,871	0.01%
T6 Public	0.058905	7.699129	0.190787	0.010994	0.042088	0.012	0.13034	1.84E-01	0.040268	0.003	0.05586	9.91E-02	1152.313	0.002736	9,910	0.03%
T6 Utility	0.036678	2.264104	0.127446	0.011337	0.009861	0.012	0.13034	1.52E-01	0.009435	0.003	0.05586	6.83E-02	1188.294	0.001704	3,125	0.01%
T6TS	0.241092	1.353778	7.361338	0.011362	0.001698	0.012	0.13034	1.44E-01	0.001574	0.003	0.05586	6.04E-02	1126.092	0.078943	61,114	0.18%
T7 Ag	1.418848	17.46068	7.000545	0.016552	0.932832	0.036	0.06174	1.03E+00	0.892478	0.009	0.02646	9.28E-01	1734.947	0.065902	491	0.00%
T7 CAIRP	0.251452	6.576246	0.936045	0.016089	0.08427	0.036	0.06174	1.82E-01	0.080625	0.009	0.02646	1.16E-01	1686.361	0.011679	197,647	0.58%
T7 CAIRP Construction	0.333104	8.571796	1.170397	0.016587	0.132178	0.036	0.06174	2.30E-01	0.12646	0.009	0.02646	1.62E-01	1738.542	0.015472	18,555	0.05%
T7 NNOOS	0.110885	3.828794	0.469885	0.015662	0.023218	0.036	0.06174	1.21E-01	0.022213	0.009	0.02646	5.77E-02	1641.645	0.00515	245,083	0.72%
T7 NOOS	0.188256	6.160616	0.703974	0.016094	0.05147	0.036	0.06174	1.49E-01	0.049244	0.009	0.02646	8.47E-02	1686.867	0.008744	78,071	0.23%
T7 POLA	0.167252	5.629764	0.537788	0.016695	0.028097	0.036	0.06174	1.26E-01	0.026882	0.009	0.02646	6.23E-02	1749.937	0.007768	260,524	0.76%
T7 Public	0.102588	12.46942	0.462781	0.016873	0.070982	0.036	0.06174	1.69E-01	0.067911	0.009	0.02646	1.03E-01	1768.54	0.004765	18,669	0.05%
T7 Single	0.402816	9.507673	1.784055	0.01648	0.239705	0.036	0.06174	3.37E-01	0.229336	0.009	0.02646	2.65E-01	1727.395	0.01871	135,090	0.39%
T7 Single Construction	0.339104	9.509345	1.460045	0.016333	0.168482	0.036	0.06174	2.66E-01	0.161194	0.009	0.02646	1.97E-01	1711.962	0.015751	47,999	0.14%
T7 SWCV	0.097762	10.85239	1.703673	0.022816	0.011277	0.036	0.06174	1.09E-01	0.010789	0.009	0.02646	4.62E-02	3505.905	0.90211	35,758	0.10%
T7 Tractor	0.362652	8.499494	1.516933	0.016158	0.151925	0.036	0.06174	2.50E-01	0.145353	0.009	0.02646	1.81E-01	1693.614	0.016844	280,147	0.82%
T7 Tractor Construction	0.496603	10.31224	2.020887	0.016395	0.234233	0.036	0.06174	3.32E-01	0.224101	0.009	0.02646	2.60E-01	1718.487	0.023066	35,787	0.10%
T7 Utility	0.07298	4.558268	0.282402	0.016471	0.015948	0.036	0.06174	1.14E-01	0.015258	0.009	0.02646	5.07E-02	1726.386	0.00339	1,950	0.01%
T7IS	0.917165	4.329366	42.10286	0.018722	0.00139	0.02	0.06174	8.31E-02	0.0013	0.005	0.02646	3.28E-02	1806.25	0.295785	11,239	0.03%
UBUS	0.400985	9.330663	7.873614	0.00867	0.072258	0.012	0.53182	6.16E-01	0.06911	0.003	0.227923	3.00E-01	1417.025	0.892234	49,639	0.15%
															34,200,199	100.00%

San Bernardino 2014 - all Model Years (40 MPH ##

lbs/Mile

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
All Other Buses	4.45E-04	1.25E-02	1.43E-03	2.45E-05	2.34E-04	2.65E-05	2.87E-04	5.48E-04	2.24E-04	6.61E-06	1.23E-04	3.54E-04	2.57E+00	2.07E-05
LDA	6.48E-05	2.26E-04	2.62E-03	6.17E-06	3.60E-06	1.76E-05	8.10E-05	1.02E-04	3.33E-06	4.41E-06	3.47E-05	4.25E-05	6.14E-01	1.86E-05
LDT1	2.26E-04	6.91E-04	7.51E-03	7.25E-06	9.52E-06	1.76E-05	8.10E-05	1.08E-04	8.80E-06	4.41E-06	3.47E-05	4.79E-05	7.14E-01	5.78E-05
LDT2	8.84E-05	4.25E-04	3.72E-03	8.38E-06	3.61E-06	1.76E-05	8.10E-05	1.02E-04	3.33E-06	4.41E-06	3.47E-05	4.25E-05	8.33E-01	2.68E-05
LHD1	2.07E-04	5.10E-03	3.15E-03	1.31E-05	2.83E-05	2.14E-05	1.69E-04	2.18E-04	2.70E-05	5.35E-06	7.22E-05	1.05E-04	1.32E+00	4.04E-05
LHD2	1.79E-04	5.44E-03	2.00E-03	1.36E-05	3.32E-05	2.28E-05	1.97E-04	2.53E-04	3.17E-05	5.69E-06	8.43E-05	1.22E-04	1.39E+00	2.33E-05
MCY	4.77E-03	2.30E-03	4.40E-02	4.03E-06	2.85E-06	8.82E-06	2.59E-05	3.76E-05	2.69E-06	2.20E-06	1.11E-05	1.60E-05	3.18E-01	7.14E-04
MDV	1.23E-04	6.10E-04	4.90E-03	1.08E-05	3.65E-06	1.76E-05	8.10E-05	1.02E-04	3.37E-06	4.41E-06	3.47E-05	4.25E-05	1.08E+00	4.02E-05
MH	5.08E-04	4.17E-03	1.46E-02	2.43E-05	6.39E-05	2.82E-05	2.87E-04	3.79E-04	6.10E-05	7.05E-06	1.23E-04	1.91E-04	2.42E+00	1.21E-04
Motor Coach	5.99E-04	1.96E-02	2.23E-03	3.70E-05	2.12E-04	2.65E-05	2.87E-04	5.26E-04	2.03E-04	6.61E-06	1.23E-04	3.32E-04	3.88E+00	2.78E-05
OBUS	2.25E-04	1.61E-03	7.19E-03	2.49E-05	1.43E-06	2.65E-05	2.87E-04	3.15E-04	1.32E-06	6.61E-06	1.23E-04	1.31E-04	2.48E+00	8.56E-05
SBUS	2.74E-04	1.55E-02	3.04E-03	2.17E-05	1.30E-04	2.48E-05	1.64E-03	1.80E-03	1.24E-04	6.19E-06	7.04E-04	8.34E-04	2.26E+00	3.61E-05
T6 Ag	1.84E-03	2.43E-02	6.08E-03	2.36E-05	1.20E-03	2.65E-05	2.87E-04	1.51E-03	1.15E-03	6.61E-06	1.23E-04	1.28E-03	2.48E+00	8.56E-05
T6 CAIRP Heavy	3.13E-04	8.46E-03	1.05E-03	2.40E-05	1.67E-04	2.65E-05	2.87E-04	4.81E-04	1.60E-04	6.61E-06	1.23E-04	2.90E-04	2.52E+00	1.45E-05
T6 CAIRP Small	5.26E-04	9.79E-03	1.75E-03	2.42E-05	3.60E-04	2.65E-05	2.87E-04	6.74E-04	3.44E-04	6.61E-06	1.23E-04	4.74E-04	2.53E+00	2.44E-05
T6 Instate Construction Heavy	5.97E-04	1.50E-02	2.11E-03	2.40E-05	3.47E-04	2.65E-05	2.87E-04	6.61E-04	3.32E-04	6.61E-06	1.23E-04	4.62E-04	2.51E+00	2.77E-05
T6 Instate Construction Small	6.12E-04	1.16E-02	2.08E-03	2.41E-05	3.94E-04	2.65E-05	2.87E-04	7.08E-04	3.77E-04	6.61E-06	1.23E-04	5.07E-04	2.53E+00	2.84E-05
T6 Instate Heavy	4.38E-04	1.01E-02	1.45E-03	2.40E-05	2.40E-04	2.65E-05	2.87E-04	5.54E-04	2.30E-04	6.61E-06	1.23E-04	3.60E-04	2.52E+00	2.03E-05
T6 Instate Small	6.91E-04	1.25E-02	2.35E-03	2.40E-05	4.52E-04	2.65E-05	2.87E-04	7.66E-04	4.32E-04	6.61E-06	1.23E-04	5.62E-04	2.51E+00	3.21E-05
T6 OOS Heavy	2.20E-04	7.67E-03	7.24E-04	2.42E-05	1.02E-04	2.65E-05	2.87E-04	4.16E-04	9.75E-05	6.61E-06	1.23E-04	2.27E-04	2.53E+00	1.02E-05
T6 OOS Small	5.26E-04	9.79E-03	1.75E-03	2.42E-05	3.60E-04	2.65E-05	2.87E-04	6.74E-04	3.44E-04	6.61E-06	1.23E-04	4.74E-04	2.53E+00	2.44E-05
T6 Public	1.30E-04	1.70E-02	4.21E-04	2.42E-05	9.28E-05	2.65E-05	2.87E-04	4.07E-04	8.88E-05	6.61E-06	1.23E-04	2.19E-04	2.54E+00	6.03E-06
T6 Utility	8.09E-05	4.99E-03	2.81E-04	2.50E-05	2.17E-05	2.65E-05	2.87E-04	3.36E-04	2.08E-05	6.61E-06	1.23E-04	1.51E-04	2.62E+00	3.76E-06
T6TS	5.32E-04	2.98E-03	1.62E-02	2.50E-05	3.74E-06	2.65E-05	2.87E-04	3.18E-04	3.47E-06	6.61E-06	1.23E-04	1.33E-04	2.48E+00	1.74E-04
T7 Ag	3.13E-03	3.85E-02	1.54E-02	3.65E-05	2.06E-03	7.94E-05	1.36E-04	2.27E-03	1.97E-03	1.98E-05	5.83E-05	2.05E-03	3.82E+00	1.45E-04
T7 CAIRP	5.54E-04	1.45E-02	2.06E-03	3.55E-05	1.86E-04	7.94E-05	1.36E-04	4.01E-04	1.78E-04	1.98E-05	5.83E-05	2.56E-04	3.72E+00	2.57E-05
T7 CAIRP Construction	7.34E-04	1.89E-02	2.58E-03	3.66E-05	2.91E-04	7.94E-05	1.36E-04	5.07E-04	2.79E-04	1.98E-05	5.83E-05	3.57E-04	3.83E+00	3.41E-05
T7 NNOOS	2.44E-04	8.44E-03	1.04E-03	3.45E-05	5.12E-05	7.94E-05	1.36E-04	2.67E-04	4.90E-05	1.98E-05	5.83E-05	1.27E-04	3.62E+00	1.14E-05
T7 NOOS	4.15E-04	1.36E-02	1.55E-03	3.55E-05	1.13E-04	7.94E-05	1.36E-04	3.29E-04	1.09E-04	1.98E-05	5.83E-05	1.87E-04	3.72E+00	1.93E-05
T7 POLA	3.69E-04	1.24E-02	1.19E-03	3.68E-05	6.19E-05	7.94E-05	1.36E-04	2.77E-04	5.93E-05	1.98E-05	5.83E-05	1.37E-04	3.86E+00	1.71E-05
T7 Public	2.26E-04	2.75E-02	1.02E-03	3.72E-05	1.56E-04	7.94E-05	1.36E-04	3.72E-04	1.50E-04	1.98E-05	5.83E-05	2.28E-04	3.90E+00	1.05E-05
T7 Single	8.88E-04	2.10E-02	3.93E-03	3.63E-05	5.28E-04	7.94E-05	1.36E-04	7.44E-04	5.06E-04	1.98E-05	5.83E-05	5.84E-04	3.81E+00	4.12E-05
T7 Single Construction	7.48E-04	2.10E-02	3.22E-03	3.60E-05	3.71E-04	7.94E-05	1.36E-04	5.87E-04	3.55E-04	1.98E-05	5.83E-05	4.34E-04	3.77E+00	3.47E-05
T7 SWCV	2.16E-04	2.39E-02	3.76E-03	5.03E-05	2.49E-05	7.94E-05	1.36E-04	2.40E-04	2.38E-05	1.98E-05	5.83E-05	1.02E-04	7.73E+00	1.99E-03
T7 Tractor	8.00E-04	1.87E-02	3.34E-03	3.56E-05	3.35E-04	7.94E-05	1.36E-04	5.50E-04	3.20E-04	1.98E-05	5.83E-05	3.99E-04	3.73E+00	3.71E-05
T7 Tractor Construction	1.09E-03	2.27E-02	4.46E-03	3.61E-05	5.16E-04	7.94E-05	1.36E-04	7.32E-04	4.94E-04	1.98E-05	5.83E-05	5.72E-04	3.79E+00	5.09E-05
T7 Utility	1.61E-04	1.00E-02	6.23E-04	3.63E-05	3.52E-05	7.94E-05	1.36E-04	2.51E-04	3.36E-05	1.98E-05	5.83E-05	1.12E-04	3.81E+00	7.47E-06
T7IS	2.02E-03	9.54E-03	9.28E-02	4.13E-05	3.06E-06	4.41E-05	1.36E-04	1.83E-04	2.87E-06	1.10E-05	5.83E-05	7.22E-05	3.98E+00	6.52E-04
UBUS	8.84E-04	2.06E-02	1.74E-02	1.91E-05	1.59E-04	2.65E-05	1.17E-03	1.36E-03	1.52E-04	6.61E-06	5.02E-04	6.61E-04	3.12E+00	1.97E-03

San Bernardino 2014 - all Model Years (40 MPH ##

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
	MTons/Mile													
All Other Buses	2.02E-07	5.69E-06	6.48E-07	1.11E-08	1.06E-07	1.20E-08	1.30E-07	2.49E-07	1.02E-07	3.00E-09	5.59E-08	1.61E-07	1.17E-03	9.38E-09
LDA	2.94E-08	1.02E-07	1.19E-06	2.80E-09	1.63E-09	8.00E-09	3.67E-08	4.64E-08	1.51E-09	2.00E-09	1.57E-08	1.93E-08	2.79E-04	8.44E-09
LDT1	1.03E-07	3.13E-07	3.40E-06	3.29E-09	4.32E-09	8.00E-09	3.68E-08	4.91E-08	3.99E-09	2.00E-09	1.58E-08	2.17E-08	3.24E-04	2.62E-08
LDT2	4.01E-08	1.93E-07	1.69E-06	3.80E-09	1.64E-09	8.00E-09	3.68E-08	4.64E-08	1.51E-09	2.00E-09	1.58E-08	1.93E-08	3.78E-04	1.22E-08
LHD1	9.38E-08	2.31E-06	1.43E-06	5.93E-09	1.28E-08	9.70E-09	7.64E-08	9.90E-08	1.23E-08	2.43E-09	3.28E-08	4.74E-08	6.01E-04	1.83E-08
LHD2	8.12E-08	2.47E-06	9.07E-07	6.19E-09	1.51E-08	1.03E-08	8.92E-08	1.15E-07	1.44E-08	2.58E-09	3.82E-08	5.52E-08	6.33E-04	1.05E-08
MCY	2.16E-06	1.04E-06	1.99E-05	1.83E-09	1.29E-09	4.00E-09	1.18E-08	1.71E-08	1.22E-09	1.00E-09	5.04E-09	7.26E-09	1.44E-04	3.24E-07
MDV	5.59E-08	2.76E-07	2.22E-06	4.92E-09	1.65E-09	8.00E-09	3.68E-08	4.64E-08	1.53E-09	2.00E-09	1.58E-08	1.93E-08	4.89E-04	1.82E-08
MH	2.31E-07	1.89E-06	6.62E-06	1.10E-08	2.90E-08	1.28E-08	1.30E-07	1.72E-07	2.77E-08	3.20E-09	5.59E-08	8.67E-08	1.10E-03	5.48E-08
Motor Coach	2.72E-07	8.88E-06	1.01E-06	1.68E-08	9.61E-08	1.20E-08	1.30E-07	2.38E-07	9.19E-08	3.00E-09	5.59E-08	1.51E-07	1.76E-03	1.26E-08
OBUS	1.02E-07	7.31E-07	3.26E-06	1.13E-08	6.47E-10	1.20E-08	1.30E-07	1.43E-07	5.97E-10	3.00E-09	5.59E-08	5.95E-08	1.12E-03	3.88E-08
SBUS	1.24E-07	7.05E-06	1.38E-06	9.85E-09	5.88E-08	1.12E-08	7.45E-07	8.15E-07	5.62E-08	2.81E-09	3.19E-07	3.78E-07	1.03E-03	1.64E-08
T6 Ag	8.36E-07	1.10E-05	2.76E-06	1.07E-08	5.43E-07	1.20E-08	1.30E-07	6.86E-07	5.20E-07	3.00E-09	5.59E-08	5.79E-07	1.12E-03	3.88E-08
T6 CAIRP Heavy	1.42E-07	3.84E-06	4.74E-07	1.09E-08	7.58E-08	1.20E-08	1.30E-07	2.18E-07	7.25E-08	3.00E-09	5.59E-08	1.31E-07	1.14E-03	6.59E-09
T6 CAIRP Small	2.39E-07	4.44E-06	7.95E-07	1.10E-08	1.63E-07	1.20E-08	1.30E-07	3.06E-07	1.56E-07	3.00E-09	5.59E-08	2.15E-07	1.15E-03	1.11E-08
T6 Instate Construction Heavy	2.71E-07	6.80E-06	9.56E-07	1.09E-08	1.57E-07	1.20E-08	1.30E-07	3.00E-07	1.51E-07	3.00E-09	5.59E-08	2.09E-07	1.14E-03	1.26E-08
T6 Instate Construction Small	2.77E-07	5.24E-06	9.44E-07	1.09E-08	1.79E-07	1.20E-08	1.30E-07	3.21E-07	1.71E-07	3.00E-09	5.59E-08	2.30E-07	1.15E-03	1.29E-08
T6 Instate Heavy	1.99E-07	4.57E-06	6.57E-07	1.09E-08	1.09E-07	1.20E-08	1.30E-07	2.51E-07	1.04E-07	3.00E-09	5.59E-08	1.63E-07	1.14E-03	9.23E-09
T6 Instate Small	3.13E-07	5.68E-06	1.06E-06	1.09E-08	2.05E-07	1.20E-08	1.30E-07	3.47E-07	1.96E-07	3.00E-09	5.59E-08	2.55E-07	1.14E-03	1.46E-08
T6 OOS Heavy	9.99E-08	3.48E-06	3.28E-07	1.10E-08	4.62E-08	1.20E-08	1.30E-07	1.89E-07	4.42E-08	3.00E-09	5.59E-08	1.03E-07	1.15E-03	4.64E-09
T6 OOS Small	2.39E-07	4.44E-06	7.95E-07	1.10E-08	1.63E-07	1.20E-08	1.30E-07	3.06E-07	1.56E-07	3.00E-09	5.59E-08	2.15E-07	1.15E-03	1.11E-08
T6 Public	5.89E-08	7.70E-06	1.91E-07	1.10E-08	4.21E-08	1.20E-08	1.30E-07	1.84E-07	4.03E-08	3.00E-09	5.59E-08	9.91E-08	1.15E-03	2.74E-09
T6 Utility	3.67E-08	2.26E-06	1.27E-07	1.13E-08	9.86E-09	1.20E-08	1.30E-07	1.52E-07	9.43E-09	3.00E-09	5.59E-08	6.83E-08	1.19E-03	1.70E-09
T6TS	2.41E-07	1.35E-06	7.36E-06	1.14E-08	1.70E-09	1.20E-08	1.30E-07	1.44E-07	1.57E-09	3.00E-09	5.59E-08	6.04E-08	1.13E-03	7.89E-08
T7 Ag	1.42E-06	1.75E-05	7.00E-06	1.66E-08	9.33E-07	3.60E-08	6.17E-08	1.03E-06	8.92E-07	9.00E-09	2.65E-08	9.28E-07	1.73E-03	6.59E-08
T7 CAIRP	2.51E-07	6.58E-06	9.36E-07	1.61E-08	8.43E-08	3.60E-08	6.17E-08	1.82E-07	8.06E-08	9.00E-09	2.65E-08	1.16E-07	1.69E-03	1.17E-08
T7 CAIRP Construction	3.33E-07	8.57E-06	1.17E-06	1.66E-08	1.32E-07	3.60E-08	6.17E-08	2.30E-07	1.26E-07	9.00E-09	2.65E-08	1.62E-07	1.74E-03	1.55E-08
T7 NNOOS	1.11E-07	3.83E-06	4.70E-07	1.57E-08	2.32E-08	3.60E-08	6.17E-08	1.21E-07	2.22E-08	9.00E-09	2.65E-08	5.77E-08	1.64E-03	5.15E-09
T7 NOOS	1.88E-07	6.16E-06	7.04E-07	1.61E-08	5.15E-08	3.60E-08	6.17E-08	1.49E-07	4.92E-08	9.00E-09	2.65E-08	8.47E-08	1.69E-03	8.74E-09
T7 POLA	1.67E-07	5.63E-06	5.38E-07	1.67E-08	2.81E-08	3.60E-08	6.17E-08	1.26E-07	2.69E-08	9.00E-09	2.65E-08	6.23E-08	1.75E-03	7.77E-09
T7 Public	1.03E-07	1.25E-05	4.63E-07	1.69E-08	7.10E-08	3.60E-08	6.17E-08	1.69E-07	6.79E-08	9.00E-09	2.65E-08	1.03E-07	1.77E-03	4.76E-09
T7 Single	4.03E-07	9.51E-06	1.78E-06	1.65E-08	2.40E-07	3.60E-08	6.17E-08	3.37E-07	2.29E-07	9.00E-09	2.65E-08	2.65E-07	1.73E-03	1.87E-08
T7 Single Construction	3.39E-07	9.51E-06	1.46E-06	1.63E-08	1.68E-07	3.60E-08	6.17E-08	2.66E-07	1.61E-07	9.00E-09	2.65E-08	1.97E-07	1.71E-03	1.58E-08
T7 SWCV	9.78E-08	1.09E-05	1.70E-06	2.28E-08	1.13E-08	3.60E-08	6.17E-08	1.09E-07	1.08E-08	9.00E-09	2.65E-08	4.62E-08	3.51E-03	9.02E-07
T7 Tractor	3.63E-07	8.50E-06	1.52E-06	1.62E-08	1.52E-07	3.60E-08	6.17E-08	2.50E-07	1.45E-07	9.00E-09	2.65E-08	1.81E-07	1.69E-03	1.68E-08
T7 Tractor Construction	4.97E-07	1.03E-05	2.02E-06	1.64E-08	2.34E-07	3.60E-08	6.17E-08	3.32E-07	2.24E-07	9.00E-09	2.65E-08	2.60E-07	1.72E-03	2.31E-08
T7 Utility	7.30E-08	4.56E-06	2.82E-07	1.65E-08	1.59E-08	3.60E-08	6.17E-08	1.14E-07	1.53E-08	9.00E-09	2.65E-08	5.07E-08	1.73E-03	3.39E-09
T7IS	9.17E-07	4.33E-06	4.21E-05	1.87E-08	1.39E-09	2.00E-08	6.17E-08	8.31E-08	1.30E-09	5.00E-09	2.65E-08	3.28E-08	1.81E-03	2.96E-07
UBUS	4.01E-07	9.33E-06	7.87E-06	8.67E-09	7.23E-08	1.20E-08	5.32E-07	6.16E-07	6.91E-08	3.00E-09	2.28E-07	3.00E-07	1.42E-03	8.92E-07

Year 2020 - Interim

Based on EMFAC2014

Emission year	Daily							
2020	**2,082,600**				**lbs/day**			
	Percent of VMT	**Adjust % VMT**	**ROG**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
All Other Buses	0.04%	0.04%	1.07E-01	4.47E+00	3.79E-01	1.97E-02	2.76E-01	1.28E-01
LDA	55.10%	55.10%	2.51E+01	1.23E+02	1.55E+03	5.90E+00	1.17E+02	4.84E+01
LDT1	3.85%	3.85%	5.62E+00	2.66E+01	2.96E+02	5.09E-01	8.39E+00	3.57E+00
LDT2	18.13%	18.13%	1.19E+01	6.87E+01	7.03E+02	2.68E+00	3.85E+01	1.59E+01
LHD1	1.73%	1.73%	5.81E+00	1.42E+02	7.29E+01	4.49E-01	7.83E+00	3.72E+00
LHD2	0.52%	0.52%	1.31E+00	3.37E+01	1.10E+01	1.40E-01	2.69E+00	1.26E+00
MCY	0.39%	0.39%	3.44E+01	1.79E+01	3.03E+02	3.24E-02	3.06E-01	1.32E-01
MDV	12.93%	12.93%	1.96E+01	9.64E+01	8.83E+02	2.60E+00	2.75E+01	1.14E+01
MH	0.10%	0.10%	4.80E-01	6.73E+00	1.35E+01	4.94E-02	7.79E-01	3.86E-01
Motor Coach	0.02%	0.02%	1.25E-01	3.94E+00	4.87E-01	1.56E-02	1.60E-01	7.79E-02
OBUS	0.07%	0.07%	1.28E-01	9.57E-01	3.97E+00	3.47E-02	4.57E-01	1.90E-01
SBUS	0.09%	0.09%	2.38E-01	1.84E+01	2.09E+00	3.91E-02	3.14E+00	1.38E+00
T6 Ag	0.00%	0.00%	2.50E-02	3.27E-01	8.42E-02	7.20E-04	2.46E-02	1.85E-02
T6 CAIRP Heavy	0.00%	0.00%	6.25E-03	1.97E-01	2.72E-02	1.72E-03	2.39E-02	1.05E-02
T6 CAIRP Small	0.01%	0.01%	3.05E-02	4.97E-01	1.18E-01	5.32E-03	8.49E-02	4.32E-02
T6 Instate Construction Heavy	0.08%	0.08%	2.18E-01	1.01E+01	7.75E-01	4.20E-02	6.02E-01	2.81E-01
T6 Instate Construction Small	0.18%	0.18%	7.71E-01	1.36E+01	2.75E+00	9.20E-02	1.63E+00	9.06E-01
T6 Instate Heavy	0.52%	0.52%	1.26E+00	4.81E+01	4.79E+00	2.61E-01	3.67E+00	1.66E+00
T6 Instate Small	1.35%	1.35%	5.73E+00	9.33E+01	2.05E+01	6.77E-01	1.21E+01	6.81E+00
T6 OOS Heavy	0.00%	0.00%	3.61E-03	1.19E-01	1.57E-02	9.89E-04	1.37E-02	6.03E-03
T6 OOS Small	0.01%	0.01%	1.75E-02	2.85E-01	6.74E-02	3.05E-03	4.87E-02	2.48E-02
T6 Public	0.02%	0.02%	4.44E-02	4.91E+00	1.55E-01	1.02E-02	1.59E-01	8.00E-02
T6 Utility	0.01%	0.01%	8.66E-03	1.66E-01	4.56E-02	4.38E-03	5.67E-02	2.38E-02
T6TS	0.16%	0.16%	5.19E-01	3.83E+00	1.69E+01	7.96E-02	1.04E+00	4.35E-01
T7 Ag	0.00%	0.00%	4.62E-02	5.58E-01	2.28E-01	9.47E-04	3.50E-02	3.01E-02
T7 CAIRP	0.65%	0.65%	3.55E+00	1.01E+02	1.67E+01	4.49E-01	3.39E+00	1.52E+00
T7 CAIRP Construction	0.06%	0.06%	3.23E-01	9.39E+00	1.41E+00	4.12E-02	3.18E-01	1.48E-01
T7 NNOOS	0.80%	0.80%	2.73E+00	5.14E+01	1.49E+01	5.20E-01	3.89E+00	1.58E+00
T7 NOOS	0.26%	0.26%	1.40E+00	4.07E+01	6.59E+00	1.78E-01	1.34E+00	6.03E-01
T7 POLA	0.91%	0.91%	7.28E+00	2.23E+02	2.62E+01	6.73E-01	5.22E+00	2.57E+00
T7 Public	0.05%	0.05%	1.95E-01	1.96E+01	8.62E-01	3.55E-02	3.19E-01	1.78E-01
T7 Single	0.51%	0.51%	2.18E+00	8.22E+01	9.03E+00	3.61E-01	2.69E+00	1.23E+00
T7 Single Construction	0.15%	0.15%	6.42E-01	2.53E+01	2.73E+00	1.08E-01	8.05E-01	3.65E-01
T7 SWCV	0.10%	0.10%	3.40E-01	2.71E+01	1.52E+01	5.63E-02	4.75E-01	1.92E-01
T7 Tractor	0.92%	0.92%	5.99E+00	1.90E+02	2.45E+01	6.50E-01	5.12E+00	2.43E+00
T7 Tractor Construction	0.11%	0.11%	7.09E-01	2.45E+01	2.85E+00	8.12E-02	6.51E-01	3.21E-01
T7 Utility	0.01%	0.01%	1.10E-02	1.86E-01	6.49E-02	3.79E-03	2.47E-02	9.39E-03
T7IS	0.03%	0.03%	4.88E-01	3.57E+00	3.90E+01	2.10E-02	9.77E-02	3.80E-02
UBUS	0.12%	0.12%	1.40E+00	3.11E+01	2.89E+01	4.05E-02	3.14E+00	1.46E+00
TOTAL	100%	100%	**141**	**1,547**	**4,074**	**17**	**254**	**109**

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Year 2020 - Interim

Based on EMFAC2014

	Emission year	Annual VMT	GWP	GWP		GWP	
	2020	**722,662,200**	**1**	**21**		**310**	**MTons**
	Percent of VMT	**Adjust % VMT**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N_2O**	**MT CO2e**
All Other Buses	0.04%	0.04%	3.25E+02	7.86E-04	7.04E-01	0	332
LDA	55.10%	55.10%	9.27E+04	1.57E+00	1.93E+01	1	92,885
LDT1	3.85%	3.85%	7.95E+03	3.54E-01	4.18E+00	0	7,994
LDT2	18.13%	18.13%	4.21E+04	7.54E-01	1.08E+01	0	42,190
LHD1	1.73%	1.73%	7.19E+03	1.45E-01	2.23E+01	1	7,410
LHD2	0.52%	0.52%	2.26E+03	1.91E-02	5.30E+00	0	2,317
MCY	0.39%	0.39%	4.16E+02	1.01E+00	2.81E+00	0	465
MDV	12.93%	12.93%	4.09E+04	1.07E+00	1.52E+01	0	41,024
MH	0.10%	0.10%	7.83E+02	2.41E-02	1.06E+00	0	794
Motor Coach	0.02%	0.02%	2.57E+02	9.13E-04	6.21E-01	0	264
OBUS	0.07%	0.07%	5.46E+02	8.13E-03	1.51E-01	0	547
SBUS	0.09%	0.09%	6.42E+02	4.02E-03	2.89E+00	0	671
T6 Ag	0.00%	0.00%	1.19E+01	1.83E-04	5.14E-02	0	12
T6 CAIRP Heavy	0.00%	0.00%	2.85E+01	4.57E-05	3.10E-02	0	29
T6 CAIRP Small	0.01%	0.01%	8.78E+01	2.23E-04	7.83E-02	0	89
T6 Instate Construction Heavy	0.08%	0.08%	6.93E+02	1.59E-03	1.59E+00	0	709
T6 Instate Construction Small	0.18%	0.18%	1.52E+03	5.64E-03	2.13E+00	0	1,539
T6 Instate Heavy	0.52%	0.52%	4.30E+03	9.24E-03	7.57E+00	0	4,377
T6 Instate Small	1.35%	1.35%	1.12E+04	4.19E-02	1.47E+01	0	11,308
T6 OOS Heavy	0.00%	0.00%	1.63E+01	2.64E-05	1.87E-02	0	17
T6 OOS Small	0.01%	0.01%	5.03E+01	1.28E-04	4.48E-02	0	51
T6 Public	0.02%	0.02%	1.68E+02	3.25E-04	7.72E-01	0	176
T6 Utility	0.01%	0.01%	7.22E+01	6.33E-05	2.62E-02	0	73
T6TS	0.16%	0.16%	1.25E+03	3.30E-02	6.03E-01	0	1,258
T7 Ag	0.00%	0.00%	1.56E+01	3.38E-04	8.78E-02	0	16
T7 CAIRP	0.65%	0.65%	7.41E+03	2.59E-02	1.59E+01	1	7,564
T7 CAIRP Construction	0.06%	0.06%	6.79E+02	2.36E-03	1.48E+00	0	694
T7 NNOOS	0.80%	0.80%	8.58E+03	1.99E-02	8.08E+00	0	8,658
T7 NOOS	0.26%	0.26%	2.93E+03	1.02E-02	6.40E+00	0	2,992
T7 POLA	0.91%	0.91%	1.11E+04	5.33E-02	3.51E+01	1	11,454
T7 Public	0.05%	0.05%	5.85E+02	1.42E-03	3.09E+00	0	615
T7 Single	0.51%	0.51%	5.95E+03	1.59E-02	1.29E+01	0	6,077
T7 Single Construction	0.15%	0.15%	1.78E+03	4.70E-03	3.98E+00	0	1,823
T7 SWCV	0.10%	0.10%	2.22E+03	8.62E-01	4.27E+00	0	2,279
T7 Tractor	0.92%	0.92%	1.07E+04	4.38E-02	2.99E+01	1	11,019
T7 Tractor Construction	0.11%	0.11%	1.34E+03	5.19E-03	3.86E+00	0	1,378
T7 Utility	0.01%	0.01%	6.25E+01	8.04E-05	2.92E-02	0	63
T7IS	0.03%	0.03%	3.21E+02	3.07E-02	5.63E-01	0	327
UBUS	0.12%	0.12%	1.16E+03	5.40E-01	4.89E+00	0	1,223
TOTAL	100%	100%	**270,172**	**7**	**243**	**8**	**272,712**

N_2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N_{2O} with NO_x. (N_2O = 0.0167 + 0.0318 x NO_x)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

San Bernardino 2020 - all Model Years (40 MPH)	g/mile															
Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX	VMT from default EMFAC-SG	%VMT
All Other Buses	0.061018829	2.539571627	0.21511637	0.011177815	0.014176743	0.012	0.13034	1.57E-01	0.013563464	0.003	0.05586	7.24E-02	1171.621279	0.002834167	14,926	0.04%
LDA	0.009927029	0.048532597	0.612645591	0.002331208	0.001478983	0.008	0.03675	4.62E-02	0.001363163	0.002	0.01575	1.91E-02	232.7028036	0.003942466	21,435,009	55.10%
LDT1	0.031765338	0.150258844	1.670957936	0.002875088	0.002660745	0.008	0.03675	4.74E-02	0.002450253	0.002	0.01575	2.02E-02	285.3697079	0.012703057	1,498,721	3.85%
LDT2	0.01431282	0.082544533	0.844451761	0.003217099	0.001484434	0.008	0.03675	4.62E-02	0.001365282	0.002	0.01575	1.91E-02	321.023504	0.00575599	7,053,975	18.13%
LHD1	0.073142745	1.784392137	0.917513669	0.005649872	0.012155956	0.009984911	0.07644	9.86E-02	0.011608389	0.002496228	0.03276	4.69E-02	575.0911967	0.011602095	672,783	1.73%
LHD2	0.054251706	1.398287953	0.458726333	0.005823564	0.011945283	0.010576711	0.08918	1.12E-01	0.011417984	0.002644178	0.03822	5.23E-02	597.6446194	0.00503661	203,940	0.52%
MCY	1.94066025	1.008403506	17.1225221	0.00182744	0.001535998	0.004	0.01176	1.73E-02	0.001439161	0.001	0.00504	7.48E-03	149.228492	0.363229705	150,003	0.39%
MDV	0.033024158	0.162365992	1.48794806	0.004385031	0.001584037	0.008	0.03675	4.63E-02	0.001461612	0.002	0.01575	1.92E-02	437.2203842	0.011465386	5,029,690	12.93%
MH	0.104345192	1.462481579	2.92811707	0.010752454	0.026107743	0.012864943	0.13034	1.69E-01	0.024935009	0.003216236	0.05586	8.40E-02	1081.846462	0.033259613	38,964	0.10%
Motor Coach	0.129078814	4.074672152	0.503502137	0.016121753	0.0226027	0.012	0.13034	1.65E-01	0.021624917	0.003	0.05586	8.05E-02	1689.828386	0.005995377	8,199	0.02%
OBUS	0.039980183	0.299388224	1.2427015	0.010845154	0.000722891	0.012	0.13034	1.43E-01	0.000664672	0.003	0.05586	5.95E-02	1084.680167	0.016155216	27,081	0.07%
SBUS	0.058860385	4.552430341	0.517120871	0.00968855	0.021436039	0.01119612	0.7448	7.77E-01	0.020503475	0.00279903	0.3192	3.43E-01	1010.1033	0.006321589	34,227	0.09%
T6 Ag	0.389858716	5.091955922	1.313729511	0.011233022	0.240717993	0.012	0.13034	3.83E-01	0.230304639	0.003	0.05586	2.89E-01	1177.407917	0.018107928	543	0.00%
T6 CAIRP Heavy	0.038984853	1.227868986	0.169675012	0.010757343	0.006651734	0.012	0.13034	1.49E-01	0.006363983	0.003	0.05586	6.52E-02	1127.548847	0.001810745	1,359	0.00%
T6 CAIRP Small	0.062014516	1.010295061	0.239078993	0.010809569	0.030218254	0.012	0.13034	1.73E-01	0.028911026	0.003	0.05586	8.78E-02	1133.02298	0.002880414	4,171	0.01%
T6 Instate Construction Heavy	0.057122611	2.652131856	0.203414055	0.011033995	0.015632495	0.012	0.13034	1.58E-01	0.014956241	0.003	0.05586	7.38E-02	1156.546526	0.002653197	32,268	0.08%
T6 Instate Construction Small	0.091570037	1.608889383	0.326151676	0.010921608	0.050903899	0.012	0.13034	1.93E-01	0.048701819	0.003	0.05586	1.08E-01	1144.766557	0.004253191	71,366	0.18%
T6 Instate Heavy	0.052753299	2.009513883	0.199881152	0.010888985	0.011003072	0.012	0.13034	1.53E-01	0.010527084	0.003	0.05586	6.94E-02	1141.347114	0.002450254	202,913	0.52%
T6 Instate Small	0.092164212	1.501002325	0.329955119	0.01088697	0.052982156	0.012	0.13034	1.95E-01	0.050690172	0.003	0.05586	1.10E-01	1141.135918	0.004280789	526,575	1.35%
T6 OOS Heavy	0.039278083	1.29307372	0.170984486	0.01076475	0.007089909	0.012	0.13034	1.49E-01	0.006783202	0.003	0.05586	6.56E-02	1128.325254	0.001824365	778	0.00%
T6 OOS Small	0.062014516	1.010295061	0.239078993	0.010809569	0.030218254	0.012	0.13034	1.73E-01	0.028911026	0.003	0.05586	8.78E-02	1133.02298	0.002880414	2,390	0.01%
T6 Public	0.047471829	5.243131622	0.165349623	0.010904251	0.027869085	0.012	0.13034	1.70E-01	0.02666348	0.003	0.05586	8.55E-02	1142.947263	0.002204943	7,930	0.02%
T6 Utility	0.022055507	0.424048072	0.11609295	0.011155309	0.001971525	0.012	0.13034	1.44E-01	0.001886237	0.003	0.05586	6.07E-02	1169.262337	0.001024421	3,326	0.01%
T6TS	0.07114937	0.524910172	2.312881275	0.01091513	0.000881862	0.012	0.13034	1.43E-01	0.000810839	0.003	0.05586	5.97E-02	1089.877521	0.028750079	61,810	0.16%
T7 Ag	0.797487269	9.629087191	3.936592536	0.016336485	0.50651459	0.036	0.06174	6.04E-01	0.484602993	0.009	0.02646	5.20E-01	1712.335861	0.037041218	491	0.00%
T7 CAIRP	0.119038443	3.395678088	0.558995906	0.015068332	0.016204714	0.036	0.06174	1.14E-01	0.015503705	0.009	0.02646	5.10E-02	1579.412361	0.005529027	252,439	0.65%
T7 CAIRP Construction	0.119675666	3.4760387	0.521151105	0.015236312	0.020078895	0.036	0.06174	1.18E-01	0.019210291	0.009	0.02646	5.47E-02	1597.019426	0.005558625	22,891	0.06%
T7 NNOOS	0.073855667	1.390048073	0.402127223	0.0140735	0.007657956	0.036	0.06174	1.05E-01	0.007326677	0.009	0.02646	4.28E-02	1475.137338	0.003430404	313,025	0.80%
T7 NOOS	0.118639515	3.455919543	0.559901551	0.015085972	0.016509182	0.036	0.06174	1.14E-01	0.015795002	0.009	0.02646	5.13E-02	1581.261347	0.005510498	99,713	0.26%
T7 POLA	0.174543779	5.335679962	0.62826707	0.016131038	0.027295613	0.036	0.06174	1.25E-01	0.026114817	0.009	0.02646	6.16E-02	1690.801591	0.008107106	353,616	0.91%
T7 Public	0.088688578	8.941420208	0.39302549	0.016162572	0.047647976	0.036	0.06174	1.45E-01	0.045586745	0.009	0.02646	8.10E-02	1694.106939	0.004119355	18,585	0.05%
T7 Single	0.093384818	3.530096415	0.387731551	0.015481016	0.01791622	0.036	0.06174	1.16E-01	0.017141172	0.009	0.02646	5.26E-02	1622.668492	0.004337483	197,367	0.51%
T7 Single Construction	0.091911398	3.621919951	0.390586879	0.015471111	0.017504956	0.036	0.06174	1.15E-01	0.0167477	0.009	0.02646	5.22E-02	1621.630278	0.004269046	59,216	0.15%
T7 SWCV	0.07495756	5.990499519	3.361964344	0.012425383	0.007137017	0.036	0.06174	1.05E-01	0.006828273	0.009	0.02646	4.23E-02	3110.79881	1.208307719	38,399	0.10%
T7 Tractor	0.14112421	4.47414767	0.577120994	0.015325911	0.022941315	0.036	0.06174	1.21E-01	0.021948884	0.009	0.02646	5.74E-02	1606.410884	0.006554854	359,338	0.92%
T7 Tractor Construction	0.136113202	4.703275073	0.547784405	0.015587311	0.027237103	0.036	0.06174	1.25E-01	0.026058838	0.009	0.02646	6.15E-02	1633.80999	0.006322106	44,150	0.11%
T7 Utility	0.044887943	0.757725294	0.265052875	0.015458393	0.00302154	0.036	0.06174	1.01E-01	0.002890829	0.009	0.02646	3.84E-02	1620.29725	0.002084929	2,075	0.01%
T7IS	0.411686172	3.012752114	32.84524783	0.017674907	0.000605926	0.02	0.06174	8.23E-02	0.000557655	0.005	0.02646	3.20E-02	1717.851597	0.164650081	10,053	0.03%
UBUS	0.253672384	5.615310276	5.215311992	0.007317998	0.043265288	0.012	0.512464064	5.68E-01	0.041374348	0.003	0.219627456	2.64E-01	1335.381662	0.620220397	46,905	0.12%
															38,901,209	100.00%

San Bernardino 2020 - all Model Years (40 MPH)	##								lbs/Mile						
Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
All Other Buses	1.35E-04	5.60E-03	4.74E-04	2.46E-05	3.13E-05	2.65E-05	2.87E-04	3.45E-04	2.99E-05	6.61E-06	1.23E-04	1.60E-04	2.58E+00	6.25E-06
LDA	2.19E-05	1.07E-04	1.35E-03	5.14E-06	3.26E-06	1.76E-05	8.10E-05	1.02E-04	3.01E-06	4.41E-06	3.47E-05	4.21E-05	5.13E-01	8.69E-06
LDT1	7.00E-05	3.31E-04	3.68E-03	6.34E-06	5.87E-06	1.76E-05	8.10E-05	1.05E-04	5.40E-06	4.41E-06	3.47E-05	4.45E-05	6.29E-01	2.80E-05
LDT2	3.16E-05	1.82E-04	1.86E-03	7.09E-06	3.27E-06	1.76E-05	8.10E-05	1.02E-04	3.01E-06	4.41E-06	3.47E-05	4.21E-05	7.08E-01	1.27E-05
LHD1	1.61E-04	3.93E-03	2.02E-03	1.25E-05	2.68E-05	2.20E-05	1.69E-04	2.17E-04	2.56E-05	5.50E-06	7.22E-05	1.03E-04	1.27E+00	2.56E-05
LHD2	1.20E-04	3.08E-03	1.01E-03	1.28E-05	2.63E-05	2.33E-05	1.97E-04	2.46E-04	2.52E-05	5.83E-06	8.43E-05	1.15E-04	1.32E+00	1.11E-05
MCY	4.28E-03	2.22E-03	3.77E-02	4.03E-06	3.39E-06	8.82E-06	2.59E-05	3.81E-05	3.17E-06	2.20E-06	1.11E-05	1.65E-05	3.29E-01	8.01E-04
MDV	7.28E-05	3.58E-04	3.28E-03	9.67E-06	3.49E-06	1.76E-05	8.10E-05	1.02E-04	3.22E-06	4.41E-06	3.47E-05	4.24E-05	9.64E-01	2.53E-05
MH	2.30E-04	3.22E-03	6.46E-03	2.37E-05	5.76E-05	2.84E-05	2.87E-04	3.73E-04	5.50E-05	7.09E-06	1.23E-04	1.85E-04	2.39E+00	7.33E-05
Motor Coach	2.85E-04	8.98E-03	1.11E-03	3.55E-05	4.98E-05	2.65E-05	2.87E-04	3.64E-04	4.77E-05	6.61E-06	1.23E-04	1.77E-04	3.73E+00	1.32E-05
OBUS	8.81E-05	6.60E-04	2.74E-03	2.39E-05	1.59E-06	2.65E-05	2.87E-04	3.15E-04	1.47E-06	6.61E-06	1.23E-04	1.31E-04	2.39E+00	3.56E-05
SBUS	1.30E-04	1.00E-02	1.14E-03	2.14E-05	4.73E-05	2.47E-05	1.64E-03	1.71E-03	4.52E-05	6.17E-06	7.04E-04	7.55E-04	2.23E+00	1.39E-05
T6 Ag	8.59E-04	1.12E-02	2.90E-03	2.48E-05	5.31E-04	2.65E-05	2.87E-04	8.44E-04	5.08E-04	6.61E-06	1.23E-04	6.37E-04	2.60E+00	3.99E-05
T6 CAIRP Heavy	8.59E-05	2.71E-03	3.74E-04	2.37E-05	1.47E-05	2.65E-05	2.87E-04	3.28E-04	1.40E-05	6.61E-06	1.23E-04	1.44E-04	2.49E+00	3.99E-06
T6 CAIRP Small	1.37E-04	2.23E-03	5.27E-04	2.38E-05	6.66E-05	2.65E-05	2.87E-04	3.80E-04	6.37E-05	6.61E-06	1.23E-04	1.94E-04	2.50E+00	6.35E-06
T6 Instate Construction Heavy	1.26E-04	5.85E-03	4.48E-04	2.43E-05	3.45E-05	2.65E-05	2.87E-04	3.48E-04	3.30E-05	6.61E-06	1.23E-04	1.63E-04	2.55E+00	5.85E-06
T6 Instate Construction Small	2.02E-04	3.55E-03	7.19E-04	2.41E-05	1.12E-04	2.65E-05	2.87E-04	4.26E-04	1.07E-04	6.61E-06	1.23E-04	2.37E-04	2.52E+00	9.38E-06
T6 Instate Heavy	1.16E-04	4.43E-03	4.41E-04	2.40E-05	2.43E-05	2.65E-05	2.87E-04	3.38E-04	2.32E-05	6.61E-06	1.23E-04	1.53E-04	2.52E+00	5.40E-06
T6 Instate Small	2.03E-04	3.31E-03	7.27E-04	2.40E-05	1.17E-04	2.65E-05	2.87E-04	4.31E-04	1.12E-04	6.61E-06	1.23E-04	2.42E-04	2.52E+00	9.44E-06
T6 OOS Heavy	8.66E-05	2.85E-03	3.77E-04	2.37E-05	1.56E-05	2.65E-05	2.87E-04	3.29E-04	1.50E-05	6.61E-06	1.23E-04	1.45E-04	2.49E+00	4.02E-06
T6 OOS Small	1.37E-04	2.23E-03	5.27E-04	2.38E-05	6.66E-05	2.65E-05	2.87E-04	3.80E-04	6.37E-05	6.61E-06	1.23E-04	1.94E-04	2.50E+00	6.35E-06
T6 Public	1.05E-04	1.16E-02	3.65E-04	2.40E-05	6.14E-05	2.65E-05	2.87E-04	3.75E-04	5.88E-05	6.61E-06	1.23E-04	1.89E-04	2.52E+00	4.86E-06
T6 Utility	4.86E-05	9.35E-04	2.56E-04	2.46E-05	4.35E-06	2.65E-05	2.87E-04	3.18E-04	4.16E-06	6.61E-06	1.23E-04	1.34E-04	2.58E+00	2.26E-06
T6TS	1.57E-04	1.16E-03	5.10E-03	2.41E-05	1.94E-06	2.65E-05	2.87E-04	3.16E-04	1.79E-06	6.61E-06	1.23E-04	1.32E-04	2.40E+00	6.34E-05
T7 Ag	1.76E-03	2.12E-02	8.68E-03	3.60E-05	1.12E-03	7.94E-05	1.36E-04	1.33E-03	1.07E-03	1.98E-05	5.83E-05	1.15E-03	3.78E+00	8.17E-05
T7 CAIRP	2.62E-04	7.49E-03	1.23E-03	3.32E-05	3.57E-05	7.94E-05	1.36E-04	2.51E-04	3.42E-05	1.98E-05	5.83E-05	1.12E-04	3.48E+00	1.22E-05
T7 CAIRP Construction	2.64E-04	7.66E-03	1.15E-03	3.36E-05	4.43E-05	7.94E-05	1.36E-04	2.60E-04	4.24E-05	1.98E-05	5.83E-05	1.21E-04	3.52E+00	1.23E-05
T7 NNOOS	1.63E-04	3.06E-03	8.87E-04	3.10E-05	1.69E-05	7.94E-05	1.36E-04	2.32E-04	1.62E-05	1.98E-05	5.83E-05	9.43E-05	3.25E+00	7.56E-06
T7 NOOS	2.62E-04	7.62E-03	1.23E-03	3.33E-05	3.64E-05	7.94E-05	1.36E-04	2.52E-04	3.48E-05	1.98E-05	5.83E-05	1.13E-04	3.49E+00	1.21E-05
T7 POLA	3.85E-04	1.18E-02	1.39E-03	3.56E-05	6.02E-05	7.94E-05	1.36E-04	2.76E-04	5.76E-05	1.98E-05	5.83E-05	1.36E-04	3.73E+00	1.79E-05
T7 Public	1.96E-04	1.97E-02	8.66E-04	3.56E-05	1.05E-04	7.94E-05	1.36E-04	3.21E-04	1.01E-04	1.98E-05	5.83E-05	1.79E-04	3.73E+00	9.08E-06
T7 Single	2.06E-04	7.78E-03	8.55E-04	3.41E-05	3.95E-05	7.94E-05	1.36E-04	2.55E-04	3.78E-05	1.98E-05	5.83E-05	1.16E-04	3.58E+00	9.56E-06
T7 Single Construction	2.03E-04	7.98E-03	8.61E-04	3.41E-05	3.86E-05	7.94E-05	1.36E-04	2.54E-04	3.69E-05	1.98E-05	5.83E-05	1.15E-04	3.58E+00	9.41E-06
T7 SWCV	1.65E-04	1.32E-02	7.41E-03	2.74E-05	1.57E-05	7.94E-05	1.36E-04	2.31E-04	1.51E-05	1.98E-05	5.83E-05	9.32E-05	6.86E+00	2.66E-03
T7 Tractor	3.11E-04	9.86E-03	1.27E-03	3.38E-05	5.06E-05	7.94E-05	1.36E-04	2.66E-04	4.84E-05	1.98E-05	5.83E-05	1.27E-04	3.54E+00	1.45E-05
T7 Tractor Construction	3.00E-04	1.04E-02	1.21E-03	3.44E-05	6.00E-05	7.94E-05	1.36E-04	2.76E-04	5.74E-05	1.98E-05	5.83E-05	1.36E-04	3.60E+00	1.39E-05
T7 Utility	9.90E-05	1.67E-03	5.84E-04	3.41E-05	6.66E-06	7.94E-05	1.36E-04	2.22E-04	6.37E-06	1.98E-05	5.83E-05	8.45E-05	3.57E+00	4.60E-06
T7IS	9.08E-04	6.64E-03	7.24E-02	3.90E-05	1.34E-06	4.41E-05	1.36E-04	1.82E-04	1.23E-06	1.10E-05	5.83E-05	7.06E-05	3.79E+00	3.63E-04
UBUS	5.59E-04	1.24E-02	1.15E-02	1.61E-05	9.54E-05	2.65E-05	1.13E-03	1.25E-03	9.12E-05	6.61E-06	4.84E-04	5.82E-04	2.94E+00	1.37E-03

San Bernardino 2020 - all Model Years (40 MPH) ## **MTons/Mile**

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
All Other Buses	6.10E-08	2.54E-06	2.15E-07	1.12E-08	1.42E-08	1.20E-08	1.30E-07	1.57E-07	1.36E-08	3.00E-09	5.59E-08	7.24E-08	1.17E-03	2.83E-09
LDA	9.93E-09	4.85E-08	6.13E-07	2.33E-09	1.48E-09	8.00E-09	3.67E-08	4.62E-08	1.36E-09	2.00E-09	1.57E-08	1.91E-08	2.33E-04	3.94E-09
LDT1	3.18E-08	1.50E-07	1.67E-06	2.88E-09	2.66E-09	8.00E-09	3.67E-08	4.74E-08	2.45E-09	2.00E-09	1.57E-08	2.02E-08	2.85E-04	1.27E-08
LDT2	1.43E-08	8.25E-08	8.44E-07	3.22E-09	1.48E-09	8.00E-09	3.68E-08	4.62E-08	1.37E-09	2.00E-09	1.58E-08	1.91E-08	3.21E-04	5.76E-09
LHD1	7.31E-08	1.78E-06	9.18E-07	5.65E-09	1.22E-08	9.98E-09	7.64E-08	9.86E-08	1.16E-08	2.50E-09	3.28E-08	4.69E-08	5.75E-04	1.16E-08
LHD2	5.43E-08	1.40E-06	4.59E-07	5.82E-09	1.19E-08	1.06E-08	8.92E-08	1.12E-07	1.14E-08	2.64E-09	3.82E-08	5.23E-08	5.98E-04	5.04E-09
MCY	1.94E-06	1.01E-06	1.71E-05	1.83E-09	1.54E-09	4.00E-09	1.18E-08	1.73E-08	1.44E-09	1.00E-09	5.04E-09	7.48E-09	1.49E-04	3.63E-07
MDV	3.30E-08	1.62E-07	1.49E-06	4.39E-09	1.58E-09	8.00E-09	3.68E-08	4.63E-08	1.46E-09	2.00E-09	1.58E-08	1.92E-08	4.37E-04	1.15E-08
MH	1.04E-07	1.46E-06	2.93E-06	1.08E-08	2.61E-08	1.29E-08	1.30E-07	1.69E-07	2.49E-08	3.22E-09	5.59E-08	8.40E-08	1.08E-03	3.33E-08
Motor Coach	1.29E-07	4.07E-06	5.04E-07	1.61E-08	2.26E-08	1.20E-08	1.30E-07	1.65E-07	2.16E-08	3.00E-09	5.59E-08	8.05E-08	1.69E-03	6.00E-09
OBUS	4.00E-08	2.99E-07	1.24E-06	1.08E-08	7.23E-10	1.20E-08	1.30E-07	1.43E-07	6.65E-10	3.00E-09	5.59E-08	5.95E-08	1.08E-03	1.62E-08
SBUS	5.89E-08	4.55E-06	5.17E-07	9.69E-09	2.14E-08	1.12E-08	7.45E-07	7.77E-07	2.05E-08	2.80E-09	3.19E-07	3.43E-07	1.01E-03	6.32E-09
T6 Ag	3.90E-07	5.09E-06	1.31E-06	1.12E-08	2.41E-07	1.20E-08	1.30E-07	3.83E-07	2.30E-07	3.00E-09	5.59E-08	2.89E-07	1.18E-03	1.81E-08
T6 CAIRP Heavy	3.90E-08	1.23E-06	1.70E-07	1.08E-08	6.65E-09	1.20E-08	1.30E-07	1.49E-07	6.36E-09	3.00E-09	5.59E-08	6.52E-08	1.13E-03	1.81E-09
T6 CAIRP Small	6.20E-08	1.01E-06	2.39E-07	1.08E-08	3.02E-08	1.20E-08	1.30E-07	1.73E-07	2.89E-08	3.00E-09	5.59E-08	8.78E-08	1.13E-03	2.88E-09
T6 Instate Construction Heavy	5.71E-08	2.65E-06	2.03E-07	1.10E-08	1.56E-08	1.20E-08	1.30E-07	1.58E-07	1.50E-08	3.00E-09	5.59E-08	7.38E-08	1.16E-03	2.65E-09
T6 Instate Construction Small	9.16E-08	1.61E-06	3.26E-07	1.09E-08	5.09E-08	1.20E-08	1.30E-07	1.93E-07	4.87E-08	3.00E-09	5.59E-08	1.08E-07	1.14E-03	4.25E-09
T6 Instate Heavy	5.28E-08	2.01E-06	2.00E-07	1.09E-08	1.10E-08	1.20E-08	1.30E-07	1.53E-07	1.05E-08	3.00E-09	5.59E-08	6.94E-08	1.14E-03	2.45E-09
T6 Instate Small	9.22E-08	1.50E-06	3.30E-07	1.09E-08	5.30E-08	1.20E-08	1.30E-07	1.95E-07	5.07E-08	3.00E-09	5.59E-08	1.10E-07	1.14E-03	4.28E-09
T6 OOS Heavy	3.93E-08	1.29E-06	1.71E-07	1.08E-08	7.09E-09	1.20E-08	1.30E-07	1.49E-07	6.78E-09	3.00E-09	5.59E-08	6.56E-08	1.13E-03	1.82E-09
T6 OOS Small	6.20E-08	1.01E-06	2.39E-07	1.08E-08	3.02E-08	1.20E-08	1.30E-07	1.73E-07	2.89E-08	3.00E-09	5.59E-08	8.78E-08	1.13E-03	2.88E-09
T6 Public	4.75E-08	5.24E-06	1.65E-07	1.09E-08	2.79E-08	1.20E-08	1.30E-07	1.70E-07	2.67E-08	3.00E-09	5.59E-08	8.55E-08	1.14E-03	2.20E-09
T6 Utility	2.21E-08	4.24E-07	1.16E-07	1.12E-08	1.97E-09	1.20E-08	1.30E-07	1.44E-07	1.89E-09	3.00E-09	5.59E-08	6.07E-08	1.17E-03	1.02E-09
T6TS	7.11E-08	5.25E-07	2.31E-06	1.09E-08	8.82E-10	1.20E-08	1.30E-07	1.43E-07	8.11E-10	3.00E-09	5.59E-08	5.97E-08	1.09E-03	2.88E-08
T7 Ag	7.97E-07	9.63E-06	3.94E-06	1.63E-08	5.07E-07	3.60E-08	6.17E-08	6.04E-07	4.85E-07	9.00E-09	2.65E-08	5.20E-07	1.71E-03	3.70E-08
T7 CAIRP	1.19E-07	3.40E-06	5.59E-07	1.51E-08	1.62E-08	3.60E-08	6.17E-08	1.14E-07	1.55E-08	9.00E-09	2.65E-08	5.10E-08	1.58E-03	5.53E-09
T7 CAIRP Construction	1.20E-07	3.48E-06	5.21E-07	1.52E-08	2.01E-08	3.60E-08	6.17E-08	1.18E-07	1.92E-08	9.00E-09	2.65E-08	5.47E-08	1.60E-03	5.56E-09
T7 NNOOS	7.39E-08	1.39E-06	4.02E-07	1.41E-08	7.66E-09	3.60E-08	6.17E-08	1.05E-07	7.33E-09	9.00E-09	2.65E-08	4.28E-08	1.48E-03	3.43E-09
T7 NOOS	1.19E-07	3.46E-06	5.60E-07	1.51E-08	1.65E-08	3.60E-08	6.17E-08	1.14E-07	1.58E-08	9.00E-09	2.65E-08	5.13E-08	1.58E-03	5.51E-09
T7 POLA	1.75E-07	5.34E-06	6.28E-07	1.61E-08	2.73E-08	3.60E-08	6.17E-08	1.25E-07	2.61E-08	9.00E-09	2.65E-08	6.16E-08	1.69E-03	8.11E-09
T7 Public	8.87E-08	8.94E-06	3.93E-07	1.62E-08	4.76E-08	3.60E-08	6.17E-08	1.45E-07	4.56E-08	9.00E-09	2.65E-08	8.10E-08	1.69E-03	4.12E-09
T7 Single	9.34E-08	3.53E-06	3.88E-07	1.55E-08	1.79E-08	3.60E-08	6.17E-08	1.16E-07	1.71E-08	9.00E-09	2.65E-08	5.26E-08	1.62E-03	4.34E-09
T7 Single Construction	9.19E-08	3.62E-06	3.91E-07	1.55E-08	1.75E-08	3.60E-08	6.17E-08	1.15E-07	1.67E-08	9.00E-09	2.65E-08	5.22E-08	1.62E-03	4.27E-09
T7 SWCV	7.50E-08	5.99E-06	3.36E-06	1.24E-08	7.14E-09	3.60E-08	6.17E-08	1.05E-07	6.83E-09	9.00E-09	2.65E-08	4.23E-08	3.11E-03	1.21E-06
T7 Tractor	1.41E-07	4.47E-06	5.77E-07	1.53E-08	2.29E-08	3.60E-08	6.17E-08	1.21E-07	2.19E-08	9.00E-09	2.65E-08	5.74E-08	1.61E-03	6.55E-09
T7 Tractor Construction	1.36E-07	4.70E-06	5.48E-07	1.56E-08	2.72E-08	3.60E-08	6.17E-08	1.25E-07	2.61E-08	9.00E-09	2.65E-08	6.15E-08	1.63E-03	6.32E-09
T7 Utility	4.49E-08	7.58E-07	2.65E-07	1.55E-08	3.02E-09	3.60E-08	6.17E-08	1.01E-07	2.89E-09	9.00E-09	2.65E-08	3.84E-08	1.62E-03	2.08E-09
T7IS	4.12E-07	3.01E-06	3.28E-05	1.77E-08	6.06E-10	2.00E-08	6.17E-08	8.23E-08	5.58E-10	5.00E-09	2.65E-08	3.20E-08	1.72E-03	1.65E-07
UBUS	2.54E-07	5.62E-06	5.22E-06	7.32E-09	4.33E-08	1.20E-08	5.12E-07	5.68E-07	4.14E-08	3.00E-09	2.20E-07	2.64E-07	1.34E-03	6.20E-07

Year 2014 - Existing

Based on EMFAC2014

	Emission year	Annual VMT	GWP	GWP		GWP	
	2014	**642,241,480**	**1**	**21**		**310**	**MTons**
	Percent of VMT	**Adjust % VMT**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N_2O**	**MT CO2e**
All Other Buses	0.03%	0.03%	2.41E+02	1.93E-03	1.17E+00	0	252
LDA	51.91%	51.91%	9.29E+04	2.82E+00	3.42E+01	1	93,280
LDT1	4.70%	4.70%	9.78E+03	7.93E-01	9.47E+00	0	9,891
LDT2	17.43%	17.43%	4.23E+04	1.36E+00	2.16E+01	1	42,548
LHD1	2.60%	2.60%	1.00E+04	3.07E-01	3.86E+01	1	10,428
LHD2	0.66%	0.66%	2.70E+03	4.50E-02	1.05E+01	0	2,802
MCY	0.42%	0.42%	3.84E+02	8.64E-01	2.78E+00	0	430
MDV	15.79%	15.79%	4.96E+04	1.85E+00	2.80E+01	1	49,941
MH	0.15%	0.15%	1.07E+03	5.32E-02	1.84E+00	0	1,086
Motor Coach	0.02%	0.02%	2.12E+02	1.52E-03	1.07E+00	0	223
OBUS	0.07%	0.07%	4.85E+02	1.67E-02	3.15E-01	0	489
SBUS	0.09%	0.09%	5.65E+02	9.01E-03	3.88E+00	0	604
T6 Ag	0.00%	0.00%	1.15E+01	3.96E-04	1.13E-01	0	13
T6 CAIRP Heavy	0.00%	0.00%	2.28E+01	1.32E-04	7.66E-02	0	24
T6 CAIRP Small	0.01%	0.01%	7.05E+01	6.80E-04	2.72E-01	0	73
T6 Instate Construction Heavy	0.08%	0.08%	5.60E+02	6.18E-03	3.34E+00	0	593
T6 Instate Construction Small	0.17%	0.17%	1.25E+03	1.40E-02	5.70E+00	0	1,301
T6 Instate Heavy	0.42%	0.42%	3.07E+03	2.48E-02	1.23E+01	0	3,188
T6 Instate Small	1.09%	1.09%	7.96E+03	1.02E-01	3.97E+01	1	8,355
T6 OOS Heavy	0.00%	0.00%	1.31E+01	5.31E-05	3.98E-02	0	14
T6 OOS Small	0.01%	0.01%	4.04E+01	3.89E-04	1.56E-01	0	42
T6 Public	0.03%	0.03%	2.14E+02	5.09E-04	1.43E+00	0	229
T6 Utility	0.01%	0.01%	6.97E+01	1.00E-04	1.33E-01	0	71
T6TS	0.18%	0.18%	1.29E+03	9.06E-02	1.55E+00	0	1,310
T7 Ag	0.00%	0.00%	1.60E+01	6.08E-04	1.61E-01	0	18
T7 CAIRP	0.58%	0.58%	6.26E+03	4.33E-02	2.44E+01	1	6,501
T7 CAIRP Construction	0.05%	0.05%	6.06E+02	5.39E-03	2.99E+00	0	635
T7 NNOOS	0.72%	0.72%	7.56E+03	2.37E-02	1.76E+01	1	7,730
T7 NOOS	0.23%	0.23%	2.47E+03	1.28E-02	9.03E+00	0	2,562
T7 POLA	0.76%	0.76%	8.56E+03	3.80E-02	2.75E+01	1	8,834
T7 Public	0.05%	0.05%	6.20E+02	1.67E-03	4.37E+00	0	663
T7 Single	0.39%	0.39%	4.38E+03	4.75E-02	2.41E+01	1	4,621
T7 Single Construction	0.14%	0.14%	1.54E+03	1.42E-02	8.57E+00	0	1,628
T7 SWCV	0.10%	0.10%	2.35E+03	6.06E-01	7.29E+00	0	2,439
T7 Tractor	0.82%	0.82%	8.91E+03	8.86E-02	4.47E+01	1	9,353
T7 Tractor Construction	0.10%	0.10%	1.15E+03	1.55E-02	6.93E+00	0	1,224
T7 Utility	0.01%	0.01%	6.32E+01	1.24E-04	1.67E-01	0	65
T7IS	0.03%	0.03%	3.81E+02	6.24E-02	9.14E-01	0	392
UBUS	0.15%	0.15%	1.32E+03	8.32E-01	8.70E+00	0	1,424
TOTAL	100%	100%	**271,058**	**10**	**406**	**13**	**275,271**

N_2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N_{2O} with NO_x. (N_2O = 0.0167 + 0.0318 x NO_x)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Existing (Baseline) in 2040

Based on EMFAC2014

	Emission year	Annual VMT	GWP	GWP		GWP	
	2040	**642,241,480**	**1**	**21**		**310**	**MTons**
	Percent of VMT	**Adjust % VMT**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N_2O**	**CO2e**
All Other Buses	0.04%	0.04%	3.01E+02	3.78E-04	1.10E-01	0	302
LDA	57.08%	57.08%	5.12E+04	3.72E-01	5.63E+00	0	51,291
LDT1	3.34%	3.34%	3.86E+03	3.36E-02	4.79E-01	0	3,868
LDT2	18.98%	18.98%	2.07E+04	1.93E-01	2.74E+00	0	20,685
LHD1	0.89%	0.89%	2.82E+03	9.24E-03	1.27E+00	0	2,835
LHD2	0.40%	0.40%	1.37E+03	3.50E-03	1.45E-01	0	1,374
MCY	0.36%	0.36%	3.56E+02	8.94E-01	2.28E+00	0	397
MDV	10.61%	10.61%	1.42E+04	1.63E-01	2.26E+00	0	14,215
MH	0.05%	0.05%	3.38E+02	9.78E-04	1.72E-01	0	340
Motor Coach	0.02%	0.02%	2.24E+02	4.16E-04	9.39E-02	0	225
OBUS	0.07%	0.07%	4.79E+02	1.47E-03	3.73E-02	0	479
SBUS	0.08%	0.08%	4.57E+02	8.25E-04	1.42E-01	0	459
T6 Ag	0.00%	0.00%	7.84E+00	1.12E-05	4.33E-03	0	8
T6 CAIRP Heavy	0.00%	0.00%	2.55E+01	3.02E-05	8.20E-03	0	26
T6 CAIRP Small	0.01%	0.01%	7.98E+01	8.79E-05	2.30E-02	0	80
T6 Instate Construction Heavy	0.06%	0.06%	4.27E+02	5.55E-04	1.64E-01	0	429
T6 Instate Construction Small	0.13%	0.13%	9.44E+02	1.13E-03	3.18E-01	0	947
T6 Instate Heavy	0.62%	0.62%	4.29E+03	5.45E-03	1.57E+00	0	4,309
T6 Instate Small	1.56%	1.56%	1.10E+04	1.32E-02	3.67E+00	0	11,068
T6 OOS Heavy	0.00%	0.00%	1.46E+01	1.73E-05	4.70E-03	0	15
T6 OOS Small	0.01%	0.01%	4.57E+01	5.04E-05	1.32E-02	0	46
T6 Public	0.01%	0.01%	8.17E+01	8.55E-05	4.24E-02	0	82
T6 Utility	0.01%	0.01%	5.64E+01	5.12E-05	1.19E-02	0	57
T6TS	0.15%	0.15%	1.03E+03	3.06E-03	7.95E-02	0	1,035
T7 Ag	0.00%	0.00%	9.62E+00	2.32E-05	8.55E-03	0	10
T7 CAIRP	0.68%	0.68%	6.26E+03	1.40E-02	3.32E+00	0	6,295
T7 CAIRP Construction	0.04%	0.04%	3.99E+02	8.99E-04	2.14E-01	0	401
T7 NNOOS	0.85%	0.85%	7.75E+03	1.53E-02	3.38E+00	0	7,788
T7 NOOS	0.27%	0.27%	2.47E+03	5.53E-03	1.31E+00	0	2,487
T7 POLA	1.59%	1.59%	1.49E+04	3.53E-02	8.67E+00	0	14,950
T7 Public	0.04%	0.04%	3.60E+02	6.14E-04	4.18E-01	0	364
T7 Single	0.63%	0.63%	5.89E+03	1.08E-02	2.52E+00	0	5,915
T7 Single Construction	0.11%	0.11%	1.04E+03	1.92E-03	4.59E-01	0	1,045
T7 SWCV	0.10%	0.10%	1.63E+03	9.20E-01	4.15E-01	0	1,655
T7 Tractor	0.99%	0.99%	9.10E+03	2.07E-02	5.01E+00	0	9,147
T7 Tractor Construction	0.08%	0.08%	7.72E+02	1.79E-03	4.38E-01	0	776
T7 Utility	0.00%	0.00%	4.65E+01	6.57E-05	1.21E-02	0	47
T7IS	0.02%	0.02%	2.07E+02	1.36E-02	3.56E-01	0	210
UBUS	0.10%	0.10%	7.85E+02	1.47E-01	3.84E-01	0	792
TOTAL	100%	100%	**165,916**	**3**	**48**	**2**	**166,452**

N_2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N_{2O} with NO_x. ($N_2O = 0.0167 + 0.0318 \times NO_x$)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Year 2040 - Proposed GP

Based on EMFAC2014

	Emission year	Annual VMT	GWP	GWP		GWP	
	2040	**990,733,580**	**1**	**21**		**310**	**MTons**
	Percent of VMT	**Adjust % VMT**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N_2O**	**CO2e**
All Other Buses	0.04%	0.04%	4.64E+02	5.83E-04	1.70E-01	0	465
LDA	57.08%	57.08%	7.90E+04	5.73E-01	8.68E+00	0	79,123
LDT1	3.34%	3.34%	5.96E+03	5.18E-02	7.39E-01	0	5,966
LDT2	18.98%	18.98%	3.19E+04	2.98E-01	4.23E+00	0	31,910
LHD1	0.89%	0.89%	4.35E+03	1.43E-02	1.96E+00	0	4,374
LHD2	0.40%	0.40%	2.12E+03	5.41E-03	2.24E-01	0	2,119
MCY	0.36%	0.36%	5.49E+02	1.38E+00	3.52E+00	0	612
MDV	10.61%	10.61%	2.19E+04	2.52E-01	3.49E+00	0	21,929
MH	0.05%	0.05%	5.21E+02	1.51E-03	2.65E-01	0	524
Motor Coach	0.02%	0.02%	3.46E+02	6.41E-04	1.45E-01	0	347
OBUS	0.07%	0.07%	7.39E+02	2.26E-03	5.75E-02	0	739
SBUS	0.08%	0.08%	7.06E+02	1.27E-03	2.19E-01	0	708
T6 Ag	0.00%	0.00%	1.21E+01	1.73E-05	6.69E-03	0	12
T6 CAIRP Heavy	0.00%	0.00%	3.93E+01	4.66E-05	1.26E-02	0	39
T6 CAIRP Small	0.01%	0.01%	1.23E+02	1.36E-04	3.55E-02	0	123
T6 Instate Construction Heavy	0.06%	0.06%	6.59E+02	8.56E-04	2.54E-01	0	661
T6 Instate Construction Small	0.13%	0.13%	1.46E+03	1.75E-03	4.90E-01	0	1,461
T6 Instate Heavy	0.62%	0.62%	6.62E+03	8.41E-03	2.43E+00	0	6,647
T6 Instate Small	1.56%	1.56%	1.70E+04	2.03E-02	5.66E+00	0	17,073
T6 OOS Heavy	0.00%	0.00%	2.25E+01	2.67E-05	7.26E-03	0	23
T6 OOS Small	0.01%	0.01%	7.05E+01	7.77E-05	2.03E-02	0	71
T6 Public	0.01%	0.01%	1.26E+02	1.32E-04	6.55E-02	0	127
T6 Utility	0.01%	0.01%	8.70E+01	7.90E-05	1.83E-02	0	87
T6TS	0.15%	0.15%	1.60E+03	4.73E-03	1.23E-01	0	1,597
T7 Ag	0.00%	0.00%	1.48E+01	3.58E-05	1.32E-02	0	15
T7 CAIRP	0.68%	0.68%	9.66E+03	2.16E-02	5.13E+00	0	9,711
T7 CAIRP Construction	0.04%	0.04%	6.16E+02	1.39E-03	3.29E-01	0	619
T7 NNOOS	0.85%	0.85%	1.20E+04	2.36E-02	5.21E+00	0	12,014
T7 NOOS	0.27%	0.27%	3.82E+03	8.53E-03	2.03E+00	0	3,836
T7 POLA	1.59%	1.59%	2.29E+04	5.44E-02	1.34E+01	0	23,062
T7 Public	0.04%	0.04%	5.56E+02	9.47E-04	6.44E-01	0	562
T7 Single	0.63%	0.63%	9.09E+03	1.66E-02	3.89E+00	0	9,125
T7 Single Construction	0.11%	0.11%	1.61E+03	2.96E-03	7.08E-01	0	1,612
T7 SWCV	0.10%	0.10%	2.52E+03	1.42E+00	6.41E-01	0	2,553
T7 Tractor	0.99%	0.99%	1.40E+04	3.19E-02	7.73E+00	0	14,110
T7 Tractor Construction	0.08%	0.08%	1.19E+03	2.75E-03	6.76E-01	0	1,197
T7 Utility	0.00%	0.00%	7.17E+01	1.01E-04	1.87E-02	0	72
T7IS	0.02%	0.02%	3.19E+02	2.09E-02	5.49E-01	0	324
UBUS	0.10%	0.10%	1.21E+03	2.27E-01	5.93E-01	0	1,222
TOTAL	100%	100%	**255,945**	**4**	**74**	**2**	**256,771**

N_2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N_{2O} with NO_x. (N_2O = 0.0167 + 0.0318 x NO_x)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

Current GP

Based on EMFAC2014

	Emission year	Annual VMT	GWP	GWP		GWP	
	2040	**962,609,230**	**1**	**21**		**310**	**MTons**
	Percent of VMT	**Adjust % VMT**	**MT CO2**	**MT CH4**	**MT NOx**	**MT N_2O**	**CO2e**
All Other Buses	0.04%	0.04%	4.50E+02	5.67E-04	1.65E-01	0	452
LDA	57.08%	57.08%	7.68E+04	5.57E-01	8.43E+00	0	76,877
LDT1	3.34%	3.34%	5.79E+03	5.03E-02	7.18E-01	0	5,797
LDT2	18.98%	18.98%	3.10E+04	2.90E-01	4.11E+00	0	31,004
LHD1	0.89%	0.89%	4.23E+03	1.38E-02	1.91E+00	0	4,249
LHD2	0.40%	0.40%	2.06E+03	5.25E-03	2.18E-01	0	2,059
MCY	0.36%	0.36%	5.33E+02	1.34E+00	3.42E+00	0	595
MDV	10.61%	10.61%	2.13E+04	2.45E-01	3.39E+00	0	21,306
MH	0.05%	0.05%	5.06E+02	1.47E-03	2.57E-01	0	509
Motor Coach	0.02%	0.02%	3.36E+02	6.23E-04	1.41E-01	0	337
OBUS	0.07%	0.07%	7.18E+02	2.20E-03	5.59E-02	0	718
SBUS	0.08%	0.08%	6.86E+02	1.24E-03	2.13E-01	0	688
T6 Ag	0.00%	0.00%	1.17E+01	1.68E-05	6.50E-03	0	12
T6 CAIRP Heavy	0.00%	0.00%	3.82E+01	4.53E-05	1.23E-02	0	38
T6 CAIRP Small	0.01%	0.01%	1.20E+02	1.32E-04	3.45E-02	0	120
T6 Instate Construction Heavy	0.06%	0.06%	6.40E+02	8.31E-04	2.46E-01	0	643
T6 Instate Construction Small	0.13%	0.13%	1.41E+03	1.70E-03	4.76E-01	0	1,419
T6 Instate Heavy	0.62%	0.62%	6.44E+03	8.17E-03	2.36E+00	0	6,459
T6 Instate Small	1.56%	1.56%	1.65E+04	1.98E-02	5.50E+00	0	16,589
T6 OOS Heavy	0.00%	0.00%	2.19E+01	2.59E-05	7.05E-03	0	22
T6 OOS Small	0.01%	0.01%	6.85E+01	7.55E-05	1.98E-02	0	69
T6 Public	0.01%	0.01%	1.23E+02	1.28E-04	6.36E-02	0	123
T6 Utility	0.01%	0.01%	8.45E+01	7.68E-05	1.78E-02	0	85
T6TS	0.15%	0.15%	1.55E+03	4.59E-03	1.19E-01	0	1,551
T7 Ag	0.00%	0.00%	1.44E+01	3.48E-05	1.28E-02	0	15
T7 CAIRP	0.68%	0.68%	9.39E+03	2.10E-02	4.98E+00	0	9,435
T7 CAIRP Construction	0.04%	0.04%	5.98E+02	1.35E-03	3.20E-01	0	602
T7 NNOOS	0.85%	0.85%	1.16E+04	2.29E-02	5.06E+00	0	11,673
T7 NOOS	0.27%	0.27%	3.71E+03	8.29E-03	1.97E+00	0	3,727
T7 POLA	1.59%	1.59%	2.23E+04	5.29E-02	1.30E+01	0	22,407
T7 Public	0.04%	0.04%	5.40E+02	9.20E-04	6.26E-01	0	546
T7 Single	0.63%	0.63%	8.83E+03	1.61E-02	3.78E+00	0	8,866
T7 Single Construction	0.11%	0.11%	1.56E+03	2.87E-03	6.88E-01	0	1,566
T7 SWCV	0.10%	0.10%	2.45E+03	1.38E+00	6.23E-01	0	2,481
T7 Tractor	0.99%	0.99%	1.36E+04	3.10E-02	7.51E+00	0	13,710
T7 Tractor Construction	0.08%	0.08%	1.16E+03	2.68E-03	6.57E-01	0	1,163
T7 Utility	0.00%	0.00%	6.97E+01	9.85E-05	1.81E-02	0	70
T7IS	0.02%	0.02%	3.10E+02	2.03E-02	5.33E-01	0	315
UBUS	0.10%	0.10%	1.18E+03	2.20E-01	5.76E-01	0	1,187
TOTAL	100%	100%	**248,680**	**4**	**72**	**2**	**249,482**

N_2O emissions were calculated using an off-model adjustment provided by CARB in AB 32 Technical Appendices. The off-model adjustment uses a linear regression correlating N_{2O} with NO_x. (N_2O = 0.0167 + 0.0318 x NO_x)

Daily vehicles miles traveled (VMT) multiplied by 347 days/year to account for reduced traffic on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology within the Climate Change Scoping Plan Measure Documentation Supplement.

Based on the emission factors for San Bernardino - South Coast Air Basin. % VMT based on EMFAC2014-PL for San Bernardino County.

San Bernardino 2040 - all Model Years (40 MPH) g/mile

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX	VMT from default EMFAC-SG	%VMT
All Other Buses	0.029953	0.405198	0.157665	0.010549	0.003064	0.012	0.13034	1.45E-01	0.002931	0.003	0.05586	6.18E-02	1105.746	0.001391	21,138	0.0%
LDA	0.002543	0.01535	0.240967	0.001398	0.000539	0.008	0.03675	4.53E-02	0.000495	0.002	0.01575	1.82E-02	139.7513	0.001014	28,510,357	57.1%
LDT1	0.003876	0.022308	0.335725	0.0018	0.000697	0.008	0.03675	4.54E-02	0.000641	0.002	0.01575	1.84E-02	179.8696	0.001564	1,670,097	3.3%
LDT2	0.003948	0.022473	0.376357	0.001697	0.000647	0.008	0.03675	4.54E-02	0.000595	0.002	0.01575	1.83E-02	169.4306	0.001587	9,481,385	19.0%
LHD1	0.025821	0.222997	0.168423	0.004822	0.004987	0.010588	0.07644	9.20E-02	0.00476	0.002647	0.03276	4.02E-02	494.881	0.00162	443,577	0.9%
LHD2	0.023488	0.056325	0.136023	0.005165	0.005178	0.010843	0.08918	1.05E-01	0.004944	0.002711	0.03822	4.59E-02	531.9118	0.001358	200,680	0.4%
MCY	1.776857	0.982983	14.92771	0.001828	0.001906	0.004	0.01176	1.77E-02	0.001776	0.001	0.00504	7.82E-03	153.1327	0.384721	180,666	0.4%
MDV	0.006024	0.033168	0.475323	0.002082	0.000714	0.008	0.03675	4.55E-02	0.000658	0.002	0.01575	1.84E-02	208.1835	0.002396	5,301,202	10.6%
MH	0.0144	0.519262	0.184801	0.010119	0.006205	0.012883	0.13034	1.49E-01	0.00591	0.003221	0.05586	6.50E-02	1022.703	0.00296	25,693	0.1%
Motor Coach	0.062807	0.658597	0.370858	0.015008	0.00492	0.012	0.13034	1.47E-01	0.004707	0.003	0.05586	6.36E-02	1573.124	0.002917	11,085	0.0%
OBUS	0.00791	0.081254	0.201196	0.010416	0.000931	0.012	0.13034	1.43E-01	0.000856	0.003	0.05586	5.97E-02	1043.435	0.003196	35,687	0.1%
SBUS	0.022073	0.292182	0.153084	0.009031	0.002309	0.010916	0.7448	7.58E-01	0.0022	0.002729	0.3192	3.24E-01	940.3004	0.001697	37,842	0.1%
T6 Ag	0.034525	0.620354	0.181728	0.010702	0.003649	0.012	0.13034	1.46E-01	0.003492	0.003	0.05586	6.24E-02	1121.706	0.001604	543	0.0%
T6 CAIRP Heavy	0.027532	0.347188	0.144917	0.010299	0.002737	0.012	0.13034	1.45E-01	0.002619	0.003	0.05586	6.15E-02	1079.46	0.001279	1,837	0.0%
T6 CAIRP Small	0.026104	0.317239	0.137403	0.010501	0.002543	0.012	0.13034	1.45E-01	0.002433	0.003	0.05586	6.13E-02	1100.691	0.001212	5,639	0.0%
T6 Instate Construction Heavy	0.030872	0.424888	0.16248	0.010534	0.003191	0.012	0.13034	1.46E-01	0.003053	0.003	0.05586	6.19E-02	1104.131	0.001434	30,082	0.1%
T6 Instate Construction Small	0.02856	0.371317	0.150306	0.010524	0.002879	0.012	0.13034	1.45E-01	0.002755	0.003	0.05586	6.16E-02	1103.135	0.001327	66,531	0.1%
T6 Instate Heavy	0.029551	0.396504	0.155547	0.010316	0.003009	0.012	0.13034	1.45E-01	0.002879	0.003	0.05586	6.17E-02	1081.316	0.001373	308,824	0.6%
T6 Instate Small	0.028391	0.366639	0.149439	0.010523	0.002853	0.012	0.13034	1.45E-01	0.00273	0.003	0.05586	6.16E-02	1102.975	0.001319	777,877	1.6%
T6 OOS Heavy	0.027541	0.347681	0.144968	0.010299	0.002738	0.012	0.13034	1.45E-01	0.00262	0.003	0.05586	6.15E-02	1079.485	0.001279	1,052	0.0%
T6 OOS Small	0.026104	0.317239	0.137403	0.010501	0.002543	0.012	0.13034	1.45E-01	0.002433	0.003	0.05586	6.13E-02	1100.691	0.001212	3,231	0.0%
T6 Public	0.024889	0.574204	0.124039	0.010549	0.003695	0.012	0.13034	1.46E-01	0.003535	0.003	0.05586	6.24E-02	1105.757	0.001156	5,750	0.0%
T6 Utility	0.02151	0.231865	0.113222	0.010499	0.001916	0.012	0.13034	1.44E-01	0.001833	0.003	0.05586	6.07E-02	1100.511	0.000999	3,987	0.0%
T6TS	0.00764	0.080152	0.19714	0.010406	0.00093	0.012	0.13034	1.43E-01	0.000855	0.003	0.05586	5.97E-02	1042.406	0.003087	77,164	0.2%
T7 Ag	0.079103	1.354042	0.467085	0.014535	0.006496	0.036	0.06174	1.04E-01	0.006215	0.009	0.02646	4.17E-02	1523.509	0.003674	491	0.0%
T7 CAIRP	0.068695	0.757187	0.405631	0.013614	0.005533	0.036	0.06174	1.03E-01	0.005293	0.009	0.02646	4.08E-02	1426.949	0.003191	341,307	0.7%
T7 CAIRP Construction	0.070553	0.778266	0.416563	0.013881	0.005732	0.036	0.06174	1.03E-01	0.005484	0.009	0.02646	4.09E-02	1454.94	0.003277	21,340	0.0%
T7 NNOOS	0.060451	0.62051	0.356948	0.013595	0.004674	0.036	0.06174	1.02E-01	0.004472	0.009	0.02646	3.99E-02	1425.027	0.002808	423,221	0.8%
T7 NOOS	0.068714	0.758207	0.405741	0.013615	0.005534	0.036	0.06174	1.03E-01	0.005295	0.009	0.02646	4.08E-02	1427.036	0.003192	134,816	0.3%
T7 POLA	0.074446	0.850033	0.439584	0.013906	0.006132	0.036	0.06174	1.04E-01	0.005867	0.009	0.02646	4.13E-02	1457.534	0.003458	793,145	1.6%
T7 Public	0.054976	1.736723	0.28974	0.014289	0.007997	0.036	0.06174	1.06E-01	0.007651	0.009	0.02646	4.31E-02	1497.718	0.002553	18,705	0.0%
T7 Single	0.057665	0.626384	0.340497	0.013969	0.004369	0.036	0.06174	1.02E-01	0.00418	0.009	0.02646	3.96E-02	1464.174	0.002678	312,883	0.6%
T7 Single Construction	0.05815	0.646764	0.343157	0.013986	0.004439	0.036	0.06174	1.02E-01	0.004247	0.009	0.02646	3.97E-02	1465.994	0.002701	55,204	0.1%
T7 SWCV	0.02852	0.664779	5.291395	0.001061	0.002829	0.036	0.06174	1.01E-01	0.002707	0.009	0.02646	3.82E-02	2611.235	1.472453	48,598	0.1%
T7 Tractor	0.069872	0.787339	0.412576	0.013635	0.005652	0.036	0.06174	1.03E-01	0.005408	0.009	0.02646	4.09E-02	1429.135	0.003245	495,083	1.0%
T7 Tractor Construction	0.072641	0.828506	0.428869	0.013915	0.005948	0.036	0.06174	1.04E-01	0.005691	0.009	0.02646	4.12E-02	1458.57	0.003374	41,158	0.1%
T7 Utility	0.04424	0.378491	0.261225	0.013869	0.002978	0.036	0.06174	1.01E-01	0.002849	0.009	0.02646	3.83E-02	1453.728	0.002055	2,488	0.0%
T7IS	0.252364	2.671502	29.84139	0.015961	0.000932	0.02	0.06174	8.27E-02	0.000857	0.005	0.02646	3.23E-02	1551.489	0.101976	10,352	0.0%
UBUS	0.018821	0.586459	1.213165	0.005338	0.002274	0.012	0.485343	5.00E-01	0.002158	0.003	0.208004	2.13E-01	1198.382	0.224357	50,950	0.1%
															49,951,666	100%

San Bernardino 2040 - all Model Years (40 MPH) ##

lbs/Mile

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
All Other Buses	6.60E-05	8.93E-04	3.48E-04	2.33E-05	6.75E-06	2.65E-05	2.87E-04	3.21E-04	6.46E-06	6.61E-06	1.23E-04	1.36E-04	2.44E+00	3.07E-06
LDA	5.61E-06	3.38E-05	5.31E-04	3.08E-06	1.19E-06	1.76E-05	8.10E-05	9.98E-05	1.09E-06	4.41E-06	3.47E-05	4.02E-05	3.08E-01	2.23E-06
LDT1	8.54E-06	4.92E-05	7.40E-04	3.97E-06	1.54E-06	1.76E-05	8.10E-05	1.00E-04	1.41E-06	4.41E-06	3.47E-05	4.05E-05	3.97E-01	3.45E-06
LDT2	8.70E-06	4.95E-05	8.30E-04	3.74E-06	1.43E-06	1.76E-05	8.10E-05	1.00E-04	1.31E-06	4.41E-06	3.47E-05	4.04E-05	3.74E-01	3.50E-06
LHD1	5.69E-05	4.92E-04	3.71E-04	1.06E-05	1.10E-05	2.33E-05	1.69E-04	2.03E-04	1.05E-05	5.84E-06	7.22E-05	8.86E-05	1.09E+00	3.57E-06
LHD2	5.18E-05	1.24E-04	3.00E-04	1.14E-05	1.14E-05	2.39E-05	1.97E-04	2.32E-04	1.09E-05	5.98E-06	8.43E-05	1.01E-04	1.17E+00	2.99E-06
MCY	3.92E-03	2.17E-03	3.29E-02	4.03E-06	4.20E-06	8.82E-06	2.59E-05	3.89E-05	3.92E-06	2.20E-06	1.11E-05	1.72E-05	3.38E-01	8.48E-04
MDV	1.33E-05	7.31E-05	1.05E-03	4.59E-06	1.57E-06	1.76E-05	8.10E-05	1.00E-04	1.45E-06	4.41E-06	3.47E-05	4.06E-05	4.59E-01	5.28E-06
MH	3.17E-05	1.14E-03	4.07E-04	2.23E-05	1.37E-05	2.84E-05	2.87E-04	3.29E-04	1.30E-05	7.10E-06	1.23E-04	1.43E-04	2.25E+00	6.52E-06
Motor Coach	1.38E-04	1.45E-03	8.18E-04	3.31E-05	1.08E-05	2.65E-05	2.87E-04	3.25E-04	1.04E-05	6.61E-06	1.23E-04	1.40E-04	3.47E+00	6.43E-06
OBUS	1.74E-05	1.79E-04	4.44E-04	2.30E-05	2.05E-06	2.65E-05	2.87E-04	3.16E-04	1.89E-06	6.61E-06	1.23E-04	1.32E-04	2.30E+00	7.05E-06
SBUS	4.87E-05	6.44E-04	3.37E-04	1.99E-05	5.09E-06	2.41E-05	1.64E-03	1.67E-03	4.85E-06	6.02E-06	7.04E-04	7.15E-04	2.07E+00	3.74E-06
T6 Ag	7.61E-05	1.37E-03	4.01E-04	2.36E-05	8.05E-06	2.65E-05	2.87E-04	3.22E-04	7.70E-06	6.61E-06	1.23E-04	1.37E-04	2.47E+00	3.54E-06
T6 CAIRP Heavy	6.07E-05	7.65E-04	3.19E-04	2.27E-05	6.03E-06	2.65E-05	2.87E-04	3.20E-04	5.77E-06	6.61E-06	1.23E-04	1.36E-04	2.38E+00	2.82E-06
T6 CAIRP Small	5.75E-05	6.99E-04	3.03E-04	2.32E-05	5.61E-06	2.65E-05	2.87E-04	3.19E-04	5.36E-06	6.61E-06	1.23E-04	1.35E-04	2.43E+00	2.67E-06
T6 Instate Construction Heavy	6.81E-05	9.37E-04	3.58E-04	2.32E-05	7.04E-06	2.65E-05	2.87E-04	3.21E-04	6.73E-06	6.61E-06	1.23E-04	1.36E-04	2.43E+00	3.16E-06
T6 Instate Construction Small	6.30E-05	8.19E-04	3.31E-04	2.32E-05	6.35E-06	2.65E-05	2.87E-04	3.20E-04	6.07E-06	6.61E-06	1.23E-04	1.36E-04	2.43E+00	2.92E-06
T6 Instate Heavy	6.51E-05	8.74E-04	3.43E-04	2.27E-05	6.63E-06	2.65E-05	2.87E-04	3.20E-04	6.35E-06	6.61E-06	1.23E-04	1.36E-04	2.38E+00	3.03E-06
T6 Instate Small	6.26E-05	8.08E-04	3.29E-04	2.32E-05	6.29E-06	2.65E-05	2.87E-04	3.20E-04	6.02E-06	6.61E-06	1.23E-04	1.36E-04	2.43E+00	2.91E-06
T6 OOS Heavy	6.07E-05	7.66E-04	3.20E-04	2.27E-05	6.04E-06	2.65E-05	2.87E-04	3.20E-04	5.78E-06	6.61E-06	1.23E-04	1.36E-04	2.38E+00	2.82E-06
T6 OOS Small	5.75E-05	6.99E-04	3.03E-04	2.32E-05	5.61E-06	2.65E-05	2.87E-04	3.19E-04	5.36E-06	6.61E-06	1.23E-04	1.35E-04	2.43E+00	2.67E-06
T6 Public	5.49E-05	1.27E-03	2.73E-04	2.33E-05	8.15E-06	2.65E-05	2.87E-04	3.22E-04	7.79E-06	6.61E-06	1.23E-04	1.38E-04	2.44E+00	2.55E-06
T6 Utility	4.74E-05	5.11E-04	2.50E-04	2.31E-05	4.22E-06	2.65E-05	2.87E-04	3.18E-04	4.04E-06	6.61E-06	1.23E-04	1.34E-04	2.43E+00	2.20E-06
T6TS	1.68E-05	1.77E-04	4.35E-04	2.29E-05	2.05E-06	2.65E-05	2.87E-04	3.16E-04	1.89E-06	6.61E-06	1.23E-04	1.32E-04	2.30E+00	6.81E-06
T7 Ag	1.74E-04	2.99E-03	1.03E-03	3.20E-05	1.43E-05	7.94E-05	1.36E-04	2.30E-04	1.37E-05	1.98E-05	5.83E-05	9.19E-05	3.36E+00	8.10E-06
T7 CAIRP	1.51E-04	1.67E-03	8.94E-04	3.00E-05	1.22E-05	7.94E-05	1.36E-04	2.28E-04	1.17E-05	1.98E-05	5.83E-05	8.98E-05	3.15E+00	7.03E-06
T7 CAIRP Construction	1.56E-04	1.72E-03	9.18E-04	3.06E-05	1.26E-05	7.94E-05	1.36E-04	2.28E-04	1.21E-05	1.98E-05	5.83E-05	9.03E-05	3.21E+00	7.22E-06
T7 NNOOS	1.33E-04	1.37E-03	7.87E-04	3.00E-05	1.03E-05	7.94E-05	1.36E-04	2.26E-04	9.86E-06	1.98E-05	5.83E-05	8.80E-05	3.14E+00	6.19E-06
T7 NOOS	1.51E-04	1.67E-03	8.94E-04	3.00E-05	1.22E-05	7.94E-05	1.36E-04	2.28E-04	1.17E-05	1.98E-05	5.83E-05	8.98E-05	3.15E+00	7.04E-06
T7 POLA	1.64E-04	1.87E-03	9.69E-04	3.07E-05	1.35E-05	7.94E-05	1.36E-04	2.29E-04	1.29E-05	1.98E-05	5.83E-05	9.11E-05	3.21E+00	7.62E-06
T7 Public	1.21E-04	3.83E-03	6.39E-04	3.15E-05	1.76E-05	7.94E-05	1.36E-04	2.33E-04	1.69E-05	1.98E-05	5.83E-05	9.50E-05	3.30E+00	5.63E-06
T7 Single	1.27E-04	1.38E-03	7.51E-04	3.08E-05	9.63E-06	7.94E-05	1.36E-04	2.25E-04	9.22E-06	1.98E-05	5.83E-05	8.74E-05	3.23E+00	5.90E-06
T7 Single Construction	1.28E-04	1.43E-03	7.57E-04	3.08E-05	9.79E-06	7.94E-05	1.36E-04	2.25E-04	9.36E-06	1.98E-05	5.83E-05	8.75E-05	3.23E+00	5.95E-06
T7 SWCV	6.29E-05	1.47E-03	1.17E-02	2.34E-06	6.24E-06	7.94E-05	1.36E-04	2.22E-04	5.97E-06	1.98E-05	5.83E-05	8.41E-05	5.76E+00	3.25E-03
T7 Tractor	1.54E-04	1.74E-03	9.10E-04	3.01E-05	1.25E-05	7.94E-05	1.36E-04	2.28E-04	1.19E-05	1.98E-05	5.83E-05	9.01E-05	3.15E+00	7.15E-06
T7 Tractor Construction	1.60E-04	1.83E-03	9.45E-04	3.07E-05	1.31E-05	7.94E-05	1.36E-04	2.29E-04	1.25E-05	1.98E-05	5.83E-05	9.07E-05	3.22E+00	7.44E-06
T7 Utility	9.75E-05	8.34E-04	5.76E-04	3.06E-05	6.56E-06	7.94E-05	1.36E-04	2.22E-04	6.28E-06	1.98E-05	5.83E-05	8.45E-05	3.20E+00	4.53E-06
T7IS	5.56E-04	5.89E-03	6.58E-02	3.52E-05	2.06E-06	4.41E-05	1.36E-04	1.82E-04	1.89E-06	1.10E-05	5.83E-05	7.12E-05	3.42E+00	2.25E-04
UBUS	4.15E-05	1.29E-03	2.67E-03	1.18E-05	5.01E-06	2.65E-05	1.07E-03	1.10E-03	4.76E-06	6.61E-06	4.59E-04	4.70E-04	2.64E+00	4.95E-04

San Bernardino 2040 - all Model Years (40 MPH) ##

Veh	ROG_RUNEX	NOx_RUNEX	CO_RUNEX	SOx_RUNEX	PM10_RUN EX	PM10_PMTW	PM10_PMBW	PM10_Total	PM2.5_RUN EX	PM2.5_PMTW	PM2.5_PMBW	PM2_5_Total	CO2_RUNEX	CH4_RUNEX
	MTons/Mile													
All Other Buses	3.00E-08	4.05E-07	1.58E-07	1.05E-08	3.06E-09	1.20E-08	1.30E-07	1.45E-07	2.93E-09	3.00E-09	5.59E-08	6.18E-08	1.11E-03	1.39E-09
LDA	2.54E-09	1.53E-08	2.41E-07	1.40E-09	5.39E-10	8.00E-09	3.68E-08	4.53E-08	4.95E-10	2.00E-09	1.57E-08	1.82E-08	1.40E-04	1.01E-09
LDT1	3.88E-09	2.23E-08	3.36E-07	1.80E-09	6.97E-10	8.00E-09	3.68E-08	4.54E-08	6.41E-10	2.00E-09	1.58E-08	1.84E-08	1.80E-04	1.56E-09
LDT2	3.95E-09	2.25E-08	3.76E-07	1.70E-09	6.47E-10	8.00E-09	3.67E-08	4.54E-08	5.95E-10	2.00E-09	1.57E-08	1.83E-08	1.69E-04	1.59E-09
LHD1	2.58E-08	2.23E-07	1.68E-07	4.82E-09	4.99E-09	1.06E-08	7.64E-08	9.20E-08	4.76E-09	2.65E-09	3.28E-08	4.02E-08	4.95E-04	1.62E-09
LHD2	2.35E-08	5.63E-08	1.36E-07	5.17E-09	5.18E-09	1.08E-08	8.92E-08	1.05E-07	4.94E-09	2.71E-09	3.82E-08	4.59E-08	5.32E-04	1.36E-09
MCY	1.78E-06	9.83E-07	1.49E-05	1.83E-09	1.91E-09	4.00E-09	1.18E-08	1.77E-08	1.78E-09	1.00E-09	5.04E-09	7.82E-09	1.53E-04	3.85E-07
MDV	6.02E-09	3.32E-08	4.75E-07	2.08E-09	7.14E-10	8.00E-09	3.68E-08	4.55E-08	6.58E-10	2.00E-09	1.58E-08	1.84E-08	2.08E-04	2.40E-09
MH	1.44E-08	5.19E-07	1.85E-07	1.01E-08	6.20E-09	1.29E-08	1.30E-07	1.49E-07	5.91E-09	3.22E-09	5.59E-08	6.50E-08	1.02E-03	2.96E-09
Motor Coach	6.28E-08	6.59E-07	3.71E-07	1.50E-08	4.92E-09	1.20E-08	1.30E-07	1.47E-07	4.71E-09	3.00E-09	5.59E-08	6.36E-08	1.57E-03	2.92E-09
OBUS	7.91E-09	8.13E-08	2.01E-07	1.04E-08	9.31E-10	1.20E-08	1.30E-07	1.43E-07	8.56E-10	3.00E-09	5.59E-08	5.97E-08	1.04E-03	3.20E-09
SBUS	2.21E-08	2.92E-07	1.53E-07	9.03E-09	2.31E-09	1.09E-08	7.45E-07	7.58E-07	2.20E-09	2.73E-09	3.19E-07	3.24E-07	9.40E-04	1.70E-09
T6 Ag	3.45E-08	6.20E-07	1.82E-07	1.07E-08	3.65E-09	1.20E-08	1.30E-07	1.46E-07	3.49E-09	3.00E-09	5.59E-08	6.24E-08	1.12E-03	1.60E-09
T6 CAIRP Heavy	2.75E-08	3.47E-07	1.45E-07	1.03E-08	2.74E-09	1.20E-08	1.30E-07	1.45E-07	2.62E-09	3.00E-09	5.59E-08	6.15E-08	1.08E-03	1.28E-09
T6 CAIRP Small	2.61E-08	3.17E-07	1.37E-07	1.05E-08	2.54E-09	1.20E-08	1.30E-07	1.45E-07	2.43E-09	3.00E-09	5.59E-08	6.13E-08	1.10E-03	1.21E-09
T6 Instate Construction Heavy	3.09E-08	4.25E-07	1.62E-07	1.05E-08	3.19E-09	1.20E-08	1.30E-07	1.46E-07	3.05E-09	3.00E-09	5.59E-08	6.19E-08	1.10E-03	1.43E-09
T6 Instate Construction Small	2.86E-08	3.71E-07	1.50E-07	1.05E-08	2.88E-09	1.20E-08	1.30E-07	1.45E-07	2.75E-09	3.00E-09	5.59E-08	6.16E-08	1.10E-03	1.33E-09
T6 Instate Heavy	2.96E-08	3.97E-07	1.56E-07	1.03E-08	3.01E-09	1.20E-08	1.30E-07	1.45E-07	2.88E-09	3.00E-09	5.59E-08	6.17E-08	1.08E-03	1.37E-09
T6 Instate Small	2.84E-08	3.67E-07	1.49E-07	1.05E-08	2.85E-09	1.20E-08	1.30E-07	1.45E-07	2.73E-09	3.00E-09	5.59E-08	6.16E-08	1.10E-03	1.32E-09
T6 OOS Heavy	2.75E-08	3.48E-07	1.45E-07	1.03E-08	2.74E-09	1.20E-08	1.30E-07	1.45E-07	2.62E-09	3.00E-09	5.59E-08	6.15E-08	1.08E-03	1.28E-09
T6 OOS Small	2.61E-08	3.17E-07	1.37E-07	1.05E-08	2.54E-09	1.20E-08	1.30E-07	1.45E-07	2.43E-09	3.00E-09	5.59E-08	6.13E-08	1.10E-03	1.21E-09
T6 Public	2.49E-08	5.74E-07	1.24E-07	1.05E-08	3.69E-09	1.20E-08	1.30E-07	1.46E-07	3.53E-09	3.00E-09	5.59E-08	6.24E-08	1.11E-03	1.16E-09
T6 Utility	2.15E-08	2.32E-07	1.13E-07	1.05E-08	1.92E-09	1.20E-08	1.30E-07	1.44E-07	1.83E-09	3.00E-09	5.59E-08	6.07E-08	1.10E-03	9.99E-10
T6TS	7.64E-09	8.02E-08	1.97E-07	1.04E-08	9.30E-10	1.20E-08	1.30E-07	1.43E-07	8.55E-10	3.00E-09	5.59E-08	5.97E-08	1.04E-03	3.09E-09
T7 Ag	7.91E-08	1.35E-06	4.67E-07	1.45E-08	6.50E-09	3.60E-08	6.17E-08	1.04E-07	6.22E-09	9.00E-09	2.65E-08	4.17E-08	1.52E-03	3.67E-09
T7 CAIRP	6.87E-08	7.57E-07	4.06E-07	1.36E-08	5.53E-09	3.60E-08	6.17E-08	1.03E-07	5.29E-09	9.00E-09	2.65E-08	4.08E-08	1.43E-03	3.19E-09
T7 CAIRP Construction	7.06E-08	7.78E-07	4.17E-07	1.39E-08	5.73E-09	3.60E-08	6.17E-08	1.03E-07	5.48E-09	9.00E-09	2.65E-08	4.09E-08	1.45E-03	3.28E-09
T7 NNOOS	6.05E-08	6.21E-07	3.57E-07	1.36E-08	4.67E-09	3.60E-08	6.17E-08	1.02E-07	4.47E-09	9.00E-09	2.65E-08	3.99E-08	1.43E-03	2.81E-09
T7 NOOS	6.87E-08	7.58E-07	4.06E-07	1.36E-08	5.53E-09	3.60E-08	6.17E-08	1.03E-07	5.30E-09	9.00E-09	2.65E-08	4.08E-08	1.43E-03	3.19E-09
T7 POLA	7.44E-08	8.50E-07	4.40E-07	1.39E-08	6.13E-09	3.60E-08	6.17E-08	1.04E-07	5.87E-09	9.00E-09	2.65E-08	4.13E-08	1.46E-03	3.46E-09
T7 Public	5.50E-08	1.74E-06	2.90E-07	1.43E-08	8.00E-09	3.60E-08	6.17E-08	1.06E-07	7.65E-09	9.00E-09	2.65E-08	4.31E-08	1.50E-03	2.55E-09
T7 Single	5.77E-08	6.26E-07	3.40E-07	1.40E-08	4.37E-09	3.60E-08	6.17E-08	1.02E-07	4.18E-09	9.00E-09	2.65E-08	3.96E-08	1.46E-03	2.68E-09
T7 Single Construction	5.82E-08	6.47E-07	3.43E-07	1.40E-08	4.44E-09	3.60E-08	6.17E-08	1.02E-07	4.25E-09	9.00E-09	2.65E-08	3.97E-08	1.47E-03	2.70E-09
T7 SWCV	2.85E-08	6.65E-07	5.29E-06	1.06E-09	2.83E-09	3.60E-08	6.17E-08	1.01E-07	2.71E-09	9.00E-09	2.65E-08	3.82E-08	2.61E-03	1.47E-06
T7 Tractor	6.99E-08	7.87E-07	4.13E-07	1.36E-08	5.65E-09	3.60E-08	6.17E-08	1.03E-07	5.41E-09	9.00E-09	2.65E-08	4.09E-08	1.43E-03	3.25E-09
T7 Tractor Construction	7.26E-08	8.29E-07	4.29E-07	1.39E-08	5.95E-09	3.60E-08	6.17E-08	1.04E-07	5.69E-09	9.00E-09	2.65E-08	4.12E-08	1.46E-03	3.37E-09
T7 Utility	4.42E-08	3.78E-07	2.61E-07	1.39E-08	2.98E-09	3.60E-08	6.17E-08	1.01E-07	2.85E-09	9.00E-09	2.65E-08	3.83E-08	1.45E-03	2.05E-09
T7IS	2.52E-07	2.67E-06	2.98E-05	1.60E-08	9.32E-10	2.00E-08	6.17E-08	8.27E-08	8.57E-10	5.00E-09	2.65E-08	3.23E-08	1.55E-03	1.02E-07
UBUS	1.88E-08	5.86E-07	1.21E-06	5.34E-09	2.27E-09	1.20E-08	4.85E-07	5.00E-07	2.16E-09	3.00E-09	2.08E-07	2.13E-07	1.20E-03	2.24E-07

Area Sources – Consumer Products & Offroad Equipment

Area Sources - Consumer Products

Source: CalEEMod Users Guide. Version 2013.2.2.

Residential and Non-Residential Consumer Product Use

Emissions = EF x Building Area

SCAQMD EF = 2.04E-05 lbs/sqft/day

AVERAGE HOUSING SQFT ASSUMPTIONS

Year Structure was Built	Percent of Housing Stock [1]	Average Square Feet of New Single Family Homes[2]	Average Square Feet (Weighted)
2010 or later	0.2%	2,467	4
2000 to 2009	15.9%	2,404	382
1980 to 1999	23.9%	1,968	471
1979 or earlier	60.0%	1,699	1,020
			1,877

Sources/Notes:

(1) United States Cenus Bureau, American FactFinder, City of Yucaipa, San Bernardino, California, Physical Housing Characteristics for Occupied Housing Units, 2012 American Community Survey 3-Year Estimates, Year structure built.

(2) United States Census Bureau, Characteristics of New Housing, Characteristics of New Single-Family Houses Completed, Median and Average Square Feet by Location. Obtained from http://www.census.gov/construction/chars/

	2014	2040	2020	2040
	CEQA Baseline	**Proposed Project**	**AB 32 Target Year**	**No Project Scenario**
Non-Residential SQFT	2,750,926	9,581,104	4,353,237	8,530,405
Housing Units	18,134	28,380	21,153	27,960
Residential SQFT	34,030,000	59,306,882	41,479,082	58,270,742
lbs VOC per day	750	1,405	935	1,363

Source

1 New housing units constructed post-2014 assumed to be 2,467 square feet.

Area Sources - Criteria Air Pollutants

CEQA Baseline 2014	Proportioned Based on:	ROG Exhaust	NO_x Exhaust	CO Exhaust	SO_2 Exhaust	PM_{10} Exhaust	$PM_{2.5}$ Exhaust*
		lbs/day					
Construction Equipment	The percentage of building permits issued in Yucaipa compared to San Bernardino County.	79	537	511	1	32	31
Lawn & Garden Equipment	The percentage of residential units in Yucaipa compared to San Bernardino County.	100	26	1,248	0	4	4
Light Commercial Equipment	The percentage of employment in Yucaipa compared to San Bernardino County.	10	21	283	0	2	2
TOTAL		189	585	2,041	1	37	37

* assumes PM2.5 is 99 percent of PM10

Proposed Project 2040	Forecast Adjusted for:	ROG Exhaust	NO_x Exhaust	CO Exhaust	SO_2 Exhaust	PM10 Exhaust	PM2.5 Exhaust*
		lbs/day					
Construction Equipment	Annual assumed to be similar to historic	79	537	511	1	32	31
Lawn & Garden Equipment	Proportional to population growth	162	43	2,017	0	6	6
Light Commercial Equipment	Proportional to employment growth	27	56	760	0	6	6
TOTAL		268	636	3,288	1	44	43

Current General Plan	Forecast Adjusted for:	ROG Exhaust	NO_x Exhaust	CO Exhaust	SO_2 Exhaust	PM10 Exhaust	PM2.5 Exhaust*
		lbs/day					
Construction Equipment	Annual assumed to be similar to historic	79	537	511	1	32	31
Lawn & Garden Equipment	Proportional to population growth	159	42	1,987	0	6	6
Light Commercial Equipment	Proportional to employment growth	25	51	696	0	6	6
TOTAL		263	631	3,193	1	43	42

Sources

Building Permits

Source: U.S. Census Bureau

http://censtats.census.gov/bldg/bldgprmt.shtml

Employment

Source. U.S. Census Bureau. Longitudinal Employer-Household Dynamics. http://lehd.ces.census.gov/

Population

Source. U.S. Census Bureau.

Agricultural emissions represent a nominal component of the City's emissins inventory and are not included.

Other Emissions Sources - Off-road Equipment

Source: OFFROAD2007. Based on equipment use in San Bernardino County.

Year 2014 BAU	Proportioned Based on:	2013 $MTCO_2e$
Construction Equipment	The percentage of building permits issued in Yucaipa compared to San Bernardino County.	10,552
Lawn & Garden Equipment	The percentage of residential units in Yucaipa compared to San Bernardino County.	830
Light Commercial Equipment	The percentage of employment in Yucaipa compared to San Bernardino County.	449
TOTAL		11,831

Year 2020 BAU	Forecast Adjusted for:	$MTCO_2e$ Proposed Project	2020	Current GP
Construction Equipment	Annual assumed to be similar to historic	10,552	10,552	10,552
Lawn & Garden Equipment	Proportional to population growth	1,342	969	1,322
Light Commercial Equipment	Proportional to employment growth	1,206	711	1,104
TOTAL		13,100	12,231	12,978

Adjusted Business as Usual - Low Carbon Fuel Standard

Year 2040 Adjusted	Notes	$MTCO_2e$ Proposed Project	2020	Current GP
Construction Equipment	With LCFS (10% reduction)	9,497	9,497	9,497
Lawn&Garden Equipment	With LCFS (10% reduction)	1,208	872	1,190
Light Commercial Equipment	With LCFS (10% reduction)	1,085	640	993
TOTAL		11,790	11,008	11,680
reduction		1,310	1,223	1,298

Construction

						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Tampers/Rammers	San Bernardino	MD	MOJ	3.45E+01	1.72E+01	3.47E+00	2.18E-04	1.71E-04	9.37E-03	7.38E-07	1.50E-04	1.79E-02	2.67E-05	1.36E-05	2.65E-02	8
Tampers/Rammers	San Bernardino	SC	SC	1.61E+02	8.02E+01	1.62E+01	1.02E-03	7.97E-04	4.37E-02	3.44E-06	7.00E-04	8.35E-02	1.25E-04	6.32E-05	1.23E-01	39
Plate Compactors	San Bernardino	MD	MOJ	2.96E+00	1.67E+00	3.37E-01	2.12E-05	1.66E-05	9.10E-04	7.16E-08	1.46E-05	1.74E-03	2.59E-06	1.32E-06	2.57E-03	1
Plate Compactors	San Bernardino	SC	SC	1.38E+01	7.78E+00	1.57E+00	9.86E-05	7.72E-05	4.24E-03	3.34E-07	6.79E-05	8.11E-03	1.21E-05	6.13E-06	1.20E-02	4
Asphalt Pavers	San Bernardino	MD	MOJ	7.51E-01	8.16E-01	4.67E-01	3.50E-05	2.64E-05	1.32E-03	6.54E-08	1.92E-05	2.29E-03	2.33E-06	2.02E-06	3.06E-03	1
Asphalt Pavers	San Bernardino	SC	SC	3.50E+00	3.80E+00	2.17E+00	1.63E-04	1.23E-04	6.16E-03	3.05E-07	8.97E-05	1.07E-02	1.09E-05	9.42E-06	1.43E-02	4
Asphalt Pavers	San Bernardino	MD	MOJ	1.28E+00	1.40E+00	2.01E+00	1.54E-04	1.02E-04	5.86E-03	2.43E-07	8.04E-05	9.59E-03	6.17E-06	8.92E-06	1.17E-02	4
Asphalt Pavers	San Bernardino	SC	SC	5.99E+00	6.50E+00	9.36E+00	7.20E-04	4.76E-04	2.73E-02	1.13E-06	3.75E-04	4.47E-02	2.87E-05	4.16E-05	5.45E-02	17
Asphalt Pavers	San Bernardino	MD	MOJ	7.12E-01	7.65E-01	1.76E+00	5.32E-05	7.86E-05	1.82E-03	1.70E-07	1.07E-06	1.40E-02	3.75E-06	3.07E-06	1.52E-02	5
Asphalt Pavers	San Bernardino	SC	SC	3.04E+00	3.26E+00	7.52E+00	2.27E-04	3.35E-04	7.78E-03	7.23E-07	4.56E-06	5.95E-02	1.60E-05	1.31E-05	6.47E-02	20
Asphalt Pavers	San Bernardino	MD	MOJ	3.91E-01	4.20E-01	1.62E+00	3.46E-05	1.03E-04	7.00E-04	1.40E-07	1.12E-06	1.44E-02	3.03E-06	2.00E-06	1.54E-02	5
Asphalt Pavers	San Bernardino	SC	SC	1.67E+00	1.79E+00	6.93E+00	1.48E-04	4.37E-04	2.98E-03	5.95E-07	4.77E-06	6.16E-02	1.29E-05	8.53E-06	6.58E-02	21
Tampers/Rammers	San Bernardino	MD	MOJ	1.59E+00	7.93E-01	3.78E-01	2.83E-05	2.11E-05	1.07E-03	5.30E-08	1.56E-05	1.86E-03	2.04E-06	1.64E-06	2.53E-03	1
Tampers/Rammers	San Bernardino	SC	SC	7.41E+00	3.70E+00	1.76E+00	1.32E-04	9.84E-05	5.00E-03	2.47E-07	7.27E-05	8.67E-03	9.52E-06	7.62E-06	1.18E-02	4
Plate Compactors	San Bernardino	MD	MOJ	5.84E+01	2.88E+01	5.17E+00	7.22E-04	3.31E-04	1.09E-02	1.04E-06	9.78E-06	3.00E-02	4.74E-05	4.17E-05	4.56E-02	14
Plate Compactors	San Bernardino	SC	SC	2.72E+02	1.34E+02	2.41E+01	3.36E-03	1.54E-03	5.10E-02	4.83E-06	4.56E-05	1.40E-01	2.21E-04	1.95E-04	2.12E-01	67
Plate Compactors	San Bernardino	MD	MOJ	6.19E+01	3.50E+01	1.48E+01	1.10E-03	8.30E-04	4.19E-02	2.08E-06	6.11E-04	7.28E-02	8.48E-05	6.35E-05	1.00E-01	32
Plate Compactors	San Bernardino	SC	SC	2.89E+02	1.63E+02	6.90E+01	5.12E-03	3.87E-03	1.95E-01	9.68E-06	2.85E-03	3.40E-01	3.95E-04	2.96E-04	4.68E-01	147
Rollers	San Bernardino	MD	MOJ	6.50E+00	1.48E+00	3.95E-01	4.70E-05	2.15E-05	9.32E-04	7.50E-08	7.08E-07	2.17E-03	2.76E-06	2.72E-06	3.08E-03	1
Rollers	San Bernardino	SC	SC	3.03E+01	6.90E+00	1.84E+00	2.19E-04	1.00E-04	4.35E-03	3.50E-07	3.30E-06	1.01E-02	1.29E-05	1.27E-05	1.44E-02	5
Rollers	San Bernardino	MD	MOJ	1.05E+01	8.94E+00	4.80E+00	3.56E-04	2.69E-04	1.36E-02	6.73E-07	1.98E-04	2.36E-02	2.46E-05	2.06E-05	3.17E-02	10
Rollers	San Bernardino	SC	SC	4.90E+01	4.17E+01	2.24E+01	1.66E-03	1.26E-03	6.33E-02	3.14E-06	9.23E-04	1.10E-01	1.15E-04	9.61E-05	1.48E-01	46
Rollers	San Bernardino	MD	MOJ	7.10E+00	6.04E+00	7.04E+00	5.36E-04	3.55E-04	2.05E-02	8.53E-07	2.82E-04	3.37E-02	2.37E-05	3.10E-05	4.17E-02	13
Rollers	San Bernardino	SC	SC	3.31E+01	2.81E+01	3.28E+01	2.50E-03	1.65E-03	9.57E-02	3.98E-06	1.32E-03	1.57E-01	1.11E-04	1.45E-04	1.94E-01	61
Rollers	San Bernardino	MD	MOJ	5.01E-01	8.54E-01	2.27E+00	9.44E-05	1.20E-04	2.97E-03	2.06E-07	1.30E-06	1.69E-02	5.03E-06	5.45E-06	1.86E-02	6
Rollers	San Bernardino	SC	SC	2.14E+00	3.64E+00	9.69E+00	4.03E-04	5.09E-04	1.27E-02	8.77E-07	5.52E-06	7.21E-02	2.15E-05	2.32E-05	7.92E-02	25
Rollers	San Bernardino	MD	MOJ	9.43E-01	1.61E+00	7.40E+00	2.31E-04	5.72E-04	4.35E-03	6.16E-07	4.94E-06	6.37E-02	1.47E-05	1.33E-05	6.86E-02	22
Rollers	San Bernardino	SC	SC	4.02E+00	6.84E+00	3.16E+01	9.86E-04	2.44E-03	1.85E-02	2.62E-06	2.10E-05	2.72E-01	6.28E-05	5.69E-05	2.92E-01	92
Paving Equipment	San Bernardino	MD	MOJ	8.17E+01	3.81E+01	7.36E+00	1.02E-03	4.66E-04	1.57E-02	1.47E-06	1.39E-05	4.25E-02	6.48E-05	5.87E-05	6.39E-02	20
Paving Equipment	San Bernardino	SC	SC	3.81E+02	1.78E+02	3.43E+01	4.74E-03	2.17E-03	7.32E-02	6.85E-06	6.46E-05	1.98E-01	3.02E-04	2.74E-04	2.98E-01	94
Paving Equipment	San Bernardino	MD	MOJ	1.38E+02	7.58E+01	4.30E+01	3.18E-03	2.41E-03	1.22E-01	6.03E-06	1.77E-03	2.12E-01	2.14E-04	1.84E-04	2.82E-01	89
Paving Equipment	San Bernardino	SC	SC	6.44E+02	3.53E+02	2.00E+02	1.48E-02	1.12E-02	5.67E-01	2.81E-05	8.27E-03	9.87E-01	1.00E-03	8.58E-04	1.31E+00	414
Paving Equipment	San Bernardino	MD	MOJ	3.07E+00	1.68E+00	2.17E+00	1.64E-04	1.09E-04	6.31E-03	2.62E-07	8.67E-05	1.03E-02	6.96E-06	9.51E-06	1.27E-02	4
Paving Equipment	San Bernardino	SC	SC	1.43E+01	7.85E+00	1.01E+01	7.66E-04	5.07E-04	2.94E-02	1.22E-06	4.04E-04	4.82E-02	3.24E-05	4.43E-05	5.92E-02	19
Paving Equipment	San Bernardino	MD	MOJ	1.95E+00	9.34E-01	2.09E+00	3.41E-05	5.80E-05	1.54E-03	2.14E-07	1.35E-06	1.76E-02	3.49E-06	1.97E-06	1.87E-02	6
Paving Equipment	San Bernardino	SC	SC	8.29E+00	3.98E+00	8.90E+00	1.45E-04	2.47E-04	6.58E-03	9.12E-07	5.75E-06	7.50E-02	1.49E-05	8.40E-06	7.98E-02	25
Paving Equipment	San Bernardino	MD	MOJ	5.01E-01	2.41E-01	8.67E-01	8.31E-06	2.84E-05	2.17E-04	7.73E-08	6.20E-07	8.00E-03	1.14E-06	4.81E-07	8.36E-03	3
Paving Equipment	San Bernardino	SC	SC	2.14E+00	1.03E+00	3.70E+00	3.54E-05	1.21E-04	9.24E-04	3.29E-07	2.64E-06	3.41E-02	4.85E-06	2.05E-06	3.56E-02	11
Surfacing Equipment	San Bernardino	MD	MOJ	1.50E+01	8.22E+00	1.63E+00	2.33E-04	1.07E-04	3.38E-03	3.29E-07	3.11E-06	9.54E-03	1.44E-05	1.35E-05	1.43E-02	5
Surfacing Equipment	San Bernardino	SC	SC	6.99E+01	3.83E+01	7.60E+00	1.08E-03	4.97E-04	1.58E-02	1.54E-06	1.45E-05	4.45E-02	6.73E-05	6.27E-05	6.67E-02	21
Surfacing Equipment	San Bernardino	MD	MOJ	4.46E+01	6.15E+01	2.32E+01	1.81E-03	1.37E-03	6.57E-02	3.25E-06	9.56E-04	1.14E-01	1.44E-04	1.04E-04	1.61E-01	51
Surfacing Equipment	San Bernardino	SC	SC	2.08E+02	2.87E+02	1.08E+02	8.43E-03	6.37E-03	3.06E-01	1.52E-05	4.46E-03	5.32E-01	6.71E-04	4.86E-04	7.50E-01	236
Surfacing Equipment	San Bernardino	MD	MOJ	6.10E-01	8.41E-01	7.78E-01	6.21E-05	4.10E-05	2.27E-03	9.40E-08	3.11E-05	3.71E-03	2.99E-06	3.58E-06	4.71E-03	1
Surfacing Equipment	San Bernardino	SC	SC	2.84E+00	3.92E+00	3.63E+00	2.89E-04	1.91E-04	1.06E-02	4.38E-07	1.45E-04	1.73E-02	1.40E-05	1.67E-05	2.20E-02	7
Signal Boards	San Bernardino	MD	MOJ	1.85E-01	6.60E-02	2.12E-02	2.68E-06	1.23E-06	4.79E-05	4.10E-09	3.87E-08	1.19E-04	1.40E-07	1.55E-07	1.66E-04	0
Signal Boards	San Bernardino	SC	SC	8.63E-01	3.08E-01	9.87E-02	1.25E-05	5.73E-06	2.23E-04	1.91E-08	1.80E-07	5.53E-04	6.55E-07	7.23E-07	7.72E-04	0
Signal Boards	San Bernardino	MD	MOJ	1.32E+00	1.03E+00	6.00E-01	4.43E-05	3.35E-05	1.70E-03	8.42E-08	2.48E-05	2.95E-03	2.95E-06	2.56E-06	3.92E-03	1
Signal Boards	San Bernardino	SC	SC	6.14E+00	4.78E+00	2.80E+00	2.06E-04	1.56E-04	7.91E-03	3.93E-07	1.15E-04	1.38E-02	1.37E-05	1.19E-05	1.83E-02	6

Construction

						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Trenchers	San Bernardino	MD	MOJ	1.22E+01	1.45E+01	9.22E+00	7.01E-04	5.29E-04	2.61E-02	1.29E-06	3.80E-04	4.53E-02	4.42E-05	4.05E-05	5.99E-02	19
Trenchers	San Bernardino	SC	SC	5.68E+01	6.76E+01	4.30E+01	3.27E-03	2.47E-03	1.22E-01	6.02E-06	1.77E-03	2.11E-01	2.06E-04	1.89E-04	2.79E-01	88
Trenchers	San Bernardino	MD	MOJ	9.44E+00	1.12E+01	1.55E+01	1.20E-03	7.96E-04	4.51E-02	1.87E-06	6.18E-04	7.37E-02	4.88E-05	6.95E-05	9.03E-02	28
Trenchers	San Bernardino	SC	SC	4.40E+01	5.24E+01	7.20E+01	5.61E-03	3.71E-03	2.10E-01	8.71E-06	2.88E-03	3.44E-01	2.28E-04	3.24E-04	4.21E-01	133
Trenchers	San Bernardino	MD	MOJ	4.56E+00	5.03E+00	1.11E+01	3.94E-04	5.68E-04	1.23E-02	1.05E-06	6.59E-06	8.60E-02	2.63E-05	2.28E-05	9.46E-02	30
Trenchers	San Bernardino	SC	SC	1.95E+01	2.14E+01	4.72E+01	1.68E-03	2.42E-03	5.24E-02	4.46E-06	2.81E-05	3.67E-01	1.12E-04	9.70E-05	4.03E-01	127
Trenchers	San Bernardino	MD	MOJ	1.51E+00	1.67E+00	7.07E+00	1.84E-04	5.36E-04	3.46E-03	6.00E-07	4.81E-06	6.21E-02	1.43E-05	1.06E-05	6.67E-02	21
Trenchers	San Bernardino	SC	SC	6.46E+00	7.12E+00	3.01E+01	7.86E-04	2.29E-03	1.47E-02	2.56E-06	2.05E-05	2.65E-01	6.11E-05	4.54E-05	2.85E-01	90
Bore/Drill Rigs	San Bernardino	MD	MOJ	3.48E-01	1.18E-01	9.01E-02	6.52E-06	4.87E-06	2.55E-04	1.26E-08	3.71E-06	4.43E-04	3.84E-07	3.77E-07	5.70E-04	0
Bore/Drill Rigs	San Bernardino	SC	SC	1.62E+00	5.52E-01	4.20E-01	3.04E-05	2.27E-05	1.19E-03	5.89E-08	1.73E-05	2.07E-03	1.79E-06	1.76E-06	2.66E-03	1
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.73E+00	5.89E-01	8.29E-01	6.14E-05	4.02E-05	2.42E-03	1.00E-07	3.32E-05	3.96E-03	2.50E-06	3.55E-06	4.81E-03	2
Bore/Drill Rigs	San Bernardino	SC	SC	8.07E+00	2.74E+00	3.87E+00	2.86E-04	1.87E-04	1.13E-02	4.68E-07	1.55E-04	1.85E-02	1.17E-05	1.65E-05	2.24E-02	7
Bore/Drill Rigs	San Bernardino	MD	MOJ	2.21E-01	6.47E-02	1.71E-01	4.58E-06	8.47E-06	1.40E-04	1.72E-08	1.08E-07	1.41E-03	3.59E-07	2.65E-07	1.53E-03	0
Bore/Drill Rigs	San Bernardino	SC	SC	9.41E-01	2.76E-01	7.29E-01	1.95E-05	3.61E-05	5.97E-04	7.32E-08	4.61E-07	6.02E-03	1.53E-06	1.13E-06	6.52E-03	2
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.01E+00	2.97E-01	1.95E+00	3.67E-05	1.44E-04	6.89E-04	1.70E-07	1.37E-06	1.76E-02	3.12E-06	2.12E-06	1.86E-02	6
Bore/Drill Rigs	San Bernardino	SC	SC	4.32E+00	1.27E+00	8.33E+00	1.57E-04	6.14E-04	2.94E-03	7.26E-07	5.83E-06	7.52E-02	1.33E-05	9.06E-06	7.95E-02	25
Bore/Drill Rigs	San Bernardino	MD	MOJ	2.51E-01	7.36E-02	6.64E-01	7.33E-06	5.63E-05	1.90E-04	6.04E-08	4.84E-07	6.08E-03	9.84E-07	4.24E-07	6.39E-03	2
Bore/Drill Rigs	San Bernardino	SC	SC	1.07E+00	3.14E-01	2.83E+00	3.13E-05	2.40E-04	8.11E-04	2.57E-07	2.06E-06	2.59E-02	4.20E-06	1.81E-06	2.73E-02	9
Concrete/Industrial Saws	San Bernardino	MD	MOJ	6.39E+00	2.28E+00	6.00E-01	7.60E-05	3.49E-05	1.36E-03	1.16E-07	1.10E-06	3.37E-03	4.37E-06	4.40E-06	4.81E-03	2
Concrete/Industrial Saws	San Bernardino	SC	SC	2.98E+01	1.06E+01	2.80E+00	3.54E-04	1.62E-04	6.34E-03	5.42E-07	5.11E-06	1.57E-02	2.04E-05	2.05E-05	2.24E-02	7
Concrete/Industrial Saws	San Bernardino	MD	MOJ	2.87E+01	2.44E+01	1.65E+01	1.23E-03	9.26E-04	4.67E-02	2.32E-06	6.81E-04	8.12E-02	7.60E-05	7.09E-05	1.06E-01	33
Concrete/Industrial Saws	San Bernardino	SC	SC	1.34E+02	1.14E+02	7.69E+01	5.71E-03	4.32E-03	2.18E-01	1.08E-05	3.17E-03	3.79E-01	3.54E-04	3.30E-04	4.95E-01	156
Concrete/Industrial Saws	San Bernardino	MD	MOJ	8.99E+00	7.65E+00	1.00E+01	7.65E-04	5.06E-04	2.93E-02	1.22E-06	4.02E-04	4.80E-02	3.20E-05	4.42E-05	5.89E-02	19
Concrete/Industrial Saws	San Bernardino	SC	SC	4.19E+01	3.56E+01	4.68E+01	3.57E-03	2.36E-03	1.37E-01	5.67E-06	1.88E-03	2.24E-01	1.49E-04	2.06E-04	2.74E-01	86
Concrete/Industrial Saws	San Bernardino	MD	MOJ	8.22E-01	1.38E+00	3.80E+00	3.91E-05	5.85E-05	2.62E-03	3.94E-07	2.48E-06	3.24E-02	4.55E-06	2.25E-06	3.39E-02	11
Concrete/Industrial Saws	San Bernardino	SC	SC	3.51E+00	5.86E+00	1.62E+01	1.66E-04	2.49E-04	1.12E-02	1.68E-06	1.06E-05	1.38E-01	1.94E-05	9.60E-06	1.44E-01	45
Concrete/Industrial Saws	San Bernardino	MD	MOJ	4.71E-01	7.88E-01	3.71E+00	1.61E-05	3.74E-05	7.14E-04	3.35E-07	2.68E-06	3.46E-02	2.76E-06	9.26E-07	3.55E-02	11
Concrete/Industrial Saws	San Bernardino	SC	SC	2.01E+00	3.36E+00	1.58E+01	6.84E-05	1.60E-04	3.05E-03	1.43E-06	1.14E-05	1.48E-01	1.18E-05	3.95E-06	1.51E-01	48
Cement and Mortar Mixers	San Bernardino	MD	MOJ	1.16E+02	2.93E+01	7.35E+00	9.08E-04	4.16E-04	1.69E-02	1.41E-06	1.33E-05	4.09E-02	5.39E-05	5.25E-05	5.87E-02	18
Cement and Mortar Mixers	San Bernardino	SC	SC	5.41E+02	1.37E+02	3.43E+01	4.23E-03	1.94E-03	7.90E-02	6.58E-06	6.21E-05	1.91E-01	2.51E-04	2.45E-04	2.74E-01	86
Cement and Mortar Mixers	San Bernardino	MD	MOJ	1.97E+02	4.96E+01	2.36E+01	2.12E-03	1.13E-03	6.92E-02	3.16E-06	9.16E-04	1.11E-01	1.17E-04	1.23E-04	1.50E-01	47
Cement and Mortar Mixers	San Bernardino	SC	SC	9.17E+02	2.31E+02	1.10E+02	9.80E-03	5.29E-03	3.22E-01	1.47E-05	4.28E-03	5.17E-01	5.48E-04	5.67E-04	6.98E-01	220
Cement and Mortar Mixers	San Bernardino	MD	MOJ	8.28E-01	2.09E-01	3.15E-01	2.72E-05	1.35E-05	9.39E-04	3.69E-08	1.20E-05	1.46E-03	8.60E-07	1.57E-06	1.76E-03	1
Cement and Mortar Mixers	San Bernardino	SC	SC	3.86E+00	9.73E-01	1.46E+00	1.26E-04	6.34E-05	4.37E-03	1.72E-07	5.62E-05	6.80E-03	4.02E-06	7.29E-06	8.20E-03	3
Cranes	San Bernardino	MD	MOJ	2.51E-01	2.85E-01	5.53E-01	1.99E-05	2.84E-05	6.21E-04	5.21E-08	3.28E-07	4.28E-03	1.39E-06	1.15E-06	4.74E-03	1
Cranes	San Bernardino	SC	SC	1.07E+00	1.22E+00	2.36E+00	8.48E-05	1.21E-04	2.65E-03	2.22E-07	1.40E-06	1.83E-02	5.94E-06	4.90E-06	2.02E-02	6
Cranes	San Bernardino	MD	MOJ	5.01E-01	5.71E-01	1.93E+00	5.10E-05	1.47E-04	9.57E-04	1.64E-07	1.31E-06	1.69E-02	4.36E-06	2.94E-06	1.84E-02	6
Cranes	San Bernardino	SC	SC	2.14E+00	2.43E+00	8.23E+00	2.17E-04	6.25E-04	4.08E-03	6.98E-07	5.60E-06	7.22E-02	1.86E-05	1.25E-05	7.82E-02	25
Cranes	San Bernardino	MD	MOJ	2.01E-02	2.28E-02	1.22E-01	1.65E-06	1.12E-05	3.90E-05	1.11E-08	8.87E-08	1.11E-03	2.45E-07	9.55E-08	1.19E-03	0
Cranes	San Bernardino	SC	SC	8.55E-02	9.73E-02	5.22E-01	7.05E-06	4.75E-05	1.66E-04	4.71E-08	3.78E-07	4.75E-03	1.04E-06	4.07E-07	5.08E-03	2
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	3.16E-01	2.50E-01	1.84E-01	1.36E-05	1.03E-05	5.21E-04	2.58E-08	7.60E-06	9.06E-04	8.13E-07	7.87E-07	1.17E-03	0
Crushing/Proc. Equipment	San Bernardino	SC	SC	1.47E+00	1.17E+00	8.58E-01	6.34E-05	4.79E-05	2.43E-03	1.20E-07	3.54E-05	4.22E-03	3.79E-06	3.67E-06	5.48E-03	2
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	2.07E-01	1.64E-01	2.21E-01	1.67E-05	1.11E-05	6.44E-04	2.68E-08	8.85E-06	1.06E-03	6.94E-07	9.67E-07	1.29E-03	0
Crushing/Proc. Equipment	San Bernardino	SC	SC	9.65E-01	7.64E-01	1.03E+00	7.80E-05	5.16E-05	3.00E-03	1.25E-07	4.13E-05	4.92E-03	3.24E-06	4.51E-06	6.02E-03	2
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	2.91E-01	1.92E-01	1.50E+00	3.33E-05	1.12E-04	6.24E-04	1.29E-07	1.04E-06	1.34E-02	2.25E-06	1.92E-06	1.41E-02	4
Crushing/Proc. Equipment	San Bernardino	SC	SC	1.24E+00	8.19E-01	6.40E+00	1.42E-04	4.78E-04	2.66E-03	5.51E-07	4.42E-06	5.71E-02	9.59E-06	8.20E-06	6.02E-02	19
Rough Terrain Forklifts	San Bernardino	MD	MOJ	1.00E-01	1.14E-01	3.75E-01	1.35E-05	1.93E-05	4.20E-04	3.53E-08	2.22E-07	2.90E-03	7.37E-07	7.77E-07	3.15E-03	1
Rough Terrain Forklifts	San Bernardino	SC	SC	4.28E-01	4.84E-01	1.60E+00	5.74E-05	8.21E-05	1.79E-03	1.50E-07	9.48E-07	1.24E-02	3.14E-06	3.31E-06	1.34E-02	4

Construction

							Tons/Day									MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Rough Terrain Forklifts	San Bernardino	MD	MOJ	1.42E+00	1.61E+00	8.40E+00	2.21E-04	6.38E-04	4.16E-03	7.12E-07	5.71E-06	7.37E-02	1.55E-05	1.28E-05	7.88E-02	25
Rough Terrain Forklifts	San Bernardino	SC	SC	6.07E+00	6.87E+00	3.58E+01	9.44E-04	2.72E-03	1.77E-02	3.04E-06	2.43E-05	3.14E-01	6.60E-05	5.45E-05	3.36E-01	106
Rough Terrain Forklifts	San Bernardino	MD	MOJ	5.01E-02	5.68E-02	4.64E-01	6.25E-06	4.22E-05	1.48E-04	4.19E-08	3.36E-07	4.22E-03	7.62E-07	3.61E-07	4.46E-03	1
Rough Terrain Forklifts	San Bernardino	SC	SC	2.14E-01	2.42E-01	1.98E+00	2.67E-05	1.80E-04	6.30E-04	1.79E-07	1.43E-06	1.80E-02	3.25E-06	1.54E-06	1.90E-02	6
Rubber Tired Loaders	San Bernardino	MD	MOJ	2.51E-01	3.52E-01	8.56E-01	3.07E-05	4.19E-05	1.01E-03	7.98E-08	5.03E-07	6.56E-03	1.88E-06	1.77E-06	7.19E-03	2
Rubber Tired Loaders	San Bernardino	SC	SC	1.07E+00	1.50E+00	3.65E+00	1.31E-04	1.79E-04	4.29E-03	3.40E-07	2.14E-06	2.80E-02	8.03E-06	7.56E-06	3.06E-02	10
Rubber Tired Loaders	San Bernardino	MD	MOJ	1.66E+00	2.34E+00	8.87E+00	2.33E-04	6.28E-04	4.52E-03	7.49E-07	6.01E-06	7.76E-02	1.81E-05	1.35E-05	8.35E-02	26
Rubber Tired Loaders	San Bernardino	SC	SC	7.10E+00	9.96E+00	3.78E+01	9.94E-04	2.68E-03	1.93E-02	3.20E-06	2.56E-05	3.31E-01	7.72E-05	5.74E-05	3.56E-01	112
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	8.82E-01	2.11E+00	6.17E+00	8.95E-05	2.13E-04	3.08E-03	5.25E-07	4.21E-06	5.44E-02	9.78E-06	5.15E-06	5.75E-02	18
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	3.76E+00	8.97E+00	2.63E+01	3.82E-04	9.07E-04	1.31E-02	2.24E-06	1.80E-05	2.32E-01	4.17E-05	2.19E-05	2.45E-01	77
Skid Steer Loaders	San Bernardino	MD	MOJ	6.21E-01	5.43E-01	4.24E-01	3.19E-05	2.41E-05	1.20E-03	5.95E-08	1.75E-05	2.09E-03	1.84E-06	1.85E-06	2.70E-03	1
Skid Steer Loaders	San Bernardino	SC	SC	2.89E+00	2.53E+00	1.98E+00	1.49E-04	1.12E-04	5.59E-03	2.77E-07	8.16E-05	9.73E-03	8.57E-06	8.60E-06	1.26E-02	4
Skid Steer Loaders	San Bernardino	MD	MOJ	4.15E+01	3.63E+01	3.96E+01	3.06E-03	2.02E-03	1.16E-01	4.80E-06	1.59E-03	1.89E-01	1.39E-04	1.77E-04	2.36E-01	74
Skid Steer Loaders	San Bernardino	SC	SC	1.93E+02	1.69E+02	1.85E+02	1.43E-02	9.43E-03	5.39E-01	2.24E-05	7.40E-03	8.83E-01	6.47E-04	8.24E-04	1.10E+00	346
Skid Steer Loaders	San Bernardino	MD	MOJ	6.84E+00	5.81E+00	1.11E+01	1.29E-04	1.99E-04	8.46E-03	1.13E-06	7.14E-06	9.32E-02	1.68E-05	7.45E-06	9.85E-02	31
Skid Steer Loaders	San Bernardino	SC	SC	2.92E+01	2.48E+01	4.72E+01	5.49E-04	8.50E-04	3.61E-02	4.83E-06	3.04E-05	3.97E-01	7.15E-05	3.18E-05	4.20E-01	132
Skid Steer Loaders	San Bernardino	MD	MOJ	4.09E+00	3.48E+00	1.49E+01	7.98E-05	2.15E-04	3.34E-03	1.33E-06	1.07E-05	1.38E-01	1.31E-05	4.61E-06	1.42E-01	45
Skid Steer Loaders	San Bernardino	SC	SC	1.74E+01	1.48E+01	6.33E+01	3.40E-04	9.15E-04	1.42E-02	5.67E-06	4.55E-05	5.87E-01	5.59E-05	1.97E-05	6.05E-01	190
Dumpers/Tenders	San Bernardino	MD	MOJ	5.92E+00	2.42E+00	3.22E-01	4.57E-05	2.10E-05	6.70E-04	6.49E-08	6.13E-07	1.88E-03	3.43E-06	2.64E-06	3.00E-03	1
Dumpers/Tenders	San Bernardino	SC	SC	2.76E+01	1.13E+01	1.50E+00	2.13E-04	9.77E-05	3.12E-03	3.02E-07	2.86E-06	8.76E-03	1.60E-05	1.23E-05	1.40E-02	4
Dumpers/Tenders	San Bernardino	MD	MOJ	1.26E+01	5.16E+00	1.89E+00	1.65E-04	9.74E-05	5.50E-03	2.57E-07	7.48E-05	9.02E-03	1.10E-05	9.55E-06	1.26E-02	4
Dumpers/Tenders	San Bernardino	SC	SC	5.89E+01	2.41E+01	8.82E+00	7.63E-04	4.55E-04	2.56E-02	1.20E-06	3.49E-04	4.20E-02	5.16E-05	4.41E-05	5.89E-02	19
Dumpers/Tenders	San Bernardino	MD	MOJ	2.34E+00	9.57E-01	7.55E-01	6.44E-05	3.49E-05	2.24E-03	8.94E-08	2.93E-05	3.53E-03	2.90E-06	3.72E-06	4.51E-03	1
Dumpers/Tenders	San Bernardino	SC	SC	1.09E+01	4.46E+00	3.52E+00	2.98E-04	1.63E-04	1.04E-02	4.17E-07	1.37E-04	1.64E-02	1.36E-05	1.72E-05	2.10E-02	7
Dumpers/Tenders	San Bernardino	MD	MOJ	1.81E-01	6.29E-02	1.61E-01	3.11E-06	1.19E-05	5.84E-05	1.40E-08	1.13E-07	1.45E-03	4.00E-07	1.80E-07	1.58E-03	0
Dumpers/Tenders	San Bernardino	SC	SC	7.70E-01	2.68E-01	6.87E-01	1.33E-05	5.08E-05	2.49E-04	5.98E-08	4.80E-07	6.19E-03	1.71E-06	7.67E-07	6.74E-03	2
Other Construction Equipment	San Bernardino	MD	MOJ	7.02E-01	7.14E-01	3.91E+00	1.52E-05	5.14E-05	1.15E-03	3.56E-07	2.86E-06	3.59E-02	3.05E-06	8.79E-07	3.68E-02	12
Other Construction Equipment	San Bernardino	SC	SC	2.99E+00	3.04E+00	1.67E+01	6.49E-05	2.19E-04	4.91E-03	1.52E-06	1.22E-05	1.53E-01	1.30E-05	3.75E-06	1.57E-01	49
Pavers	San Bernardino	MD	MOJ	1.91E-01	4.31E-01	3.66E-01	5.15E-06	3.17E-05	1.70E-05	5.10E-08	1.51E-06	4.02E-03	0.00E+00	4.64E-07	4.03E-03	1
Pavers	San Bernardino	SC	SC	8.23E-01	1.85E+00	1.57E+00	2.21E-05	1.36E-04	7.29E-05	2.19E-07	6.49E-06	1.73E-02	0.00E+00	2.00E-06	1.73E-02	5
Pavers	San Bernardino	MD	MOJ	1.11E+01	2.54E+01	3.32E+01	1.63E-03	3.63E-03	4.45E-03	4.59E-06	3.67E-04	3.55E-01	0.00E+00	1.47E-04	3.58E-01	113
Pavers	San Bernardino	SC	SC	4.78E+01	1.09E+02	1.43E+02	7.02E-03	1.56E-02	1.92E-02	1.97E-05	1.58E-03	1.53E+00	0.00E+00	6.33E-04	1.54E+00	485
Pavers	San Bernardino	MD	MOJ	1.31E+01	3.00E+01	9.51E+01	1.96E-03	1.19E-02	7.50E-03	1.21E-05	1.02E-03	1.04E+00	0.00E+00	1.77E-04	1.04E+00	327
Pavers	San Bernardino	SC	SC	5.64E+01	1.29E+02	4.09E+02	8.47E-03	5.12E-02	3.23E-02	5.22E-05	4.41E-03	4.45E+00	0.00E+00	7.64E-04	4.47E+00	1,407
Pavers	San Bernardino	MD	MOJ	8.16E+00	1.86E+01	1.09E+02	1.58E-03	1.22E-02	7.20E-03	1.34E-05	6.70E-04	1.19E+00	0.00E+00	1.42E-04	1.20E+00	377
Pavers	San Bernardino	SC	SC	3.51E+01	8.01E+01	4.69E+02	6.81E-03	5.24E-02	3.10E-02	5.77E-05	2.89E-03	5.13E+00	0.00E+00	6.14E-04	5.14E+00	1,619
Pavers	San Bernardino	MD	MOJ	9.83E-01	2.24E+00	1.98E+01	2.20E-04	2.03E-03	6.53E-04	2.45E-06	7.81E-05	2.18E-01	0.00E+00	1.99E-05	2.18E-01	69
Pavers	San Bernardino	SC	SC	4.22E+00	9.65E+00	8.51E+01	9.46E-04	8.73E-03	2.80E-03	1.05E-05	3.35E-04	9.37E-01	0.00E+00	8.53E-05	9.39E-01	295
Pavers	San Bernardino	MD	MOJ	1.01E+00	2.30E+00	2.44E+01	2.49E-04	2.25E-03	9.95E-04	2.63E-06	8.69E-05	2.68E-01	0.00E+00	2.25E-05	2.69E-01	85
Pavers	San Bernardino	SC	SC	4.33E+00	9.90E+00	1.05E+02	1.07E-03	9.67E-03	4.26E-03	1.13E-05	3.73E-04	1.15E+00	0.00E+00	9.65E-05	1.16E+00	364
Plate Compactors	San Bernardino	MD	MOJ	4.11E+00	6.76E+00	1.33E+00	1.70E-05	1.06E-04	8.90E-05	2.27E-07	4.14E-06	1.46E-02	0.00E+00	1.53E-06	1.46E-02	5
Plate Compactors	San Bernardino	SC	SC	1.77E+01	2.91E+01	5.72E+00	7.29E-05	4.57E-04	3.82E-04	9.75E-07	1.78E-05	6.26E-02	0.00E+00	6.58E-06	6.28E-02	20
Rollers	San Bernardino	MD	MOJ	7.72E+00	1.47E+01	4.24E+00	5.41E-05	3.39E-04	2.84E-04	7.23E-07	1.32E-05	4.65E-02	0.00E+00	4.88E-06	4.66E-02	15
Rollers	San Bernardino	SC	SC	3.32E+01	6.33E+01	1.82E+01	2.32E-04	1.46E-03	1.22E-03	3.11E-06	5.67E-05	2.00E-01	0.00E+00	2.10E-05	2.00E-01	63
Rollers	San Bernardino	MD	MOJ	3.23E+00	6.15E+00	3.74E+00	4.95E-05	3.13E-04	1.69E-04	5.20E-07	1.22E-05	4.10E-02	0.00E+00	4.47E-06	4.11E-02	13
Rollers	San Bernardino	SC	SC	1.39E+01	2.65E+01	1.61E+01	2.13E-04	1.35E-03	7.26E-04	2.24E-06	5.25E-05	1.76E-01	0.00E+00	1.92E-05	1.77E-01	56
Rollers	San Bernardino	MD	MOJ	1.00E+01	1.93E+01	2.33E+01	9.13E-04	2.41E-03	2.73E-03	3.24E-06	2.18E-04	2.51E-01	0.00E+00	8.24E-05	2.53E-01	80
Rollers	San Bernardino	SC	SC	4.32E+01	8.30E+01	1.00E+02	3.94E-03	1.03E-02	1.18E-02	1.39E-05	9.43E-04	1.08E+00	0.00E+00	3.56E-04	1.09E+00	342

Construction

							Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Rollers	San Bernardino	MD	MOJ	5.39E+01	1.04E+02	2.80E+02	4.77E-03	3.06E-02	2.09E-02	3.59E-05	2.56E-03	3.06E+00	0.00E+00	4.30E-04	3.07E+00	965
Rollers	San Bernardino	SC	SC	2.32E+02	4.46E+02	1.20E+03	2.06E-02	1.32E-01	8.98E-02	1.54E-04	1.10E-02	1.31E+01	0.00E+00	1.86E-03	1.32E+01	4,147
Rollers	San Bernardino	MD	MOJ	2.17E+01	4.17E+01	2.06E+02	2.45E-03	1.99E-02	1.29E-02	2.54E-05	1.06E-03	2.25E+00	0.00E+00	2.21E-04	2.26E+00	711
Rollers	San Bernardino	SC	SC	9.32E+01	1.79E+02	8.84E+02	1.06E-02	8.57E-02	5.54E-02	1.09E-04	4.59E-03	9.68E+00	0.00E+00	9.56E-04	9.70E+00	3,055
Rollers	San Bernardino	MD	MOJ	3.08E+00	5.92E+00	4.10E+01	3.49E-04	3.55E-03	1.10E-03	5.09E-06	1.20E-04	4.53E-01	0.00E+00	3.15E-05	4.53E-01	143
Rollers	San Bernardino	SC	SC	1.32E+01	2.54E+01	1.76E+02	1.50E-03	1.53E-02	4.72E-03	2.19E-05	5.18E-04	1.94E+00	0.00E+00	1.35E-04	1.95E+00	613
Rollers	San Bernardino	MD	MOJ	2.16E+00	4.15E+00	4.12E+01	3.22E-04	3.18E-03	1.23E-03	4.46E-06	1.11E-04	4.54E-01	0.00E+00	2.91E-05	4.55E-01	143
Rollers	San Bernardino	SC	SC	9.27E+00	1.78E+01	1.77E+02	1.39E-03	1.37E-02	5.27E-03	1.92E-05	4.79E-04	1.95E+00	0.00E+00	1.25E-04	1.95E+00	615
Scrapers	San Bernardino	MD	MOJ	4.98E-01	1.52E+00	6.53E+00	1.34E-04	8.01E-04	5.21E-04	8.34E-07	6.91E-05	7.11E-02	0.00E+00	1.21E-05	7.14E-02	22
Scrapers	San Bernardino	SC	SC	2.14E+00	6.52E+00	2.81E+01	5.79E-04	3.45E-03	2.24E-03	3.59E-06	2.99E-04	3.06E-01	0.00E+00	5.22E-05	3.07E-01	97
Scrapers	San Bernardino	MD	MOJ	4.56E+00	1.39E+01	9.39E+01	1.37E-03	1.02E-02	6.29E-03	1.16E-05	5.71E-04	1.03E+00	0.00E+00	1.23E-04	1.03E+00	324
Scrapers	San Bernardino	SC	SC	1.96E+01	5.97E+01	4.04E+02	5.91E-03	4.41E-02	2.70E-02	4.97E-05	2.47E-03	4.41E+00	0.00E+00	5.33E-04	4.43E+00	1,393
Scrapers	San Bernardino	MD	MOJ	4.44E+00	1.35E+01	1.29E+02	1.44E-03	1.28E-02	4.16E-03	1.59E-05	4.91E-04	1.42E+00	0.00E+00	1.30E-04	1.42E+00	447
Scrapers	San Bernardino	SC	SC	1.91E+01	5.82E+01	5.53E+02	6.20E-03	5.52E-02	1.78E-02	6.85E-05	2.11E-03	6.09E+00	0.00E+00	5.60E-04	6.10E+00	1,920
Scrapers	San Bernardino	MD	MOJ	1.22E+01	3.73E+01	5.44E+02	5.64E-03	4.86E-02	2.11E-02	5.87E-05	1.88E-03	5.98E+00	0.00E+00	5.09E-04	5.99E+00	1,886
Scrapers	San Bernardino	SC	SC	5.26E+01	1.60E+02	2.34E+03	2.42E-02	2.09E-01	9.05E-02	2.52E-04	8.09E-03	2.57E+01	0.00E+00	2.19E-03	2.58E+01	8,109
Scrapers	San Bernardino	MD	MOJ	6.10E+00	1.86E+01	4.69E+02	4.89E-03	4.28E-02	1.82E-02	5.19E-05	1.64E-03	5.16E+00	0.00E+00	4.41E-04	5.17E+00	1,627
Scrapers	San Bernardino	SC	SC	1.44E+00	4.40E+00	1.11E+02	1.16E-03	1.02E-02	4.30E-03	1.23E-05	3.88E-04	1.22E+00	0.00E+00	1.04E-04	1.22E+00	385
Paving Equipment	San Bernardino	MD	MOJ	3.32E-01	7.54E-01	4.33E-01	5.75E-06	3.64E-05	1.96E-05	6.04E-08	1.42E-06	4.76E-03	0.00E+00	5.18E-07	4.77E-03	2
Paving Equipment	San Bernardino	SC	SC	1.43E+00	3.24E+00	1.86E+00	2.47E-05	1.56E-04	8.42E-05	2.60E-07	6.10E-06	2.05E-02	0.00E+00	2.23E-06	2.05E-02	6
Paving Equipment	San Bernardino	MD	MOJ	2.81E-01	6.44E-01	7.19E-01	3.52E-05	7.84E-05	9.56E-05	9.94E-08	7.94E-06	7.69E-03	0.00E+00	3.17E-06	7.76E-03	2
Paving Equipment	San Bernardino	SC	SC	1.21E+00	2.77E+00	3.09E+00	1.52E-04	3.37E-04	4.12E-04	4.27E-07	3.43E-05	3.31E-02	0.00E+00	1.37E-05	3.34E-02	10
Paving Equipment	San Bernardino	MD	MOJ	4.05E+00	9.27E+00	2.32E+01	4.76E-04	2.89E-03	1.82E-03	2.96E-06	2.49E-04	2.52E-01	0.00E+00	4.29E-05	2.53E-01	80
Paving Equipment	San Bernardino	SC	SC	1.74E+01	3.99E+01	9.96E+01	2.05E-03	1.24E-02	7.82E-03	1.27E-05	1.08E-03	1.09E+00	0.00E+00	1.85E-04	1.09E+00	343
Paving Equipment	San Bernardino	MD	MOJ	1.90E+00	4.36E+00	2.01E+01	2.88E-04	2.24E-03	1.32E-03	2.48E-06	1.23E-04	2.20E-01	0.00E+00	2.60E-05	2.21E-01	69
Paving Equipment	San Bernardino	SC	SC	8.17E+00	1.87E+01	8.64E+01	1.24E-03	9.64E-03	5.66E-03	1.06E-05	5.31E-04	9.46E-01	0.00E+00	1.12E-04	9.48E-01	298
Paving Equipment	San Bernardino	MD	MOJ	5.36E-01	1.23E+00	6.82E+00	7.41E-05	6.95E-04	2.21E-04	8.45E-07	2.64E-05	7.51E-02	0.00E+00	6.68E-06	7.52E-02	24
Paving Equipment	San Bernardino	SC	SC	2.30E+00	5.28E+00	2.93E+01	3.18E-04	3.00E-03	9.46E-04	3.63E-06	1.13E-04	3.23E-01	0.00E+00	2.87E-05	3.23E-01	102
Surfacing Equipment	San Bernardino	MD	MOJ	2.55E-01	3.17E-01	2.07E-01	6.98E-06	2.07E-05	2.16E-05	2.89E-08	1.74E-06	2.23E-03	0.00E+00	6.30E-07	2.25E-03	1
Surfacing Equipment	San Bernardino	SC	SC	1.10E+00	1.36E+00	8.88E-01	3.02E-05	8.91E-05	9.31E-05	1.24E-07	7.49E-06	9.59E-03	0.00E+00	2.72E-06	9.65E-03	3
Surfacing Equipment	San Bernardino	MD	MOJ	5.11E-02	6.34E-02	1.85E-01	2.86E-06	1.95E-05	1.32E-05	2.37E-08	1.51E-06	2.02E-03	0.00E+00	2.58E-07	2.02E-03	1
Surfacing Equipment	San Bernardino	SC	SC	2.19E-01	2.72E-01	7.94E-01	1.24E-05	8.41E-05	5.69E-05	1.02E-07	6.52E-06	8.67E-03	0.00E+00	1.12E-06	8.70E-03	3
Surfacing Equipment	San Bernardino	MD	MOJ	3.83E-02	4.75E-02	1.86E-01	2.00E-06	1.74E-05	1.12E-05	2.29E-08	8.60E-07	2.04E-03	0.00E+00	1.80E-07	2.04E-03	1
Surfacing Equipment	San Bernardino	SC	SC	1.65E-01	2.04E-01	7.98E-01	8.63E-06	7.49E-05	4.81E-05	9.84E-08	3.72E-06	8.75E-03	0.00E+00	7.79E-07	8.77E-03	3
Surfacing Equipment	San Bernardino	MD	MOJ	7.66E-02	9.50E-02	5.80E-01	4.53E-06	4.85E-05	1.54E-05	7.20E-08	1.62E-06	6.40E-03	0.00E+00	4.09E-07	6.41E-03	2
Surfacing Equipment	San Bernardino	SC	SC	3.29E-01	4.08E-01	2.49E+00	1.95E-05	2.09E-04	6.59E-05	3.10E-07	6.96E-06	2.75E-02	0.00E+00	1.76E-06	2.76E-02	9
Surfacing Equipment	San Bernardino	MD	MOJ	6.38E-01	7.92E-01	7.94E+00	5.67E-05	6.00E-04	2.40E-04	8.59E-07	2.04E-05	8.75E-02	0.00E+00	5.12E-06	8.76E-02	28
Surfacing Equipment	San Bernardino	SC	SC	2.74E+00	3.40E+00	3.41E+01	2.44E-04	2.58E-03	1.03E-03	3.69E-06	8.76E-05	3.76E-01	0.00E+00	2.20E-05	3.77E-01	119
Surfacing Equipment	San Bernardino	MD	MOJ	1.17E+00	1.45E+00	2.28E+01	1.65E-04	1.76E-03	6.89E-04	2.52E-06	5.92E-05	2.51E-01	0.00E+00	1.49E-05	2.51E-01	79
Surfacing Equipment	San Bernardino	SC	SC	2.76E-01	3.42E-01	5.38E+00	3.91E-05	4.17E-04	1.62E-04	5.97E-07	1.40E-05	5.93E-02	0.00E+00	3.52E-06	5.94E-02	19
Signal Boards	San Bernardino	MD	MOJ	3.59E+01	7.39E+01	2.08E+01	2.65E-04	1.66E-03	1.39E-03	3.54E-06	6.49E-05	2.28E-01	0.00E+00	2.39E-05	2.28E-01	72
Signal Boards	San Bernardino	SC	SC	1.54E+02	3.18E+02	8.94E+01	1.14E-03	7.14E-03	5.98E-03	1.52E-05	2.79E-04	9.79E-01	0.00E+00	1.03E-04	9.81E-01	309
Signal Boards	San Bernardino	MD	MOJ	1.79E-01	2.62E-01	4.38E-01	1.35E-05	4.29E-05	4.36E-05	6.13E-08	3.52E-06	4.74E-03	0.00E+00	1.22E-06	4.76E-03	1
Signal Boards	San Bernardino	SC	SC	7.68E-01	1.13E+00	1.88E+00	5.86E-05	1.84E-04	1.88E-04	2.63E-07	1.52E-05	2.04E-02	0.00E+00	5.29E-06	2.05E-02	6
Signal Boards	San Bernardino	MD	MOJ	2.92E+00	4.29E+00	1.57E+01	2.29E-04	1.57E-03	1.11E-03	2.02E-06	1.25E-04	1.72E-01	0.00E+00	2.07E-05	1.72E-01	54
Signal Boards	San Bernardino	SC	SC	1.26E+01	1.84E+01	6.75E+01	9.92E-04	6.75E-03	4.76E-03	8.66E-06	5.41E-04	7.38E-01	0.00E+00	8.96E-05	7.40E-01	233
Signal Boards	San Bernardino	MD	MOJ	1.81E+00	2.66E+00	1.87E+01	1.88E-04	1.65E-03	1.10E-03	2.31E-06	8.25E-05	2.05E-01	0.00E+00	1.69E-05	2.06E-01	65
Signal Boards	San Bernardino	SC	SC	7.79E+00	1.14E+01	8.04E+01	8.12E-04	7.14E-03	4.75E-03	9.93E-06	3.57E-04	8.82E-01	0.00E+00	7.33E-05	8.84E-01	278

Construction

						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Signal Boards	San Bernardino	MD	MOJ	3.83E-01	5.62E-01	6.49E+00	4.26E-05	5.06E-04	1.46E-04	8.06E-07	1.47E-05	7.16E-02	0.00E+00	3.85E-06	7.17E-02	23
Signal Boards	San Bernardino	SC	SC	1.65E+00	2.41E+00	2.79E+01	1.84E-04	2.19E-03	6.28E-04	3.46E-06	6.35E-05	3.08E-01	0.00E+00	1.66E-05	3.08E-01	97
Trenchers	San Bernardino	MD	MOJ	9.57E-01	1.62E+00	6.27E-01	7.98E-06	5.00E-05	4.19E-05	1.07E-07	1.95E-06	6.86E-03	0.00E+00	7.20E-07	6.87E-03	2
Trenchers	San Bernardino	SC	SC	4.11E+00	6.97E+00	2.69E+00	3.43E-05	2.15E-04	1.80E-04	4.59E-07	8.40E-06	2.95E-02	0.00E+00	3.10E-06	2.95E-02	9
Trenchers	San Bernardino	MD	MOJ	1.01E+00	1.71E+00	2.56E+00	3.39E-05	2.14E-04	1.16E-04	3.56E-07	8.14E-06	2.81E-02	0.00E+00	3.06E-06	2.82E-02	9
Trenchers	San Bernardino	SC	SC	4.33E+00	7.34E+00	1.10E+01	1.46E-04	9.21E-04	4.97E-04	1.53E-06	3.50E-05	1.21E-01	0.00E+00	1.31E-05	1.21E-01	38
Trenchers	San Bernardino	MD	MOJ	3.84E+01	6.63E+01	1.02E+02	4.89E-03	1.10E-02	1.32E-02	1.41E-05	1.10E-03	1.09E+00	0.00E+00	4.41E-04	1.10E+00	346
Trenchers	San Bernardino	SC	SC	1.65E+02	2.85E+02	4.38E+02	2.11E-02	4.75E-02	5.69E-02	6.06E-05	4.76E-03	4.69E+00	0.00E+00	1.91E-03	4.73E+00	1,489
Trenchers	San Bernardino	MD	MOJ	5.20E+01	8.99E+01	2.67E+02	5.44E-03	3.36E-02	2.08E-02	3.42E-05	2.82E-03	2.91E+00	0.00E+00	4.91E-04	2.92E+00	920
Trenchers	San Bernardino	SC	SC	2.24E+02	3.86E+02	1.15E+03	2.35E-02	1.45E-01	8.96E-02	1.47E-04	1.22E-02	1.25E+01	0.00E+00	2.12E-03	1.26E+01	3,958
Trenchers	San Bernardino	MD	MOJ	5.69E+00	9.84E+00	6.46E+01	9.16E-04	7.26E-03	4.22E-03	7.96E-06	3.92E-04	7.07E-01	0.00E+00	8.26E-05	7.09E-01	223
Trenchers	San Bernardino	SC	SC	2.45E+01	4.23E+01	2.78E+02	3.95E-03	3.13E-02	1.81E-02	3.42E-05	1.69E-03	3.04E+00	0.00E+00	3.57E-04	3.05E+00	959
Trenchers	San Bernardino	MD	MOJ	5.11E-01	8.82E-01	8.92E+00	9.81E-05	9.22E-04	2.99E-04	1.11E-06	3.58E-05	9.82E-02	0.00E+00	8.85E-06	9.84E-02	31
Trenchers	San Bernardino	SC	SC	2.19E+00	3.79E+00	3.84E+01	4.22E-04	3.97E-03	1.28E-03	4.75E-06	1.54E-04	4.22E-01	0.00E+00	3.80E-05	4.23E-01	133
Trenchers	San Bernardino	MD	MOJ	6.51E-01	1.12E+00	1.59E+01	1.59E-04	1.49E-03	6.82E-04	1.72E-06	5.75E-05	1.75E-01	0.00E+00	1.44E-05	1.75E-01	55
Trenchers	San Bernardino	SC	SC	2.80E+00	4.84E+00	6.84E+01	6.84E-04	6.40E-03	2.92E-03	7.38E-06	2.47E-04	7.52E-01	0.00E+00	6.17E-05	7.53E-01	237
Trenchers	San Bernardino	MD	MOJ	2.33E-01	4.03E-01	1.07E+01	1.08E-04	1.02E-03	4.60E-04	1.19E-06	3.92E-05	1.18E-01	0.00E+00	9.77E-06	1.18E-01	37
Trenchers	San Bernardino	SC	SC	5.52E-02	9.54E-02	2.54E+00	2.56E-05	2.43E-04	1.08E-04	2.81E-07	9.27E-06	2.80E-02	0.00E+00	2.31E-06	2.80E-02	9
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.28E-01	2.84E-01	1.34E-01	1.71E-06	1.07E-05	8.96E-06	2.28E-08	4.17E-07	1.47E-03	0.00E+00	1.54E-07	1.47E-03	0
Bore/Drill Rigs	San Bernardino	SC	SC	5.49E-01	1.22E+00	5.76E-01	7.34E-06	4.60E-05	3.85E-05	9.81E-08	1.79E-06	6.31E-03	0.00E+00	6.62E-07	6.32E-03	2
Bore/Drill Rigs	San Bernardino	MD	MOJ	3.83E-01	8.51E-01	6.19E-01	8.21E-06	5.20E-05	2.80E-05	8.63E-08	2.03E-06	6.80E-03	0.00E+00	7.41E-07	6.82E-03	2
Bore/Drill Rigs	San Bernardino	SC	SC	1.65E+00	3.66E+00	2.66E+00	3.53E-05	2.23E-04	1.20E-04	3.71E-07	8.71E-06	2.92E-02	0.00E+00	3.19E-06	2.93E-02	9
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.67E+00	3.86E+00	5.47E+00	4.92E-05	4.62E-04	4.34E-04	7.74E-07	1.84E-05	5.99E-02	0.00E+00	4.44E-06	5.99E-02	19
Bore/Drill Rigs	San Bernardino	SC	SC	7.19E+00	1.66E+01	2.35E+01	2.12E-04	1.99E-03	1.87E-03	3.33E-06	7.91E-05	2.57E-01	0.00E+00	1.91E-05	2.58E-01	81
Bore/Drill Rigs	San Bernardino	MD	MOJ	5.13E+00	1.18E+01	4.16E+01	2.42E-04	2.52E-03	2.77E-03	5.35E-06	1.21E-04	4.56E-01	0.00E+00	2.18E-05	4.57E-01	144
Bore/Drill Rigs	San Bernardino	SC	SC	2.21E+01	5.10E+01	1.79E+02	1.04E-03	1.08E-02	1.19E-02	2.30E-05	5.19E-04	1.96E+00	0.00E+00	9.38E-05	1.96E+00	619
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.19E+00	2.74E+00	1.76E+01	9.19E-05	8.94E-04	1.03E-03	2.17E-06	3.37E-05	1.93E-01	0.00E+00	8.29E-06	1.93E-01	61
Bore/Drill Rigs	San Bernardino	SC	SC	5.10E+00	1.18E+01	7.56E+01	3.95E-04	3.84E-03	4.44E-03	9.35E-06	1.45E-04	8.31E-01	0.00E+00	3.57E-05	8.31E-01	262
Bore/Drill Rigs	San Bernardino	MD	MOJ	1.02E+00	2.36E+00	2.00E+01	8.68E-05	7.23E-04	4.03E-04	2.49E-06	2.11E-05	2.22E-01	0.00E+00	7.83E-06	2.22E-01	70
Bore/Drill Rigs	San Bernardino	SC	SC	4.39E+00	1.01E+01	8.62E+01	3.73E-04	3.11E-03	1.74E-03	1.07E-05	9.07E-05	9.53E-01	0.00E+00	3.36E-05	9.53E-01	300
Bore/Drill Rigs	San Bernardino	MD	MOJ	2.27E+00	5.25E+00	7.38E+01	3.16E-04	2.49E-03	1.44E-03	8.01E-06	7.71E-05	8.16E-01	0.00E+00	2.85E-05	8.16E-01	257
Bore/Drill Rigs	San Bernardino	SC	SC	9.77E+00	2.26E+01	3.17E+02	1.36E-03	1.07E-02	6.21E-03	3.44E-05	3.30E-04	3.51E+00	0.00E+00	1.23E-04	3.51E+00	1,105
Bore/Drill Rigs	San Bernardino	MD	MOJ	3.62E+00	8.35E+00	2.32E+02	9.96E-04	7.92E-03	4.54E-03	2.58E-05	2.43E-04	2.57E+00	0.00E+00	8.99E-05	2.57E+00	808
Bore/Drill Rigs	San Bernardino	SC	SC	8.55E-01	1.98E+00	5.49E+01	2.36E-04	1.87E-03	1.07E-03	6.10E-06	5.74E-05	6.07E-01	0.00E+00	2.13E-05	6.07E-01	191
Bore/Drill Rigs	San Bernardino	MD	MOJ	6.06E+00	1.40E+01	5.87E+02	2.72E-03	3.78E-02	1.16E-02	6.52E-05	9.87E-04	6.49E+00	0.00E+00	2.45E-04	6.49E+00	2,044
Bore/Drill Rigs	San Bernardino	SC	SC	1.43E+00	3.31E+00	1.39E+02	6.43E-04	8.94E-03	2.74E-03	1.54E-05	2.33E-04	1.54E+00	0.00E+00	5.80E-05	1.54E+00	484
Excavators	San Bernardino	MD	MOJ	4.72E-01	1.81E+00	1.35E+00	1.79E-05	1.13E-04	6.11E-05	1.88E-07	4.22E-06	1.48E-02	0.00E+00	1.62E-06	1.49E-02	5
Excavators	San Bernardino	SC	SC	2.03E+00	7.77E+00	5.81E+00	7.70E-05	4.86E-04	2.63E-04	8.10E-07	1.81E-05	6.38E-02	0.00E+00	6.95E-06	6.40E-02	20
Excavators	San Bernardino	MD	MOJ	1.78E+01	6.93E+01	8.03E+01	2.52E-03	8.15E-03	9.54E-03	1.12E-05	6.54E-04	8.66E-01	0.00E+00	2.27E-04	8.71E-01	274
Excavators	San Bernardino	SC	SC	7.64E+01	2.98E+02	3.45E+02	1.09E-02	3.50E-02	4.10E-02	4.81E-05	2.82E-03	3.72E+00	0.00E+00	9.82E-04	3.74E+00	1,177
Excavators	San Bernardino	MD	MOJ	4.83E+01	1.88E+02	6.34E+02	9.37E-03	5.95E-02	4.83E-02	8.12E-05	4.87E-03	6.92E+00	0.00E+00	8.46E-04	6.94E+00	2,185
Excavators	San Bernardino	SC	SC	2.08E+02	8.08E+02	2.72E+03	4.05E-02	2.56E-01	2.07E-01	3.49E-04	2.11E-02	2.97E+01	0.00E+00	3.65E-03	2.98E+01	9,378
Excavators	San Bernardino	MD	MOJ	9.31E+01	3.63E+02	1.86E+03	2.06E-02	1.51E-01	1.21E-01	2.29E-04	8.29E-03	2.04E+01	0.00E+00	1.85E-03	2.04E+01	6,420
Excavators	San Bernardino	SC	SC	4.00E+02	1.56E+03	7.98E+03	8.87E-02	6.50E-01	5.19E-01	9.83E-04	3.58E-02	8.74E+01	0.00E+00	8.00E-03	8.75E+01	27,559
Excavators	San Bernardino	MD	MOJ	3.79E+01	1.48E+02	1.06E+03	8.70E-03	7.45E-02	2.57E-02	1.32E-04	2.46E-03	1.17E+01	0.00E+00	7.85E-04	1.17E+01	3,690
Excavators	San Bernardino	SC	SC	1.63E+02	6.34E+02	4.55E+03	3.74E-02	3.21E-01	1.10E-01	5.65E-04	1.06E-02	5.02E+01	0.00E+00	3.37E-03	5.03E+01	15,840
Excavators	San Bernardino	MD	MOJ	2.73E+01	1.07E+02	1.13E+03	8.81E-03	6.98E-02	2.72E-02	1.22E-04	2.46E-03	1.24E+01	0.00E+00	7.95E-04	1.25E+01	3,921
Excavators	San Bernardino	SC	SC	1.17E+02	4.57E+02	4.84E+03	3.79E-02	3.01E-01	1.16E-01	5.24E-04	1.06E-02	5.34E+01	0.00E+00	3.42E-03	5.35E+01	16,830

Construction

							Tons/Day									MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Excavators	San Bernardino	MD	MOJ	1.83E+00	7.12E+00	1.25E+02	9.82E-04	7.97E-03	3.01E-03	1.39E-05	2.78E-04	1.38E+00	0.00E+00	8.86E-05	1.38E+00	435
Excavators	San Bernardino	SC	SC	4.32E-01	1.68E+00	2.95E+01	2.32E-04	1.89E-03	7.10E-04	3.27E-06	6.58E-05	3.26E-01	0.00E+00	2.10E-05	3.26E-01	103
Concrete/Industrial Saws	San Bernardino	MD	MOJ	5.11E-02	8.29E-02	6.21E-02	8.23E-07	5.20E-06	2.81E-06	8.66E-09	1.98E-07	6.82E-04	0.00E+00	7.43E-08	6.84E-04	0
Concrete/Industrial Saws	San Bernardino	SC	SC	2.19E-01	3.56E-01	2.67E-01	3.54E-06	2.24E-05	1.21E-05	3.72E-08	8.49E-07	2.93E-03	0.00E+00	3.19E-07	2.94E-03	1
Concrete/Industrial Saws	San Bernardino	MD	MOJ	4.47E-01	7.10E-01	9.91E-01	3.07E-05	9.76E-05	1.00E-04	1.39E-07	8.00E-06	1.07E-02	0.00E+00	2.77E-06	1.08E-02	3
Concrete/Industrial Saws	San Bernardino	SC	SC	1.92E+00	3.05E+00	4.26E+00	1.33E-04	4.20E-04	4.32E-04	5.96E-07	3.46E-05	4.61E-02	0.00E+00	1.20E-05	4.63E-02	15
Concrete/Industrial Saws	San Bernardino	MD	MOJ	7.79E-01	1.24E+00	4.19E+00	6.04E-05	4.16E-04	2.97E-04	5.38E-07	3.32E-05	4.59E-02	0.00E+00	5.45E-06	4.60E-02	14
Concrete/Industrial Saws	San Bernardino	SC	SC	3.35E+00	5.32E+00	1.80E+01	2.61E-04	1.79E-03	1.28E-03	2.31E-06	1.44E-04	1.97E-01	0.00E+00	2.36E-05	1.98E-01	62
Concrete/Industrial Saws	San Bernardino	MD	MOJ	2.55E-02	4.06E-02	2.96E-01	2.95E-06	2.59E-05	1.76E-05	3.66E-08	1.31E-06	3.25E-03	0.00E+00	2.66E-07	3.25E-03	1
Concrete/Industrial Saws	San Bernardino	SC	SC	1.10E-01	1.75E-01	1.27E+00	1.28E-05	1.12E-04	7.57E-05	1.57E-07	5.65E-06	1.40E-02	0.00E+00	1.15E-06	1.40E-02	4
Cement and Mortar Mixers	San Bernardino	MD	MOJ	6.52E+00	5.37E+00	1.55E+00	1.99E-05	1.25E-04	1.03E-04	2.64E-07	5.28E-06	1.69E-02	0.00E+00	1.79E-06	1.70E-02	5
Cement and Mortar Mixers	San Bernardino	SC	SC	2.80E+01	2.31E+01	6.65E+00	8.54E-05	5.37E-04	4.45E-04	1.13E-06	2.27E-05	7.28E-02	0.00E+00	7.70E-06	7.30E-02	23
Cement and Mortar Mixers	San Bernardino	MD	MOJ	5.87E-01	4.83E-01	3.86E-01	6.25E-06	3.57E-05	1.92E-05	5.37E-08	1.89E-06	4.24E-03	0.00E+00	5.64E-07	4.25E-03	1
Cement and Mortar Mixers	San Bernardino	SC	SC	2.52E+00	2.08E+00	1.66E+00	2.68E-05	1.54E-04	8.23E-05	2.31E-07	8.12E-06	1.82E-02	0.00E+00	2.42E-06	1.83E-02	6
Cranes	San Bernardino	MD	MOJ	4.34E-01	1.52E+00	1.65E+00	7.09E-05	1.76E-04	2.14E-04	2.28E-07	1.68E-05	1.76E-02	0.00E+00	6.40E-06	1.78E-02	6
Cranes	San Bernardino	SC	SC	1.87E+00	6.55E+00	7.07E+00	3.06E-04	7.57E-04	9.20E-04	9.80E-07	7.24E-05	7.58E-02	0.00E+00	2.76E-05	7.64E-02	24
Cranes	San Bernardino	MD	MOJ	4.76E+00	1.67E+01	3.84E+01	7.17E-04	4.33E-03	3.00E-03	4.91E-06	3.78E-04	4.19E-01	0.00E+00	6.47E-05	4.20E-01	132
Cranes	San Bernardino	SC	SC	2.05E+01	7.18E+01	1.65E+02	3.10E-03	1.87E-02	1.29E-02	2.11E-05	1.63E-03	1.80E+00	0.00E+00	2.79E-04	1.81E+00	568
Cranes	San Bernardino	MD	MOJ	4.76E+00	1.67E+01	6.13E+01	8.16E-04	6.10E-03	4.01E-03	7.55E-06	3.43E-04	6.71E-01	0.00E+00	7.36E-05	6.72E-01	212
Cranes	San Bernardino	SC	SC	2.05E+01	7.18E+01	2.63E+02	3.52E-03	2.63E-02	1.72E-02	3.24E-05	1.48E-03	2.88E+00	0.00E+00	3.18E-04	2.89E+00	910
Cranes	San Bernardino	MD	MOJ	9.23E+00	3.24E+01	1.65E+02	1.59E-03	1.47E-02	4.56E-03	2.04E-05	5.13E-04	1.82E+00	0.00E+00	1.43E-04	1.82E+00	572
Cranes	San Bernardino	SC	SC	3.97E+01	1.39E+02	7.08E+02	6.82E-03	6.34E-02	1.96E-02	8.78E-05	2.20E-03	7.80E+00	0.00E+00	6.15E-04	7.81E+00	2,460
Cranes	San Bernardino	MD	MOJ	3.38E+00	1.19E+01	9.70E+01	8.71E-04	7.70E-03	2.94E-03	1.05E-05	2.79E-04	1.07E+00	0.00E+00	7.86E-05	1.07E+00	337
Cranes	San Bernardino	SC	SC	1.45E+01	5.10E+01	4.17E+02	3.74E-03	3.31E-02	1.26E-02	4.51E-05	1.20E-03	4.59E+00	0.00E+00	3.38E-04	4.60E+00	1,447
Cranes	San Bernardino	MD	MOJ	7.58E+00	2.66E+01	3.66E+02	3.30E-03	2.98E-02	1.11E-02	4.05E-05	1.07E-03	4.03E+00	0.00E+00	2.98E-04	4.04E+00	1,271
Cranes	San Bernardino	SC	SC	1.79E+00	6.29E+00	8.65E+01	7.81E-04	7.07E-03	2.61E-03	9.58E-06	2.53E-04	9.53E-01	0.00E+00	7.05E-05	9.54E-01	300
Cranes	San Bernardino	MD	MOJ	9.52E+00	3.34E+01	1.47E+03	1.52E-02	1.64E-01	5.19E-02	1.63E-04	5.01E-03	1.62E+01	0.00E+00	1.37E-03	1.62E+01	5,109
Cranes	San Bernardino	SC	SC	2.25E+00	7.90E+00	3.48E+02	3.60E-03	3.87E-02	1.22E-02	3.85E-05	1.18E-03	3.83E+00	0.00E+00	3.25E-04	3.84E+00	1,208
Graders	San Bernardino	MD	MOJ	1.79E-01	4.66E-01	5.96E-01	2.29E-05	6.21E-05	7.37E-05	8.28E-08	5.56E-06	6.41E-03	0.00E+00	2.07E-06	6.45E-03	2
Graders	San Bernardino	SC	SC	7.68E-01	2.00E+00	2.56E+00	9.90E-05	2.67E-04	3.17E-04	3.56E-07	2.40E-05	2.75E-02	0.00E+00	8.94E-06	2.77E-02	9
Graders	San Bernardino	MD	MOJ	1.19E+01	3.11E+01	1.07E+02	1.81E-03	1.13E-02	8.17E-03	1.36E-05	9.52E-04	1.16E+00	0.00E+00	1.63E-04	1.17E+00	367
Graders	San Bernardino	SC	SC	5.12E+01	1.33E+02	4.58E+02	7.82E-03	4.86E-02	3.52E-02	5.86E-05	4.12E-03	5.00E+00	0.00E+00	7.06E-04	5.01E+00	1,578
Graders	San Bernardino	MD	MOJ	4.07E+01	1.06E+02	6.00E+02	7.34E-03	5.57E-02	3.89E-02	7.39E-05	3.06E-03	6.57E+00	0.00E+00	6.63E-04	6.58E+00	2,072
Graders	San Bernardino	SC	SC	1.75E+02	4.56E+02	2.58E+03	3.17E-02	2.40E-01	1.67E-01	3.18E-04	1.32E-02	2.82E+01	0.00E+00	2.86E-03	2.83E+01	8,905
Graders	San Bernardino	MD	MOJ	2.53E+01	6.58E+01	5.14E+02	4.63E-03	4.22E-02	1.37E-02	6.37E-05	1.46E-03	5.66E+00	0.00E+00	4.17E-04	5.67E+00	1,785
Graders	San Bernardino	SC	SC	1.09E+02	2.83E+02	2.21E+03	1.99E-02	1.82E-01	5.90E-02	2.74E-04	6.30E-03	2.43E+01	0.00E+00	1.80E-03	2.44E+01	7,670
Graders	San Bernardino	MD	MOJ	7.15E-01	1.86E+00	1.94E+01	1.64E-04	1.42E-03	5.58E-04	2.10E-06	5.11E-05	2.14E-01	0.00E+00	1.48E-05	2.14E-01	67
Graders	San Bernardino	SC	SC	3.07E+00	8.00E+00	8.32E+01	7.04E-04	6.11E-03	2.39E-03	9.00E-06	2.20E-04	9.17E-01	0.00E+00	6.35E-05	9.19E-01	289
Graders	San Bernardino	MD	MOJ	1.17E-01	3.04E-01	6.69E+00	5.68E-05	5.02E-04	1.93E-04	7.41E-07	1.79E-05	7.37E-02	0.00E+00	5.13E-06	7.39E-02	23
Graders	San Bernardino	SC	SC	2.76E-02	7.19E-02	1.58E+00	1.34E-05	1.19E-04	4.54E-05	1.75E-07	4.24E-06	1.74E-02	0.00E+00	1.21E-06	1.75E-02	5
Off-Highway Trucks	San Bernardino	MD	MOJ	8.30E-01	4.52E+00	2.58E+01	3.06E-04	2.17E-03	1.71E-03	3.18E-06	1.22E-04	2.83E-01	0.00E+00	2.76E-05	2.83E-01	89
Off-Highway Trucks	San Bernardino	SC	SC	3.57E+00	1.94E+01	1.11E+02	1.32E-03	9.36E-03	7.34E-03	1.37E-05	5.25E-04	1.21E+00	0.00E+00	1.19E-04	1.22E+00	383
Off-Highway Trucks	San Bernardino	MD	MOJ	6.13E+00	3.34E+01	2.52E+02	2.21E-03	1.84E-02	6.28E-03	3.13E-05	6.15E-04	2.78E+00	0.00E+00	2.00E-04	2.78E+00	876
Off-Highway Trucks	San Bernardino	SC	SC	2.63E+01	1.43E+02	1.08E+03	9.51E-03	7.95E-02	2.69E-02	1.34E-04	2.64E-03	1.19E+01	0.00E+00	8.58E-04	1.19E+01	3,761
Off-Highway Trucks	San Bernardino	MD	MOJ	8.63E+00	4.70E+01	5.80E+02	4.85E-03	3.75E-02	1.44E-02	6.28E-05	1.33E-03	6.40E+00	0.00E+00	4.38E-04	6.41E+00	2,017
Off-Highway Trucks	San Bernardino	SC	SC	3.71E+01	2.02E+02	2.49E+03	2.08E-02	1.61E-01	6.18E-02	2.70E-04	5.73E-03	2.75E+01	0.00E+00	1.88E-03	2.75E+01	8,661
Off-Highway Trucks	San Bernardino	MD	MOJ	2.45E+01	1.33E+02	2.67E+03	2.24E-02	1.77E-01	6.63E-02	2.96E-04	6.23E-03	2.94E+01	0.00E+00	2.02E-03	2.95E+01	9,274
Off-Highway Trucks	San Bernardino	SC	SC	5.78E+00	3.15E+01	6.30E+02	5.30E-03	4.21E-02	1.56E-02	6.99E-05	1.47E-03	6.95E+00	0.00E+00	4.79E-04	6.96E+00	2,191

Construction

						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Off-Highway Trucks	San Bernardino	MD	MOJ	1.15E+01	6.25E+01	1.77E+03	1.62E-02	1.74E-01	4.90E-02	1.96E-04	5.19E-03	1.95E+01	0.00E+00	1.46E-03	1.95E+01	6,146
Off-Highway Trucks	San Bernardino	SC	SC	2.71E+00	1.48E+01	4.18E+02	3.83E-03	4.12E-02	1.16E-02	4.63E-05	1.23E-03	4.60E+00	0.00E+00	3.45E-04	4.61E+00	1,452
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	2.04E+00	5.35E+00	1.09E+01	4.16E-04	1.12E-03	1.28E-03	1.52E-06	1.02E-04	1.18E-01	0.00E+00	3.75E-05	1.18E-01	37
Crushing/Proc. Equipment	San Bernardino	SC	SC	8.78E+00	2.30E+01	4.70E+01	1.80E-03	4.81E-03	5.54E-03	6.53E-06	4.42E-04	5.05E-01	0.00E+00	1.62E-04	5.09E-01	160
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	5.76E+00	1.51E+01	5.73E+01	9.66E-04	6.02E-03	4.29E-03	7.34E-06	5.30E-04	6.26E-01	0.00E+00	8.72E-05	6.28E-01	198
Crushing/Proc. Equipment	San Bernardino	SC	SC	2.47E+01	6.48E+01	2.47E+02	4.18E-03	2.60E-02	1.85E-02	3.16E-05	2.29E-03	2.69E+00	0.00E+00	3.77E-04	2.70E+00	850
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	2.44E+00	6.38E+00	4.87E+01	5.74E-04	4.52E-03	3.06E-03	6.00E-06	2.49E-04	5.33E-01	0.00E+00	5.18E-05	5.34E-01	168
Crushing/Proc. Equipment	San Bernardino	SC	SC	1.05E+01	2.74E+01	2.09E+02	2.48E-03	1.95E-02	1.31E-02	2.58E-05	1.08E-03	2.29E+00	0.00E+00	2.24E-04	2.30E+00	723
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	2.42E-01	6.35E-01	7.03E+00	5.53E-05	5.78E-04	1.68E-04	8.73E-07	1.78E-05	7.76E-02	0.00E+00	4.99E-06	7.77E-02	24
Crushing/Proc. Equipment	San Bernardino	SC	SC	1.04E+00	2.73E+00	3.02E+01	2.38E-04	2.50E-03	7.21E-04	3.75E-06	7.68E-05	3.33E-01	0.00E+00	2.15E-05	3.34E-01	105
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	1.37E+00	3.58E+00	6.05E+01	4.43E-04	4.35E-03	1.45E-03	6.55E-06	1.43E-04	6.68E-01	0.00E+00	4.00E-05	6.68E-01	210
Crushing/Proc. Equipment	San Bernardino	SC	SC	5.87E+00	1.54E+01	2.60E+02	1.91E-03	1.87E-02	6.21E-03	2.82E-05	6.15E-04	2.87E+00	0.00E+00	1.72E-04	2.87E+00	904
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	1.94E-01	5.09E-01	1.36E+01	9.97E-05	1.01E-03	3.21E-04	1.51E-06	3.25E-05	1.50E-01	0.00E+00	9.00E-06	1.50E-01	47
Crushing/Proc. Equipment	San Bernardino	SC	SC	4.60E-02	1.20E-01	3.21E+00	2.36E-05	2.40E-04	7.59E-05	3.56E-07	7.72E-06	3.54E-02	0.00E+00	2.13E-06	3.55E-02	11
Crushing/Proc. Equipment	San Bernardino	MD	MOJ	1.94E-01	5.09E-01	3.02E+01	2.67E-04	3.15E-03	8.55E-04	3.34E-06	9.07E-05	3.33E-01	0.00E+00	2.41E-05	3.33E-01	105
Crushing/Proc. Equipment	San Bernardino	SC	SC	4.60E-02	1.20E-01	7.13E+00	6.32E-05	7.47E-04	2.02E-04	7.91E-07	2.15E-05	7.87E-02	0.00E+00	5.70E-06	7.88E-02	25
Rough Terrain Forklifts	San Bernardino	MD	MOJ	1.42E+00	4.40E+00	6.90E+00	2.32E-04	7.00E-04	8.03E-04	9.62E-07	5.95E-05	7.44E-02	0.00E+00	2.09E-05	7.48E-02	24
Rough Terrain Forklifts	San Bernardino	SC	SC	6.09E+00	1.89E+01	2.96E+01	1.00E-03	3.01E-03	3.46E-03	4.13E-06	2.57E-04	3.20E-01	0.00E+00	9.04E-05	3.21E-01	101
Rough Terrain Forklifts	San Bernardino	MD	MOJ	6.78E+01	2.11E+02	6.02E+02	9.22E-03	5.90E-02	4.52E-02	7.71E-05	4.98E-03	6.57E+00	0.00E+00	8.32E-04	6.59E+00	2,074
Rough Terrain Forklifts	San Bernardino	SC	SC	2.92E+02	9.05E+02	2.58E+03	3.99E-02	2.54E-01	1.94E-01	3.31E-04	2.16E-02	2.82E+01	0.00E+00	3.60E-03	2.83E+01	8,910
Rough Terrain Forklifts	San Bernardino	MD	MOJ	8.69E+00	2.70E+01	1.54E+02	1.70E-03	1.31E-02	9.77E-03	1.89E-05	7.19E-04	1.68E+00	0.00E+00	1.54E-04	1.69E+00	531
Rough Terrain Forklifts	San Bernardino	SC	SC	3.74E+01	1.16E+02	6.60E+02	7.36E-03	5.67E-02	4.20E-02	8.14E-05	3.11E-03	7.23E+00	0.00E+00	6.64E-04	7.25E+00	2,281
Rough Terrain Forklifts	San Bernardino	MD	MOJ	4.85E-01	1.51E+00	1.16E+01	9.25E-05	8.75E-04	2.80E-04	1.45E-06	2.83E-05	1.28E-01	0.00E+00	8.35E-06	1.29E-01	41
Rough Terrain Forklifts	San Bernardino	SC	SC	2.08E+00	6.47E+00	5.00E+01	3.98E-04	3.77E-03	1.20E-03	6.21E-06	1.22E-04	5.52E-01	0.00E+00	3.59E-05	5.53E-01	174
Rough Terrain Forklifts	San Bernardino	MD	MOJ	3.19E-01	9.91E-01	1.15E+01	8.64E-05	7.58E-04	2.72E-04	1.25E-06	2.62E-05	1.27E-01	0.00E+00	7.79E-06	1.27E-01	40
Rough Terrain Forklifts	San Bernardino	SC	SC	1.37E+00	4.26E+00	4.94E+01	3.71E-04	3.26E-03	1.17E-03	5.35E-06	1.13E-04	5.45E-01	0.00E+00	3.35E-05	5.46E-01	172
Rubber Tired Loaders	San Bernardino	MD	MOJ	1.79E-01	4.69E-01	3.61E-01	4.78E-06	3.02E-05	1.63E-05	5.03E-08	1.15E-06	3.97E-03	0.00E+00	4.32E-07	3.97E-03	1
Rubber Tired Loaders	San Bernardino	SC	SC	7.68E-01	2.02E+00	1.55E+00	2.06E-05	1.30E-04	7.02E-05	2.16E-07	4.94E-06	1.70E-02	0.00E+00	1.86E-06	1.71E-02	5
Rubber Tired Loaders	San Bernardino	MD	MOJ	3.47E+00	9.28E+00	1.34E+01	5.06E-04	1.39E-03	1.64E-03	1.87E-06	1.23E-04	1.44E-01	0.00E+00	4.57E-05	1.45E-01	46
Rubber Tired Loaders	San Bernardino	SC	SC	1.49E+01	3.99E+01	5.77E+01	2.19E-03	5.98E-03	7.05E-03	8.02E-06	5.33E-04	6.20E-01	0.00E+00	1.97E-04	6.25E-01	197
Rubber Tired Loaders	San Bernardino	MD	MOJ	9.44E+01	2.52E+02	6.80E+02	1.14E-02	7.13E-02	5.19E-02	8.71E-05	6.00E-03	7.43E+00	0.00E+00	1.02E-03	7.45E+00	2,345
Rubber Tired Loaders	San Bernardino	SC	SC	4.06E+02	1.08E+03	2.92E+03	4.91E-02	3.07E-01	2.23E-01	3.74E-04	2.60E-02	3.19E+01	0.00E+00	4.43E-03	3.20E+01	10,072
Rubber Tired Loaders	San Bernardino	MD	MOJ	5.32E+01	1.42E+02	6.90E+02	8.30E-03	6.33E-02	4.45E-02	8.50E-05	3.47E-03	7.55E+00	0.00E+00	7.49E-04	7.57E+00	2,383
Rubber Tired Loaders	San Bernardino	SC	SC	2.29E+02	6.11E+02	2.96E+03	3.58E-02	2.73E-01	1.91E-01	3.65E-04	1.50E-02	3.24E+01	0.00E+00	3.23E-03	3.25E+01	10,236
Rubber Tired Loaders	San Bernardino	MD	MOJ	5.29E+01	1.41E+02	9.55E+02	8.38E-03	7.74E-02	2.51E-02	1.18E-04	2.65E-03	1.05E+01	0.00E+00	7.56E-04	1.05E+01	3,319
Rubber Tired Loaders	San Bernardino	SC	SC	2.27E+02	6.08E+02	4.10E+03	3.60E-02	3.34E-01	1.08E-01	5.09E-04	1.14E-02	4.52E+01	0.00E+00	3.25E-03	4.53E+01	14,255
Rubber Tired Loaders	San Bernardino	MD	MOJ	2.20E+01	5.89E+01	6.32E+02	5.20E-03	4.56E-02	1.79E-02	6.84E-05	1.63E-03	6.97E+00	0.00E+00	4.69E-04	6.98E+00	2,197
Rubber Tired Loaders	San Bernardino	SC	SC	9.46E+01	2.53E+02	2.72E+03	2.24E-02	1.96E-01	7.67E-02	2.94E-04	7.00E-03	2.99E+01	0.00E+00	2.02E-03	3.00E+01	9,437
Rubber Tired Loaders	San Bernardino	MD	MOJ	4.70E+00	1.26E+01	2.77E+02	2.29E-03	2.05E-02	7.83E-03	3.07E-05	7.23E-04	3.05E+00	0.00E+00	2.07E-04	3.05E+00	962
Rubber Tired Loaders	San Bernardino	SC	SC	1.11E+00	2.97E+00	6.54E+01	5.42E-04	4.86E-03	1.85E-03	7.25E-06	1.71E-04	7.21E-01	0.00E+00	4.89E-05	7.22E-01	227
Rubber Tired Loaders	San Bernardino	MD	MOJ	5.05E-01	1.35E+00	3.64E+01	3.32E-04	3.78E-03	1.17E-03	4.03E-06	1.14E-04	4.00E-01	0.00E+00	3.00E-05	4.01E-01	126
Rubber Tired Loaders	San Bernardino	SC	SC	1.20E-01	3.19E-01	8.59E+00	7.85E-05	8.96E-04	2.76E-04	9.52E-07	2.69E-05	9.47E-02	0.00E+00	7.09E-06	9.48E-02	30
Rubber Tired Dozers	San Bernardino	MD	MOJ	1.28E-01	5.69E-01	3.37E+00	5.78E-05	4.22E-04	2.39E-04	4.14E-07	2.39E-05	3.68E-02	0.00E+00	5.21E-06	3.69E-02	12
Rubber Tired Dozers	San Bernardino	SC	SC	5.49E-01	2.45E+00	1.45E+01	2.49E-04	1.82E-03	1.03E-03	1.78E-06	1.03E-04	1.58E-01	0.00E+00	2.25E-05	1.59E-01	50
Rubber Tired Dozers	San Bernardino	MD	MOJ	3.13E+00	1.39E+01	1.16E+02	1.62E-03	1.36E-02	4.57E-03	1.44E-05	5.72E-04	1.28E+00	0.00E+00	1.46E-04	1.28E+00	403
Rubber Tired Dozers	San Bernardino	SC	SC	1.34E+01	6.00E+01	5.00E+02	6.94E-03	5.85E-02	1.96E-02	6.18E-05	2.45E-03	5.50E+00	0.00E+00	6.27E-04	5.51E+00	1,734
Rubber Tired Dozers	San Bernardino	MD	MOJ	4.81E+00	2.15E+01	2.59E+02	3.29E-03	2.74E-02	1.43E-02	2.79E-05	1.13E-03	2.84E+00	0.00E+00	2.97E-04	2.84E+00	896
Rubber Tired Dozers	San Bernardino	SC	SC	2.07E+01	9.23E+01	1.11E+03	1.41E-02	1.18E-01	6.10E-02	1.20E-04	4.86E-03	1.22E+01	0.00E+00	1.27E-03	1.22E+01	3,852

Construction

						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Rubber Tired Dozers	San Bernardino	MD	MOJ	5.17E+00	2.31E+01	4.19E+02	5.34E-03	4.51E-02	2.31E-02	4.62E-05	1.85E-03	4.59E+00	0.00E+00	4.82E-04	4.60E+00	1,449
Rubber Tired Dozers	San Bernardino	SC	SC	1.22E+00	5.46E+00	9.91E+01	1.26E-03	1.07E-02	5.43E-03	1.09E-05	4.37E-04	1.09E+00	0.00E+00	1.14E-04	1.09E+00	343
Rubber Tired Dozers	San Bernardino	MD	MOJ	3.50E-01	1.56E+00	4.21E+01	5.61E-04	5.55E-03	2.52E-03	4.63E-06	1.92E-04	4.61E-01	0.00E+00	5.06E-05	4.62E-01	145
Rubber Tired Dozers	San Bernardino	SC	SC	8.28E-02	3.69E-01	9.95E+00	1.33E-04	1.31E-03	5.92E-04	1.10E-06	4.53E-05	1.09E-01	0.00E+00	1.20E-05	1.09E-01	34
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	3.60E+00	9.30E+00	6.71E+00	8.97E-05	5.70E-04	3.04E-04	9.35E-07	2.43E-05	7.37E-02	0.00E+00	8.09E-06	7.38E-02	23
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	1.55E+01	4.00E+01	2.88E+01	3.86E-04	2.45E-03	1.31E-03	4.02E-06	1.05E-04	3.17E-01	0.00E+00	3.48E-05	3.17E-01	100
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	2.15E+01	5.70E+01	7.99E+01	2.25E-03	7.87E-03	8.83E-03	1.12E-05	6.01E-04	8.64E-01	0.00E+00	2.03E-04	8.68E-01	273
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	9.24E+01	2.44E+02	3.43E+02	9.74E-03	3.38E-02	3.80E-02	4.79E-05	2.59E-03	3.71E+00	0.00E+00	8.79E-04	3.72E+00	1,173
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	2.88E+02	7.62E+02	1.80E+03	2.41E-02	1.62E-01	1.33E-01	2.31E-04	1.28E-02	1.97E+01	0.00E+00	2.18E-03	1.97E+01	6,213
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	1.24E+03	3.27E+03	7.73E+03	1.04E-01	6.97E-01	5.73E-01	9.91E-04	5.54E-02	8.45E+01	0.00E+00	9.41E-03	8.47E+01	26,663
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	2.15E+01	5.69E+01	2.63E+02	2.62E-03	2.03E-02	1.66E-02	3.24E-05	1.08E-03	2.88E+00	0.00E+00	2.37E-04	2.89E+00	908
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	9.23E+01	2.44E+02	1.13E+03	1.13E-02	8.76E-02	7.14E-02	1.39E-04	4.66E-03	1.24E+01	0.00E+00	1.02E-03	1.24E+01	3,898
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	6.94E+00	1.84E+01	1.43E+02	1.05E-03	9.45E-03	3.32E-03	1.78E-05	3.03E-04	1.58E+00	0.00E+00	9.46E-05	1.58E+00	497
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	2.98E+01	7.89E+01	6.13E+02	4.51E-03	4.08E-02	1.42E-02	7.62E-05	1.30E-03	6.77E+00	0.00E+00	4.07E-04	6.78E+00	2,134
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	1.12E+01	2.97E+01	4.63E+02	3.24E-03	2.71E-02	1.07E-02	5.75E-05	9.29E-04	5.11E+00	0.00E+00	2.93E-04	5.12E+00	1,612
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	4.82E+01	1.27E+02	1.99E+03	1.39E-02	1.17E-01	4.61E-02	2.47E-04	4.00E-03	2.19E+01	0.00E+00	1.26E-03	2.20E+01	6,917
Tractors/Loaders/Backhoes	San Bernardino	MD	MOJ	2.35E+01	6.23E+01	1.46E+03	1.03E-02	8.77E-02	3.38E-02	1.81E-04	2.97E-03	1.61E+01	0.00E+00	9.26E-04	1.61E+01	5,075
Tractors/Loaders/Backhoes	San Bernardino	SC	SC	5.56E+00	1.47E+01	3.44E+02	2.43E-03	2.08E-02	7.98E-03	4.28E-05	7.05E-04	3.80E+00	0.00E+00	2.19E-04	3.81E+00	1,198
Crawler Tractors	San Bernardino	MD	MOJ	1.79E-01	5.12E-01	5.95E-01	2.80E-05	6.51E-05	8.09E-05	8.23E-08	6.42E-06	6.36E-03	0.00E+00	2.52E-06	6.42E-03	2
Crawler Tractors	San Bernardino	SC	SC	7.68E-01	2.20E+00	2.56E+00	1.21E-04	2.80E-04	3.49E-04	3.54E-07	2.77E-05	2.74E-02	0.00E+00	1.09E-05	2.76E-02	9
Crawler Tractors	San Bernardino	MD	MOJ	1.01E+02	2.90E+02	8.76E+02	1.77E-02	1.06E-01	6.98E-02	1.12E-04	9.09E-03	9.55E+00	0.00E+00	1.59E-03	9.58E+00	3,017
Crawler Tractors	San Bernardino	SC	SC	4.36E+02	1.25E+03	3.77E+03	7.63E-02	4.55E-01	3.01E-01	4.82E-04	3.94E-02	4.11E+01	0.00E+00	6.89E-03	4.12E+01	12,975
Crawler Tractors	San Bernardino	MD	MOJ	3.43E+01	9.83E+01	5.44E+02	7.82E-03	5.82E-02	3.64E-02	6.70E-05	3.25E-03	5.95E+00	0.00E+00	7.06E-04	5.97E+00	1,878
Crawler Tractors	San Bernardino	SC	SC	1.47E+02	4.23E+02	2.34E+03	3.38E-02	2.51E-01	1.57E-01	2.88E-04	1.41E-02	2.56E+01	0.00E+00	3.05E-03	2.57E+01	8,077
Crawler Tractors	San Bernardino	MD	MOJ	2.95E+01	8.45E+01	6.37E+02	7.05E-03	6.20E-02	2.02E-02	7.89E-05	2.37E-03	7.01E+00	0.00E+00	6.37E-04	7.02E+00	2,211
Crawler Tractors	San Bernardino	SC	SC	1.27E+02	3.63E+02	2.74E+03	3.03E-02	2.68E-01	8.69E-02	3.39E-04	1.02E-02	3.02E+01	0.00E+00	2.74E-03	3.02E+01	9,510
Crawler Tractors	San Bernardino	MD	MOJ	2.02E+01	5.79E+01	6.81E+02	7.00E-03	5.97E-02	2.57E-02	7.36E-05	2.31E-03	7.50E+00	0.00E+00	6.31E-04	7.51E+00	2,364

Construction

Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
						Tons/Day										MTons/Year
Crawler Tractors	San Bernardino	SC	SC	8.68E+01	2.49E+02	2.93E+03	3.01E-02	2.57E-01	1.10E-01	3.16E-04	9.92E-03	3.22E+01	0.00E+00	2.71E-03	3.23E+01	10,168
Crawler Tractors	San Bernardino	MD	MOJ	3.11E+00	8.91E+00	1.88E+02	1.94E-03	1.68E-02	7.09E-03	2.08E-05	6.44E-04	2.07E+00	0.00E+00	1.75E-04	2.07E+00	652
Crawler Tractors	San Bernardino	SC	SC	7.36E-01	2.11E+00	4.45E+01	4.59E-04	3.99E-03	1.67E-03	4.92E-06	1.52E-04	4.90E-01	0.00E+00	4.14E-05	4.90E-01	154
Crawler Tractors	San Bernardino	MD	MOJ	3.11E+00	8.90E+00	2.66E+02	2.93E-03	3.11E-02	1.12E-02	2.94E-05	9.91E-04	2.93E+00	0.00E+00	2.65E-04	2.93E+00	923
Crawler Tractors	San Bernardino	SC	SC	7.36E-01	2.11E+00	6.30E+01	6.94E-04	7.37E-03	2.65E-03	6.96E-06	2.34E-04	6.93E-01	0.00E+00	6.26E-05	6.94E-01	218
Skid Steer Loaders	San Bernardino	MD	MOJ	2.45E+01	5.60E+01	3.52E+01	5.46E-04	3.20E-03	1.71E-03	4.90E-06	1.66E-04	3.86E-01	0.00E+00	4.92E-05	3.87E-01	122
Skid Steer Loaders	San Bernardino	SC	SC	1.05E+02	2.41E+02	1.51E+02	2.34E-03	1.38E-02	7.34E-03	2.11E-05	7.14E-04	1.66E+00	0.00E+00	2.11E-04	1.66E+00	524
Skid Steer Loaders	San Bernardino	MD	MOJ	2.22E+02	5.17E+02	6.06E+02	1.15E-02	5.59E-02	5.68E-02	8.53E-05	3.47E-03	6.60E+00	0.00E+00	1.03E-03	6.62E+00	2,083
Skid Steer Loaders	San Bernardino	SC	SC	9.55E+02	2.22E+03	2.61E+03	4.93E-02	2.40E-01	2.44E-01	3.67E-04	1.49E-02	2.84E+01	0.00E+00	4.44E-03	2.85E+01	8,958
Skid Steer Loaders	San Bernardino	MD	MOJ	1.16E+02	2.71E+02	5.29E+02	5.14E-03	4.09E-02	3.69E-02	6.79E-05	2.78E-03	5.79E+00	0.00E+00	4.64E-04	5.80E+00	1,826
Skid Steer Loaders	San Bernardino	SC	SC	5.01E+02	1.17E+03	2.27E+03	2.21E-02	1.76E-01	1.59E-01	2.92E-04	1.20E-02	2.49E+01	0.00E+00	2.00E-03	2.49E+01	7,852
Off-Highway Tractors	San Bernardino	MD	MOJ	1.28E-02	3.90E-02	1.68E-01	3.91E-06	2.30E-05	1.39E-05	2.14E-08	1.98E-06	1.83E-03	0.00E+00	3.53E-07	1.83E-03	1
Off-Highway Tractors	San Bernardino	SC	SC	5.49E-02	1.68E-01	7.23E-01	1.69E-05	9.90E-05	5.97E-05	9.22E-08	8.54E-06	7.86E-03	0.00E+00	1.52E-06	7.89E-03	2
Off-Highway Tractors	San Bernardino	MD	MOJ	1.56E+01	4.77E+01	2.85E+02	4.67E-03	3.49E-02	1.97E-02	3.50E-05	1.96E-03	3.11E+00	0.00E+00	4.21E-04	3.12E+00	982
Off-Highway Tractors	San Bernardino	SC	SC	6.71E+01	2.05E+02	1.22E+03	2.02E-02	1.50E-01	8.48E-02	1.50E-04	8.44E-03	1.34E+01	0.00E+00	1.82E-03	1.34E+01	4,222
Off-Highway Tractors	San Bernardino	MD	MOJ	1.48E+01	4.51E+01	2.67E+02	3.53E-03	3.05E-02	1.01E-02	3.31E-05	1.26E-03	2.94E+00	0.00E+00	3.18E-04	2.95E+00	927
Off-Highway Tractors	San Bernardino	SC	SC	6.34E+01	1.94E+02	1.15E+03	1.51E-02	1.31E-01	4.35E-02	1.42E-04	5.42E-03	1.26E+01	0.00E+00	1.37E-03	1.27E+01	3,988
Off-Highway Tractors	San Bernardino	MD	MOJ	1.95E+01	5.97E+01	1.54E+03	1.87E-02	1.62E-01	8.06E-02	1.70E-04	6.56E-03	1.69E+01	0.00E+00	1.68E-03	1.70E+01	5,342
Off-Highway Tractors	San Bernardino	SC	SC	4.62E+00	1.41E+01	3.65E+02	4.41E-03	3.84E-02	1.90E-02	4.03E-05	1.55E-03	4.01E+00	0.00E+00	3.98E-04	4.02E+00	1,264
Off-Highway Tractors	San Bernardino	MD	MOJ	2.06E+00	6.29E+00	2.34E+02	2.97E-03	3.02E-02	1.33E-02	2.57E-05	1.03E-03	2.56E+00	0.00E+00	2.68E-04	2.57E+00	808
Off-Highway Tractors	San Bernardino	SC	SC	4.87E-01	1.49E+00	5.53E+01	7.00E-04	7.16E-03	3.13E-03	6.09E-06	2.42E-04	6.06E-01	0.00E+00	6.32E-05	6.07E-01	191
Dumpers/Tenders	San Bernardino	MD	MOJ	3.06E-01	5.56E-01	1.93E-01	2.63E-06	1.65E-05	8.81E-06	2.69E-08	7.48E-07	2.12E-03	0.00E+00	2.37E-07	2.12E-03	1
Dumpers/Tenders	San Bernardino	SC	SC	1.32E+00	2.39E+00	8.29E-01	1.13E-05	7.10E-05	3.79E-05	1.16E-07	3.22E-06	9.10E-03	0.00E+00	1.02E-06	9.13E-03	3
Other Construction Equipment	San Bernardino	MD	MOJ	4.22E+00	7.99E+00	3.69E+00	4.70E-05	2.94E-04	2.46E-04	6.28E-07	1.15E-05	4.04E-02	0.00E+00	4.24E-06	4.04E-02	13
Other Construction Equipment	San Bernardino	SC	SC	1.82E+01	3.44E+01	1.58E+01	2.02E-04	1.26E-03	1.06E-03	2.70E-06	4.93E-05	1.73E-01	0.00E+00	1.82E-05	1.74E-01	55
Other Construction Equipment	San Bernardino	MD	MOJ	7.15E-01	1.35E+00	8.13E-01	1.08E-05	6.82E-05	3.68E-05	1.13E-07	2.66E-06	8.93E-03	0.00E+00	9.73E-07	8.95E-03	3
Other Construction Equipment	San Bernardino	SC	SC	3.07E+00	5.81E+00	3.50E+00	4.64E-05	2.93E-04	1.58E-04	4.87E-07	1.14E-05	3.84E-02	0.00E+00	4.18E-06	3.85E-02	12
Other Construction Equipment	San Bernardino	MD	MOJ	1.10E+00	2.11E+00	2.72E+00	7.06E-05	2.61E-04	2.71E-04	3.82E-07	1.93E-05	2.95E-02	0.00E+00	6.37E-06	2.97E-02	9
Other Construction Equipment	San Bernardino	SC	SC	4.72E+00	9.07E+00	1.17E+01	3.06E-04	1.12E-03	1.17E-03	1.64E-06	8.32E-05	1.27E-01	0.00E+00	2.76E-05	1.27E-01	40
Other Construction Equipment	San Bernardino	MD	MOJ	1.81E+00	3.49E+00	1.29E+01	1.59E-04	1.14E-03	9.12E-04	1.65E-06	8.75E-05	1.41E-01	0.00E+00	1.44E-05	1.41E-01	44
Other Construction Equipment	San Bernardino	SC	SC	7.79E+00	1.50E+01	5.53E+01	6.88E-04	4.93E-03	3.92E-03	7.09E-06	3.78E-04	6.05E-01	0.00E+00	6.21E-05	6.06E-01	191
Other Construction Equipment	San Bernardino	MD	MOJ	2.50E+00	4.81E+00	2.33E+01	2.09E-04	1.80E-03	1.41E-03	2.88E-06	9.00E-05	2.56E-01	0.00E+00	1.88E-05	2.57E-01	81
Other Construction Equipment	San Bernardino	SC	SC	1.08E+01	2.07E+01	1.00E+02	9.02E-04	7.75E-03	6.06E-03	1.24E-05	3.89E-04	1.10E+00	0.00E+00	8.14E-05	1.10E+00	347
Other Construction Equipment	San Bernardino	MD	MOJ	5.81E+00	1.12E+01	1.28E+02	7.70E-04	7.51E-03	2.84E-03	1.39E-05	2.46E-04	1.42E+00	0.00E+00	6.94E-05	1.42E+00	447
Other Construction Equipment	San Bernardino	SC	SC	2.50E+01	4.80E+01	5.52E+02	3.31E-03	3.23E-02	1.22E-02	5.98E-05	1.06E-03	6.09E+00	0.00E+00	2.99E-04	6.10E+00	1,920
				15,820	31,267	130,062	1.671	11.405	10.841	0.016	0.670	1,417.564	0.008	0.147	1,423	447,968
				Population	Activity	Consumption	lbs/day					Tons/Day				MTons/Year
				373	736	3,064	79	537	511	1	32	33	0	0	34	**10,552**
As a percent of Total Building Permits issued.									Percent	2.36%						

SOURCE: U.S. Census Bureau. http://censtats.census.gov/cgi-bin/bldgprmt/bldgdisp.pl

Annual GHG emissions (MTons/Year) multiplied by 347 days/year to account for reduced/limited construction activity on weekends and holidays. This assumption is consistent with the California Air Resources Board's (CARB) methodology for transportation within the Climate Change Scoping Plan Measure Documentation Supplement.

Buildings Estimates with Imputation

	SB	Yucaipa	
2009	1,543	36	2.3%
2010	1,330	38	2.9%
2011	1,150	35	3.0%
2012	1,455	49	3.4%
2013	2,274	4	0.2%
avg	1,550	32	2.4%

Lawn & Garden

						Tons/Day										MTons/Year
Equipment	**County**	**Air Basin**	**Air Dist.**	**Population**	**Activity**	**Consumption**	**ROG Exhaust**	**NOX Exhaust**	**CO Exhaust**	**SO2 Exhaust**	**PM Exhaust**	**CO2 Exhaust**	**N2O Exhaust**	**CH4 Exhaust**	**CO2e**	**CO2e**
Lawn Mowers	San Bernardino	MD	MOJ	4.54E+02	2.85E+02	3.22E+01	3.64E-03	9.80E-04	6.54E-02	7.99E-06	6.12E-04	1.94E-01	2.51E-04	2.26E-04	2.77E-01	92
Lawn Mowers	San Bernardino	SC	SC	1.87E+03	1.17E+03	1.32E+02	1.50E-02	4.03E-03	2.69E-01	3.29E-05	2.52E-03	7.98E-01	1.03E-03	9.31E-04	1.14E+00	377
Lawn Mowers	San Bernardino	MD	MOJ	3.41E+03	1.45E+02	1.98E+01	3.76E-03	5.36E-04	4.98E-02	4.07E-06	3.17E-04	9.88E-02	1.27E-04	2.34E-04	1.43E-01	47
Lawn Mowers	San Bernardino	SC	SC	1.40E+04	5.96E+02	8.16E+01	1.55E-02	2.22E-03	2.05E-01	1.67E-05	1.31E-03	4.06E-01	5.24E-04	9.66E-04	5.89E-01	195
Chainsaws	San Bernardino	MD	MOJ	8.14E+02	6.45E+02	3.85E+01	3.22E-02	5.12E-04	5.82E-02	6.47E-06	9.15E-05	1.57E-01	2.61E-04	2.00E-03	2.80E-01	93
Chainsaws	San Bernardino	SC	SC	3.35E+03	2.65E+03	1.58E+02	1.32E-01	2.11E-03	2.39E-01	2.66E-05	3.77E-04	6.47E-01	1.07E-03	8.23E-03	1.15E+00	382
Chainsaws	San Bernardino	MD	MOJ	9.15E+03	1.23E+02	6.46E+00	3.02E-03	1.03E-04	1.33E-02	1.23E-06	4.96E-05	3.00E-02	5.09E-05	1.87E-04	4.97E-02	16
Chainsaws	San Bernardino	SC	SC	3.77E+04	5.06E+02	2.66E+01	1.25E-02	4.27E-04	5.49E-02	5.08E-06	2.05E-04	1.23E-01	2.10E-04	7.75E-04	2.05E-01	68
Chainsaws	San Bernardino	MD	MOJ	5.73E+02	4.54E+02	6.55E+01	5.48E-02	8.72E-04	9.91E-02	1.10E-05	1.56E-04	2.68E-01	2.94E-04	3.40E-03	4.30E-01	142
Chainsaws	San Bernardino	SC	SC	2.36E+03	1.87E+03	2.70E+02	2.25E-01	3.59E-03	4.08E-01	4.54E-05	6.41E-04	1.10E+00	1.21E-03	1.40E-02	1.77E+00	587
Chainsaws	San Bernardino	MD	MOJ	6.45E+03	8.66E+01	1.07E+01	4.72E-03	1.74E-04	2.16E-02	2.10E-06	9.19E-05	5.10E-02	5.69E-05	2.94E-04	7.48E-02	25
Chainsaws	San Bernardino	SC	SC	2.65E+04	3.56E+02	4.39E+01	1.95E-02	7.18E-04	8.88E-02	8.65E-06	3.80E-04	2.10E-01	2.35E-04	1.21E-03	3.08E-01	102
Chainsaws Preempt	San Bernardino	MD	MOJ	7.14E+02	5.65E+02	8.15E+01	6.82E-02	1.08E-03	1.23E-01	1.37E-05	1.94E-04	3.33E-01	3.66E-04	4.24E-03	5.36E-01	177
Chainsaws Preempt	San Bernardino	SC	SC	2.94E+03	2.33E+03	3.35E+02	2.81E-01	4.47E-03	5.07E-01	5.65E-05	7.98E-04	1.37E+00	1.51E-03	1.74E-02	2.20E+00	730
Chainsaws Preempt	San Bernardino	MD	MOJ	8.03E+03	1.08E+02	1.48E+01	7.88E-03	1.83E-04	3.16E-02	2.61E-06	7.11E-05	6.35E-02	6.50E-05	4.90E-04	9.39E-02	31
Chainsaws Preempt	San Bernardino	SC	SC	3.30E+04	4.43E+02	6.13E+01	3.28E-02	7.52E-04	1.31E-01	1.08E-05	2.94E-04	2.61E-01	2.67E-04	2.04E-03	3.87E-01	128
Trimmers/Edgers/Brush Cutters	San Bernardino	MD	MOJ	2.65E+03	8.82E+02	3.91E+01	2.11E-02	6.12E-04	6.95E-02	7.74E-06	1.09E-04	1.88E-01	3.32E-04	1.31E-03	3.18E-01	105
Trimmers/Edgers/Brush Cutters	San Bernardino	SC	SC	1.09E+04	3.63E+03	1.61E+02	8.69E-02	2.52E-03	2.86E-01	3.19E-05	4.50E-04	7.74E-01	1.37E-03	5.40E-03	1.31E+00	434
Trimmers/Edgers/Brush Cutters	San Bernardino	MD	MOJ	2.96E+04	1.74E+03	7.38E+01	3.30E-02	1.22E-03	1.37E-01	1.53E-05	2.16E-04	3.71E-01	6.59E-04	2.05E-03	6.19E-01	205
Trimmers/Edgers/Brush Cutters	San Bernardino	SC	SC	1.22E+05	7.17E+03	3.04E+02	1.36E-01	5.04E-03	5.65E-01	6.29E-05	8.89E-04	1.53E+00	2.71E-03	8.45E-03	2.55E+00	843
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	3.96E+03	2.13E+03	1.14E+02	7.85E-02	1.64E-03	1.87E-01	2.08E-05	2.94E-04	5.05E-01	8.48E-04	4.88E-03	8.70E-01	288
Leaf Blowers/Vacuums	San Bernardino	SC	SC	1.63E+04	8.77E+03	4.68E+02	3.23E-01	6.76E-03	7.68E-01	8.55E-05	1.21E-03	2.08E+00	3.49E-03	2.01E-02	3.58E+00	1,186
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	1.02E+04	1.34E+02	6.85E+00	3.19E-03	1.10E-04	1.41E-02	1.31E-06	5.26E-05	3.18E-02	5.47E-05	1.98E-04	5.29E-02	18
Leaf Blowers/Vacuums	San Bernardino	SC	SC	4.20E+04	5.53E+02	2.82E+01	1.32E-02	4.53E-04	5.82E-02	5.39E-06	2.17E-04	1.31E-01	2.26E-04	8.20E-04	2.18E-01	72
Snowblowers	San Bernardino	SC	SC	7.75E+00	9.19E-01	1.72E-01	5.56E-05	2.97E-06	3.38E-04	3.76E-08	5.32E-07	9.14E-04	7.86E-07	3.46E-06	1.23E-03	0
Snowblowers	San Bernardino	SC	SC	6.98E+01	3.47E-01	7.16E-02	2.96E-05	1.16E-06	1.48E-04	1.42E-08	6.83E-07	3.45E-04	2.99E-07	1.84E-06	4.77E-04	0
Snowblowers	San Bernardino	SC	SC	2.13E-02	2.52E-03	1.26E-03	4.07E-07	2.18E-08	2.48E-06	2.76E-10	3.90E-09	6.69E-06	3.64E-09	2.53E-08	8.35E-06	0
Snowblowers	San Bernardino	SC	SC	6.39E-02	3.18E-04	1.72E-04	7.58E-08	2.77E-09	3.37E-07	3.47E-11	1.66E-09	8.43E-07	4.54E-10	4.71E-09	1.08E-06	0
Shredders	San Bernardino	MD	MOJ	2.00E+01	7.44E+00	3.27E+00	1.84E-04	1.44E-04	8.85E-03	6.97E-07	1.42E-04	1.69E-02	1.65E-05	1.14E-05	2.23E-02	7
Shredders	San Bernardino	SC	SC	8.24E+01	3.06E+01	1.34E+01	7.56E-04	5.92E-04	3.64E-02	2.87E-06	5.84E-04	6.96E-02	6.79E-05	4.70E-05	9.17E-02	30
Shredders	San Bernardino	MD	MOJ	7.13E+02	1.76E+00	8.48E-01	1.54E-04	2.70E-05	2.29E-03	1.65E-07	3.35E-05	4.00E-03	3.39E-06	9.56E-06	5.25E-03	2
Shredders	San Bernardino	SC	SC	2.94E+03	7.24E+00	3.49E+00	6.36E-04	1.11E-04	9.44E-03	6.77E-07	1.38E-04	1.64E-02	1.40E-05	3.95E-05	2.16E-02	7
Commercial Turf Equipment	San Bernardino	MD	MOJ	1.06E+01	2.33E+01	9.53E+00	4.30E-04	3.28E-04	2.59E-02	2.04E-06	2.31E-05	4.96E-02	4.36E-05	2.67E-05	6.36E-02	21
Commercial Turf Equipment	San Bernardino	SC	SC	4.37E+01	9.58E+01	3.92E+01	1.77E-03	1.35E-03	1.07E-01	8.40E-06	9.50E-05	2.04E-01	1.79E-04	1.10E-04	2.62E-01	87
Commercial Turf Equipment	San Bernardino	MD	MOJ	5.24E+00	1.15E+01	1.02E+01	4.45E-04	3.45E-04	2.87E-02	2.13E-06	2.41E-05	5.16E-02	3.22E-05	2.77E-05	6.22E-02	21
Commercial Turf Equipment	San Bernardino	SC	SC	2.16E+01	4.73E+01	4.20E+01	1.83E-03	1.42E-03	1.18E-01	8.75E-06	9.90E-05	2.13E-01	1.33E-04	1.14E-04	2.56E-01	85
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	4.49E+00	8.43E-01	4.71E-02	2.31E-05	7.54E-07	8.56E-05	9.53E-09	1.35E-07	2.32E-04	3.63E-07	1.44E-06	3.74E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	1.85E+01	3.47E+00	1.94E-01	9.51E-05	3.10E-06	3.53E-04	3.92E-08	5.55E-07	9.53E-04	1.49E-06	5.91E-06	1.54E-03	1
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	1.38E+02	1.62E+00	9.56E-02	4.38E-05	1.53E-06	1.98E-04	1.83E-08	7.36E-07	4.45E-04	7.15E-07	2.72E-06	7.23E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	5.66E+02	6.67E+00	3.94E-01	1.81E-04	6.33E-06	8.15E-04	7.54E-08	3.04E-06	1.83E-03	2.95E-06	1.13E-05	2.98E-03	1
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	1.95E+00	3.67E-01	1.02E-01	5.03E-05	1.64E-06	1.86E-04	2.07E-08	2.93E-07	5.04E-04	3.73E-07	3.12E-06	6.85E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	8.04E+00	1.51E+00	4.21E-01	2.07E-04	6.75E-06	7.67E-04	8.54E-08	1.21E-06	2.07E-03	1.53E-06	1.29E-05	2.82E-03	1
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	5.99E+01	7.05E-01	2.01E-01	8.75E-05	3.30E-06	4.09E-04	3.99E-08	1.75E-06	9.68E-04	7.28E-07	5.44E-06	1.31E-03	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	2.46E+02	2.90E+00	8.30E-01	3.62E-04	1.36E-05	1.68E-03	1.64E-07	7.21E-06	3.98E-03	3.00E-06	2.25E-05	5.39E-03	2
Lawn Mowers	San Bernardino	MD	MOJ	2.69E+03	1.68E+03	1.98E+02	2.33E-02	6.03E-03	4.28E-01	3.97E-05	3.62E-03	1.15E+00	1.49E-03	1.34E-03	1.64E+00	542
Lawn Mowers	San Bernardino	SC	SC	1.11E+04	6.93E+03	8.14E+02	9.57E-02	2.48E-02	1.76E+00	1.63E-04	1.49E-02	4.73E+00	6.13E-03	5.51E-03	6.74E+00	2,232
Lawn Mowers	San Bernardino	MD	MOJ	4.27E+04	1.81E+03	2.43E+02	2.25E-02	6.52E-03	6.54E-01	4.26E-05	2.94E-03	1.23E+00	1.54E-03	1.30E-03	1.74E+00	576
Lawn Mowers	San Bernardino	SC	SC	1.76E+05	7.45E+03	1.00E+03	9.29E-02	2.69E-02	2.69E+00	1.75E-04	1.21E-02	5.08E+00	6.36E-03	5.35E-03	7.16E+00	2,372
Tillers	San Bernardino	MD	MOJ	2.79E+02	4.28E+01	5.96E+00	5.25E-04	1.34E-04	1.47E-02	1.12E-06	8.52E-05	3.24E-02	3.50E-05	3.03E-05	4.39E-02	15
Tillers	San Bernardino	SC	SC	1.15E+03	1.76E+02	2.45E+01	2.16E-03	5.52E-04	6.07E-02	4.60E-06	3.51E-04	1.33E-01	1.44E-04	1.25E-04	1.81E-01	60
Tillers	San Bernardino	MD	MOJ	1.08E+03	5.35E+01	7.94E+00	7.91E-04	2.21E-04	2.10E-02	1.40E-06	1.00E-04	4.05E-02	4.91E-05	4.57E-05	5.67E-02	19
Tillers	San Bernardino	SC	SC	4.46E+03	2.20E+02	3.27E+01	3.26E-03	9.11E-04	8.67E-02	5.76E-06	4.13E-04	1.67E-01	2.02E-04	1.89E-04	2.33E-01	77
Trimmers/Edgers/Brush Cutters	San Bernardino	MD	MOJ	4.91E+02	1.83E+02	5.52E+00	7.10E-04	3.26E-04	1.24E-02	1.07E-06	1.01E-05	3.11E-02	1.11E-04	4.11E-05	6.65E-02	22
Trimmers/Edgers/Brush Cutters	San Bernardino	SC	SC	2.02E+03	7.51E+02	2.27E+01	2.92E-03	1.34E-03	5.09E-02	4.42E-06	4.17E-05	1.28E-01	4.58E-04	1.69E-04	2.74E-01	91
Trimmers/Edgers/Brush Cutters	San Bernardino	MD	MOJ	2.29E+03	1.35E+02	4.56E+00	6.08E-04	2.08E-04	1.19E-02	7.93E-07	2.38E-05	2.30E-02	7.59E-05	3.51E-05	4.72E-02	16
Trimmers/Edgers/Brush Cutters	San Bernardino	SC	SC	9.42E+03	5.55E+02	1.88E+01	2.51E-03	8.58E-04	4.91E-02	3.26E-06	9.88E-05	9.45E-02	3.13E-04	1.45E-04	1.94E-01	64
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	1.25E+02	2.13E+01	1.39E+00	1.02E-04	2.56E-05	3.64E-03	2.51E-07	1.70E-05	7.26E-03	1.05E-05	5.88E-06	1.06E-02	4
Leaf Blowers/Vacuums	San Bernardino	SC	SC	5.15E+02	8.76E+01	5.70E+00	4.18E-04	1.05E-04	1.50E-02	1.03E-06	7.00E-05	2.99E-02	4.32E-05	2.42E-05	4.38E-02	14
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	1.08E+02	1.41E+00	1.03E-01	8.93E-06	2.25E-06	3.07E-04	1.66E-08	9.56E-07	4.82E-04	7.84E-07	5.16E-07	7.36E-04	0
Leaf Blowers/Vacuums	San Bernardino	SC	SC	4.43E+02	5.82E+00	4.26E-01	3.69E-05	9.29E-06	1.26E-03	6.85E-08	3.94E-06	1.98E-03	3.24E-06	2.13E-06	3.03E-03	1
Snowblowers	San Bernardino	SC	SC	8.38E+01	9.94E+00	1.31E+00	7.55E-05	1.86E-05	3.67E-03	2.27E-07	1.32E-05	6.59E-03	6.22E-06	4.37E-06	8.61E-03	3
Snowblowers	San Bernardino	SC	SC	7.55E+02	3.75E+00	5.39E-01	4.02E-05	1.06E-05	1.63E-03	8.59E-08	4.53E-06	2.49E-03	2.83E-06	2.33E-06	3.41E-03	1
Snowblowers	San Bernardino	SC	SC	6.34E+01	7.52E+00	2.24E+00	7.66E-05	5.75E-05	6.45E-03	3.20E-07	3.90E-06	1.12E-02	9.97E-06	4.43E-06	1.44E-02	5
Snowblowers	San Bernardino	SC	SC	5.71E+02	2.84E+00	8.74E-01	3.91E-05	2.64E-05	2.58E-03	1.21E-07	1.41E-06	4.24E-03	4.16E-06	2.26E-06	5.57E-03	2
Snowblowers	San Bernardino	SC	SC	1.92E-01	2.27E-02	1.24E-02	4.27E-07	2.90E-07	3.68E-05	1.53E-09	2.10E-08	6.02E-05	3.96E-08	2.47E-08	7.30E-05	0

Lawn & Garden

						Tons/Day										MTons/Year
Equipment	**County**	**Air Basin**	**Air Dist.**	**Population**	**Activity**	**Consumption**	**ROG Exhaust**	**NOX Exhaust**	**CO Exhaust**	**SO2 Exhaust**	**PM Exhaust**	**CO2 Exhaust**	**N2O Exhaust**	**CH4 Exhaust**	**CO2e**	**CO2e**
Snowblowers	San Bernardino	SC	SC	1.66E+00	8.26E-03	4.63E-03	2.06E-07	1.24E-07	1.40E-05	5.55E-10	7.31E-09	2.19E-05	1.56E-08	1.19E-08	2.70E-05	0
Rear Engine Riding Mowers	San Bernardino	MD	MOJ	1.47E+03	1.10E+03	3.56E+02	1.64E-02	1.21E-02	1.02E+00	5.06E-05	8.23E-04	1.77E+00	1.76E-03	9.50E-04	2.34E+00	775
Rear Engine Riding Mowers	San Bernardino	SC	SC	6.06E+03	4.51E+03	1.47E+03	6.77E-02	4.98E-02	4.20E+00	2.08E-04	3.39E-03	7.30E+00	7.26E-03	3.91E-03	9.63E+00	3,189
Rear Engine Riding Mowers	San Bernardino	MD	MOJ	1.29E+03	9.98E+01	3.26E+01	1.53E-03	1.07E-03	9.38E-02	4.61E-06	6.43E-05	1.62E-01	1.57E-04	8.83E-05	2.12E-01	70
Rear Engine Riding Mowers	San Bernardino	SC	SC	5.32E+03	4.11E+02	1.34E+02	6.27E-03	4.41E-03	3.86E-01	1.90E-05	2.64E-04	6.65E-01	6.46E-04	3.63E-04	8.73E-01	289
Rear Engine Riding Mowers	San Bernardino	MD	MOJ	6.74E+00	5.01E+00	3.16E+00	1.41E-04	1.05E-04	9.35E-03	3.88E-07	7.11E-06	1.53E-02	1.14E-05	8.16E-06	1.90E-02	6
Rear Engine Riding Mowers	San Bernardino	SC	SC	2.77E+01	2.06E+01	1.30E+01	5.81E-04	4.34E-04	3.85E-02	1.60E-06	2.92E-05	6.30E-02	4.69E-05	3.36E-05	7.83E-02	26
Rear Engine Riding Mowers	San Bernardino	MD	MOJ	5.81E+00	4.49E-01	2.85E-01	1.32E-05	8.60E-06	8.43E-04	3.48E-08	5.46E-07	1.37E-03	9.63E-07	7.66E-07	1.69E-03	1
Rear Engine Riding Mowers	San Bernardino	SC	SC	2.39E+01	1.85E+00	1.17E+00	5.44E-05	3.53E-05	3.47E-03	1.43E-07	2.25E-06	5.65E-03	3.96E-06	3.15E-06	6.94E-03	2
Front Mowers	San Bernardino	MD	MOJ	6.75E+01	5.02E+01	2.61E+01	1.20E-03	8.85E-04	7.46E-02	3.70E-06	6.02E-05	1.30E-01	1.04E-04	6.96E-05	1.63E-01	54
Front Mowers	San Bernardino	SC	SC	2.78E+02	2.07E+02	1.07E+02	4.95E-03	3.64E-03	3.07E-01	1.52E-05	2.48E-04	5.34E-01	4.27E-04	2.86E-04	6.72E-01	223
Front Mowers	San Bernardino	MD	MOJ	2.18E+03	1.69E+02	8.80E+01	4.12E-03	2.90E-03	2.53E-01	1.24E-05	1.73E-04	4.36E-01	3.41E-04	2.38E-04	5.47E-01	181
Front Mowers	San Bernardino	SC	SC	8.99E+03	6.94E+02	3.62E+02	1.69E-02	1.19E-02	1.04E+00	5.12E-05	7.13E-04	1.79E+00	1.40E-03	9.79E-04	2.25E+00	745
Front Mowers	San Bernardino	MD	MOJ	5.29E+01	3.93E+01	2.75E+01	1.22E-03	9.15E-04	8.11E-02	3.37E-06	6.17E-05	1.33E-01	9.43E-05	7.08E-05	1.64E-01	54
Front Mowers	San Bernardino	SC	SC	2.18E+02	1.62E+02	1.13E+02	5.04E-03	3.77E-03	3.34E-01	1.39E-05	2.54E-04	5.47E-01	3.88E-04	2.91E-04	6.73E-01	223
Front Mowers	San Bernardino	MD	MOJ	1.71E+03	1.32E+02	9.26E+01	4.31E-03	2.80E-03	2.74E-01	1.13E-05	1.78E-04	4.46E-01	2.99E-04	2.49E-04	5.44E-01	180
Front Mowers	San Bernardino	SC	SC	7.04E+03	5.44E+02	3.81E+02	1.77E-02	1.15E-02	1.13E+00	4.66E-05	7.30E-04	1.84E+00	1.23E-03	1.02E-03	2.24E+00	742
Shredders	San Bernardino	MD	MOJ	5.30E+01	1.97E+01	5.30E+00	6.82E-04	3.13E-04	1.19E-02	1.03E-06	9.74E-06	2.99E-02	3.85E-05	3.94E-05	4.26E-02	14
Shredders	San Bernardino	SC	SC	2.18E+02	8.11E+01	2.18E+01	2.81E-03	1.29E-03	4.88E-02	4.24E-06	4.01E-05	1.23E-01	1.58E-04	1.62E-04	1.75E-01	58
Shredders	San Bernardino	MD	MOJ	1.97E+03	4.86E+00	1.61E+00	1.43E-04	4.99E-05	4.88E-03	2.54E-07	1.22E-05	7.36E-03	7.53E-06	8.28E-06	9.87E-03	3
Shredders	San Bernardino	SC	SC	8.12E+03	2.00E+01	6.65E+00	5.90E-04	2.05E-04	2.01E-02	1.05E-06	5.09E-05	3.03E-02	3.10E-05	3.41E-05	4.06E-02	13
Lawn & Garden Tractors	San Bernardino	MD	MOJ	2.70E+02	9.52E+01	5.95E+01	2.31E-03	1.72E-03	1.71E-01	8.48E-06	1.17E-04	2.97E-01	1.99E-04	1.33E-04	3.62E-01	120
Lawn & Garden Tractors	San Bernardino	SC	SC	1.11E+03	3.92E+02	2.45E+02	9.50E-03	7.06E-03	7.03E-01	3.49E-05	4.80E-04	1.22E+00	8.20E-04	5.49E-04	1.49E+00	493
Lawn & Garden Tractors	San Bernardino	MD	MOJ	1.75E+03	7.02E+01	4.41E+01	1.85E-03	1.34E-03	1.27E-01	6.25E-06	7.96E-05	2.19E-01	1.50E-04	1.07E-04	2.68E-01	89
Lawn & Garden Tractors	San Bernardino	SC	SC	7.22E+03	2.89E+02	1.82E+02	7.60E-03	5.49E-03	5.23E-01	2.57E-05	3.28E-04	9.02E-01	6.18E-04	4.40E-04	1.10E+00	365
Lawn & Garden Tractors	San Bernardino	MD	MOJ	1.07E+02	3.75E+01	3.73E+01	1.43E-03	1.02E-03	1.11E-01	4.59E-06	7.11E-05	1.81E-01	9.75E-05	8.28E-05	2.13E-01	71
Lawn & Garden Tractors	San Bernardino	SC	SC	4.38E+02	1.54E+02	1.54E+02	5.89E-03	4.18E-03	4.55E-01	1.89E-05	2.93E-04	7.46E-01	4.01E-04	3.41E-04	8.77E-01	290
Lawn & Garden Tractors	San Bernardino	MD	MOJ	6.92E+02	2.77E+01	2.77E+01	1.17E-03	7.60E-04	8.20E-02	3.39E-06	4.85E-05	1.34E-01	7.21E-05	6.74E-05	1.57E-01	52
Lawn & Garden Tractors	San Bernardino	SC	SC	2.85E+03	1.14E+02	1.14E+02	4.79E-03	3.12E-03	3.37E-01	1.39E-05	2.00E-04	5.50E-01	2.96E-04	2.77E-04	6.48E-01	214
Lawn & Garden Tractors	San Bernardino	MD	MOJ	1.54E+00	4.39E-01	6.73E-01	1.12E-05	2.25E-05	4.87E-04	6.91E-08	4.36E-07	5.69E-03	1.51E-06	6.49E-07	6.17E-03	2
Lawn & Garden Tractors	San Bernardino	SC	SC	6.34E+00	1.81E+00	2.77E+00	4.66E-05	9.36E-05	2.02E-03	2.85E-07	1.79E-06	2.34E-02	6.23E-06	2.69E-06	2.54E-02	8
Wood Splitters	San Bernardino	MD	MOJ	9.07E+01	3.20E+01	9.24E+00	9.65E-04	2.49E-04	2.12E-02	1.80E-06	1.53E-04	5.22E-02	4.26E-05	5.58E-05	6.66E-02	22
Wood Splitters	San Bernardino	SC	SC	3.73E+02	1.32E+02	3.80E+01	3.97E-03	1.03E-03	8.72E-02	7.42E-06	6.30E-04	2.15E-01	1.76E-04	2.30E-04	2.74E-01	91
Wood Splitters	San Bernardino	MD	MOJ	2.27E+03	6.83E+00	2.41E+00	1.73E-04	4.80E-05	7.28E-03	3.85E-07	1.99E-05	1.12E-02	8.37E-06	9.98E-06	1.40E-02	5
Wood Splitters	San Bernardino	SC	SC	9.33E+03	2.81E+01	9.92E+00	7.13E-04	1.98E-04	3.00E-02	1.59E-06	8.19E-05	4.59E-02	3.45E-05	4.12E-05	5.75E-02	19
Chippers/Stump Grinders	San Bernardino	MD	MOJ	1.28E+00	4.42E+00	3.70E+00	2.89E-04	2.17E-04	1.06E-02	5.12E-07	1.51E-04	1.80E-02	1.57E-05	1.64E-05	2.32E-02	8
Chippers/Stump Grinders	San Bernardino	SC	SC	5.26E+00	1.82E+01	1.52E+01	1.19E-03	8.94E-04	4.35E-02	2.11E-06	6.20E-04	7.39E-02	6.47E-05	6.76E-05	9.54E-02	32
Chippers/Stump Grinders	San Bernardino	MD	MOJ	2.28E+00	1.03E-01	8.89E-02	6.33E-06	3.45E-06	2.64E-04	1.20E-08	3.28E-06	4.19E-04	3.00E-07	3.66E-07	5.20E-04	0
Chippers/Stump Grinders	San Bernardino	SC	SC	9.40E+00	4.25E-01	3.66E-01	2.61E-05	1.42E-05	1.09E-03	4.92E-08	1.35E-05	1.73E-03	1.24E-06	1.51E-06	2.14E-03	1
Chippers/Stump Grinders	San Bernardino	MD	MOJ	7.26E+00	2.51E+01	3.54E+01	2.84E-03	1.87E-03	1.04E-01	4.23E-06	1.40E-03	1.67E-01	1.11E-04	1.61E-04	2.05E-01	68
Chippers/Stump Grinders	San Bernardino	SC	SC	2.99E+01	1.03E+02	1.46E+02	1.17E-02	7.68E-03	4.29E-01	1.74E-05	5.76E-03	6.87E-01	4.58E-04	6.63E-04	8.43E-01	279
Chippers/Stump Grinders	San Bernardino	MD	MOJ	1.29E+01	5.84E-01	8.38E-01	5.73E-05	2.91E-05	2.53E-03	9.84E-08	3.04E-05	3.88E-03	2.10E-06	3.32E-06	4.60E-03	2
Chippers/Stump Grinders	San Bernardino	SC	SC	5.32E+01	2.40E+00	3.45E+00	2.37E-04	1.20E-04	1.04E-02	4.05E-07	1.25E-04	1.60E-02	8.63E-06	1.37E-05	1.89E-02	6
Commercial Turf Equipment	San Bernardino	MD	MOJ	9.56E+01	2.10E+02	1.11E+02	6.21E-03	4.51E-03	3.17E-01	1.56E-05	3.05E-04	5.46E-01	4.81E-04	3.56E-04	7.02E-01	232
Commercial Turf Equipment	San Bernardino	SC	SC	3.94E+02	8.62E+02	4.55E+02	2.56E-02	1.85E-02	1.30E+00	6.40E-05	1.25E-03	2.25E+00	1.98E-03	1.47E-03	2.89E+00	957
Commercial Turf Equipment	San Bernardino	MD	MOJ	4.71E+01	1.03E+02	9.67E+01	5.13E-03	4.01E-03	2.86E-01	1.18E-05	2.59E-04	4.64E-01	3.25E-04	2.94E-04	5.71E-01	189
Commercial Turf Equipment	San Bernardino	SC	SC	1.94E+02	4.25E+02	3.98E+02	2.11E-02	1.65E-02	1.18E+00	4.84E-05	1.07E-03	1.91E+00	1.34E-03	1.21E-03	2.35E+00	778
Commercial Turf Equipment	San Bernardino	MD	MOJ	1.90E+01	3.81E+01	6.28E+01	1.54E-03	2.59E-03	8.86E-02	5.61E-06	3.53E-05	4.61E-01	1.56E-04	8.88E-05	5.11E-01	169
Commercial Turf Equipment	San Bernardino	SC	SC	7.82E+01	1.57E+02	2.59E+02	6.39E-03	1.07E-02	3.66E-01	2.31E-05	1.45E-04	1.90E+00	6.42E-04	3.69E-04	2.10E+00	697
Commercial Turf Equipment	San Bernardino	MD	MOJ	1.26E-01	2.52E-01	6.16E-01	2.71E-06	1.65E-05	1.46E-04	5.51E-08	4.42E-07	5.71E-03	1.05E-06	1.56E-07	6.03E-03	2
Commercial Turf Equipment	San Bernardino	SC	SC	5.17E-01	1.04E+00	2.54E+00	1.11E-05	6.78E-05	5.99E-04	2.27E-07	1.82E-06	2.35E-02	4.31E-06	6.42E-07	2.48E-02	8
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	8.40E+01	1.58E+01	3.19E+00	2.80E-04	7.15E-05	7.90E-03	5.98E-07	4.55E-05	1.73E-02	1.57E-05	1.62E-05	2.25E-02	7
Other Lawn & Garden Equipment	San Bernardino	SC	SC	3.46E+02	6.49E+01	1.31E+01	1.15E-03	2.94E-04	3.25E-02	2.46E-06	1.87E-04	7.13E-02	6.48E-05	6.66E-05	9.28E-02	31
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	2.57E+03	3.03E+01	7.15E+00	6.03E-04	1.54E-04	2.13E-02	1.15E-06	6.51E-05	3.33E-02	3.12E-05	3.49E-05	4.37E-02	14
Other Lawn & Garden Equipment	San Bernardino	SC	SC	1.06E+04	1.25E+02	2.94E+01	2.49E-03	6.35E-04	8.76E-02	4.73E-06	2.68E-04	1.37E-01	1.29E-04	1.44E-04	1.80E-01	60
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	3.73E+01	7.01E+00	3.08E+00	1.21E-04	8.98E-05	8.85E-03	4.39E-07	6.11E-06	1.54E-02	1.22E-05	6.99E-06	1.93E-02	6
Other Lawn & Garden Equipment	San Bernardino	SC	SC	1.53E+02	2.88E+01	1.27E+01	4.97E-04	3.69E-04	3.64E-02	1.81E-06	2.51E-05	6.33E-02	5.03E-05	2.88E-05	7.95E-02	26
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	1.14E+03	1.35E+01	6.11E+00	2.91E-04	1.89E-04	1.80E-02	8.43E-07	1.02E-05	2.96E-02	2.46E-05	1.68E-05	3.75E-02	12
Other Lawn & Garden Equipment	San Bernardino	SC	SC	4.70E+03	5.54E+01	2.51E+01	1.20E-03	7.80E-04	7.40E-02	3.47E-06	4.19E-05	1.22E-01	1.01E-04	6.94E-05	1.55E-01	51
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	7.88E-01	1.48E-01	1.42E-01	5.51E-06	3.93E-06	4.22E-04	1.75E-08	2.74E-07	6.91E-04	3.80E-07	3.19E-07	8.16E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	3.24E+00	6.09E-01	5.86E-01	2.27E-05	1.62E-05	1.74E-03	7.21E-08	1.13E-06	2.84E-03	1.57E-06	1.31E-06	3.36E-03	1
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	2.43E+01	2.86E-01	2.82E-01	1.33E-05	7.77E-06	8.52E-04	3.39E-08	4.59E-07	1.34E-03	7.41E-07	7.68E-07	1.58E-03	1
Other Lawn & Garden Equipment	San Bernardino	SC	SC	1.00E+02	1.18E+00	1.16E+00	5.48E-05	3.20E-05	3.51E-03	1.39E-07	1.89E-06	5.50E-03	3.05E-06	3.17E-06	6.51E-03	2
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	5.71E-02	9.54E-03	2.03E-02	3.75E-07	7.67E-07	1.42E-05	2.09E-09	1.32E-08	1.72E-04	4.12E-08	2.17E-08	1.85E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	2.35E-01	3.93E-02	8.35E-02	1.55E-06	3.19E-06	5.86E-05	8.61E-09	5.42E-08	7.08E-04	1.70E-07	8.99E-08	7.63E-04	0

Lawn & Garden

						Tons/Day										MTons/Year
Equipment	**County**	**Air Basin**	**Air Dist.**	**Population**	**Activity**	**Consumption**	**ROG Exhaust**	**NOX Exhaust**	**CO Exhaust**	**SO2 Exhaust**	**PM Exhaust**	**CO2 Exhaust**	**N2O Exhaust**	**CH4 Exhaust**	**CO2e**	**CO2e**
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	1.37E-01	2.29E-02	1.26E-01	1.48E-06	7.08E-06	3.41E-05	1.12E-08	8.96E-08	1.16E-03	2.00E-07	8.56E-08	1.22E-03	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	5.64E-01	9.42E-02	5.19E-01	6.16E-06	2.94E-05	1.42E-04	4.60E-08	3.69E-07	4.76E-03	8.28E-07	3.56E-07	5.02E-03	2
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	9.13E-02	3.00E-02	4.12E-03	4.70E-08	3.30E-07	2.76E-07	7.02E-10	1.35E-08	4.51E-05	0.00E+00	4.24E-09	4.52E-05	0
Leaf Blowers/Vacuums	San Bernardino	SC	SC	3.76E-01	1.24E-01	1.70E-02	1.93E-07	1.36E-06	1.13E-06	2.89E-09	5.55E-08	1.86E-04	0.00E+00	1.74E-08	1.86E-04	0
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	7.99E-02	2.63E-02	5.83E-02	6.19E-07	5.19E-06	3.72E-06	7.49E-09	3.32E-07	6.39E-04	0.00E+00	5.58E-08	6.40E-04	0
Leaf Blowers/Vacuums	San Bernardino	SC	SC	3.29E-01	1.08E-01	2.40E-01	2.58E-06	2.15E-05	1.53E-05	3.08E-08	1.38E-06	2.63E-03	0.00E+00	2.33E-07	2.63E-03	1
Leaf Blowers/Vacuums	San Bernardino	MD	MOJ	2.28E-02	7.51E-03	3.40E-02	1.61E-07	2.35E-06	7.04E-07	4.23E-09	6.11E-08	3.76E-04	0.00E+00	1.45E-08	3.76E-04	0
Leaf Blowers/Vacuums	San Bernardino	SC	SC	9.40E-02	3.09E-02	1.40E-01	6.66E-07	9.74E-06	2.90E-06	1.74E-08	2.52E-07	1.55E-03	0.00E+00	6.01E-08	1.55E-03	1
Snowblowers	San Bernardino	SC	SC	2.13E-02	2.35E-02	1.42E-01	1.26E-06	1.19E-05	8.14E-06	1.76E-08	5.57E-07	1.56E-03	0.00E+00	1.14E-07	1.56E-03	1
Snowblowers	San Bernardino	SC	SC	3.62E-01	4.00E-01	3.66E+00	2.20E-05	2.69E-04	8.16E-05	4.55E-07	7.86E-06	4.04E-02	0.00E+00	1.98E-06	4.05E-02	13
Snowblowers	San Bernardino	SC	SC	1.09E+00	1.20E+00	1.62E+01	8.93E-05	1.08E-03	3.62E-04	1.76E-06	3.29E-05	1.79E-01	0.00E+00	8.05E-06	1.80E-01	59
Lawn & Garden Tractors	San Bernardino	MD	MOJ	2.20E+02	3.28E+02	1.39E+02	1.60E-03	1.12E-02	9.31E-03	2.37E-05	4.74E-04	1.52E+00	0.00E+00	1.44E-04	1.53E+00	506
Lawn & Garden Tractors	San Bernardino	SC	SC	9.07E+02	1.35E+03	5.73E+02	6.58E-03	4.63E-02	3.83E-02	9.77E-05	1.95E-03	6.28E+00	0.00E+00	5.94E-04	6.29E+00	2,082
Lawn & Garden Tractors	San Bernardino	MD	MOJ	1.72E+02	2.57E+02	1.67E+02	2.22E-03	1.41E-02	7.56E-03	2.33E-05	5.64E-04	1.84E+00	0.00E+00	2.00E-04	1.84E+00	609
Lawn & Garden Tractors	San Bernardino	SC	SC	7.10E+02	1.06E+03	6.88E+02	9.15E-03	5.80E-02	3.11E-02	9.59E-05	2.32E-03	7.55E+00	0.00E+00	8.25E-04	7.57E+00	2,507
Chippers/Stump Grinders	San Bernardino	MD	MOJ	1.03E-01	1.31E-01	1.20E-01	1.59E-06	1.00E-05	5.42E-06	1.67E-08	3.81E-07	1.32E-03	0.00E+00	1.43E-07	1.32E-03	0
Chippers/Stump Grinders	San Bernardino	SC	SC	4.23E-01	5.39E-01	4.94E-01	6.54E-06	4.13E-05	2.23E-05	6.88E-08	1.57E-06	5.42E-03	0.00E+00	5.90E-07	5.43E-03	2
Chippers/Stump Grinders	San Bernardino	MD	MOJ	2.83E+00	3.61E+00	1.25E+01	1.66E-04	1.20E-03	8.62E-04	1.61E-06	9.13E-05	1.37E-01	0.00E+00	1.50E-05	1.37E-01	45
Chippers/Stump Grinders	San Bernardino	SC	SC	1.17E+01	1.48E+01	5.15E+01	6.94E-04	4.97E-03	3.55E-03	6.61E-06	3.80E-04	5.63E-01	0.00E+00	6.26E-05	5.65E-01	187
Chippers/Stump Grinders	San Bernardino	MD	MOJ	1.94E-01	2.47E-01	1.48E+00	1.36E-05	1.25E-04	8.61E-05	1.83E-07	6.05E-06	1.63E-02	0.00E+00	1.23E-06	1.63E-02	5
Chippers/Stump Grinders	San Bernardino	SC	SC	7.99E-01	1.02E+00	6.11E+00	5.66E-05	5.19E-04	3.55E-04	7.54E-07	2.51E-05	6.70E-02	0.00E+00	5.11E-06	6.71E-02	22
Chippers/Stump Grinders	San Bernardino	MD	MOJ	4.57E-02	5.82E-02	5.85E-01	3.66E-06	4.39E-05	1.32E-05	7.27E-08	1.30E-06	6.46E-03	0.00E+00	3.31E-07	6.47E-03	2
Chippers/Stump Grinders	San Bernardino	SC	SC	1.88E-01	2.39E-01	2.41E+00	1.52E-05	1.82E-04	5.44E-05	2.99E-07	5.38E-06	2.66E-02	0.00E+00	1.37E-06	2.66E-02	9
Chippers/Stump Grinders	San Bernardino	MD	MOJ	4.22E-01	5.38E-01	6.02E+00	3.42E-05	4.01E-04	1.37E-04	6.52E-07	1.25E-05	6.64E-02	0.00E+00	3.09E-06	6.65E-02	22
Chippers/Stump Grinders	San Bernardino	SC	SC	1.74E+00	2.21E+00	2.48E+01	1.41E-04	1.66E-03	5.67E-04	2.68E-06	5.17E-05	2.73E-01	0.00E+00	1.28E-05	2.74E-01	91
Chippers/Stump Grinders	San Bernardino	MD	MOJ	4.80E-01	6.11E-01	1.64E+01	9.60E-05	1.13E-03	3.76E-04	1.83E-06	3.49E-05	1.82E-01	0.00E+00	8.66E-06	1.82E-01	60
Chippers/Stump Grinders	San Bernardino	SC	SC	1.97E+00	2.51E+00	6.77E+01	3.97E-04	4.69E-03	1.55E-03	7.51E-06	1.44E-04	7.47E-01	0.00E+00	3.58E-05	7.48E-01	248
Chippers/Stump Grinders	San Bernardino	MD	MOJ	9.13E-01	1.16E+00	4.46E+01	3.21E-04	4.37E-03	1.17E-03	4.94E-06	1.18E-04	4.92E-01	0.00E+00	2.90E-05	4.92E-01	163
Chippers/Stump Grinders	San Bernardino	SC	SC	3.76E+00	4.78E+00	1.83E+02	1.33E-03	1.80E-02	4.82E-03	2.03E-05	4.86E-04	2.02E+00	0.00E+00	1.20E-04	2.03E+00	671
Commercial Turf Equipment	San Bernardino	MD	MOJ	5.55E+00	1.62E+01	7.15E+00	8.12E-05	5.71E-04	4.78E-04	1.22E-06	2.22E-05	7.83E-02	0.00E+00	7.33E-06	7.85E-02	26
Commercial Turf Equipment	San Bernardino	SC	SC	2.28E+01	6.68E+01	2.94E+01	3.34E-04	2.35E-03	1.97E-03	5.02E-06	9.16E-05	3.22E-01	0.00E+00	3.02E-05	3.23E-01	107
Commercial Turf Equipment	San Bernardino	MD	MOJ	1.04E+02	3.05E+02	2.01E+02	2.66E-03	1.68E-02	9.09E-03	2.80E-05	6.27E-04	2.21E+00	0.00E+00	2.40E-04	2.21E+00	733
Commercial Turf Equipment	San Bernardino	SC	SC	4.29E+02	1.26E+03	8.28E+02	1.10E-02	6.93E-02	3.74E-02	1.15E-04	2.58E-03	9.09E+00	0.00E+00	9.89E-04	9.11E+00	3,016
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	7.99E-02	9.48E-02	5.29E-02	6.00E-07	4.22E-06	3.54E-06	9.01E-09	1.68E-07	5.79E-04	0.00E+00	5.42E-08	5.80E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	3.29E-01	3.90E-01	2.18E-01	2.47E-06	1.74E-05	1.46E-05	3.71E-08	6.90E-07	2.38E-03	0.00E+00	2.23E-07	2.39E-03	1
Other Lawn & Garden Equipment	San Bernardino	MD	MOJ	1.14E-02	1.35E-02	1.00E-02	1.33E-07	8.41E-07	4.54E-07	1.40E-09	3.19E-08	1.10E-04	0.00E+00	1.20E-08	1.11E-04	0
Other Lawn & Garden Equipment	San Bernardino	SC	SC	4.70E-02	5.57E-02	4.13E-02	5.48E-07	3.46E-06	1.87E-06	5.76E-09	1.31E-07	4.54E-04	0.00E+00	4.94E-08	4.55E-04	0
				744,582	74,348	14,020	2.182	0.577	27.234	0.002	0.079	88.648	0.058	0.134	109.470	36,248
				Population	**Activity**	**Consumption**	**lbs/day**					Tons/Day				MTons/Year
				17,055	1,703	321	100	26	1,248	0	4	2	0	0	3	**830**

As a percent of 2013 Total Population SB 2,088,371 Yucaipa 47,835 Percent 2%

SOURCE: U.S. Census Bureau.

Light Commercial						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Generator Sets	San Bernardino	MD	MOJ	1.56E+01	5.72E+00	3.35E-01	7.34E-05	1.38E-05	7.08E-04	7.58E-08	6.96E-06	1.84E-03	4.11E-06	4.56E-06	3.21E-03	1
Generator Sets	San Bernardino	SC	SC	7.04E+01	2.59E+01	1.51E+00	3.21E-04	6.29E-05	3.16E-03	3.43E-07	3.13E-05	8.34E-03	1.87E-05	2.00E-05	1.45E-02	5
Generator Sets	San Bernardino	MD	MOJ	1.22E+01	3.02E+00	1.93E-01	5.19E-05	7.25E-06	4.37E-04	4.01E-08	3.91E-06	9.73E-04	2.16E-06	3.23E-06	1.71E-03	1
Generator Sets	San Bernardino	SC	SC	5.53E+01	1.37E+01	8.60E-01	2.24E-04	3.30E-05	1.93E-03	1.81E-07	1.75E-05	4.41E-03	9.80E-06	1.39E-05	7.74E-03	3
Generator Sets	San Bernardino	MD	MOJ	1.57E-01	5.77E-02	3.25E-02	1.76E-06	1.25E-06	8.90E-05	6.88E-09	7.63E-08	1.67E-04	1.35E-07	1.09E-07	2.11E-04	0
Generator Sets	San Bernardino	SC	SC	7.10E-01	2.61E-01	1.47E-01	7.92E-06	5.63E-06	4.02E-04	3.12E-08	3.45E-07	7.57E-04	6.11E-07	4.93E-07	9.56E-04	0
Generator Sets	San Bernardino	MD	MOJ	1.20E-01	2.96E-02	1.77E-02	2.25E-06	6.30E-07	4.86E-05	3.53E-09	8.78E-08	8.56E-05	6.81E-08	1.40E-07	1.10E-04	0
Generator Sets	San Bernardino	SC	SC	5.41E-01	1.34E-01	7.97E-02	9.70E-06	2.87E-06	2.19E-04	1.60E-08	3.79E-07	3.88E-04	3.10E-07	6.03E-07	4.96E-04	0
Pumps	San Bernardino	MD	MOJ	6.18E+01	4.37E+01	2.29E+00	3.26E-04	9.75E-05	4.23E-03	5.87E-07	5.01E-05	1.43E-02	3.03E-05	2.02E-05	2.41E-02	8
Pumps	San Bernardino	SC	SC	2.80E+02	1.98E+02	1.04E+01	1.47E-03	4.40E-04	1.91E-02	2.66E-06	2.27E-04	6.46E-02	1.37E-04	9.14E-05	1.09E-01	36
Pumps	San Bernardino	MD	MOJ	4.86E+01	2.31E+01	1.31E+00	2.53E-04	5.66E-05	2.65E-03	3.10E-07	2.77E-05	7.53E-03	1.68E-05	1.57E-05	1.31E-02	4
Pumps	San Bernardino	SC	SC	2.20E+02	1.04E+02	5.91E+00	1.12E-03	2.57E-04	1.19E-02	1.41E-06	1.25E-04	3.41E-02	7.60E-05	6.94E-05	5.91E-02	20
Pumps	San Bernardino	MD	MOJ	1.67E+01	1.18E+01	5.97E+00	3.86E-04	2.99E-04	1.61E-02	1.27E-06	2.58E-04	3.08E-02	3.02E-05	2.40E-05	4.06E-02	13
Pumps	San Bernardino	SC	SC	7.55E+01	5.33E+01	2.70E+01	1.75E-03	1.35E-03	7.30E-02	5.74E-06	1.17E-03	1.39E-01	1.37E-04	1.08E-04	1.84E-01	61
Pumps	San Bernardino	MD	MOJ	1.31E+01	6.22E+00	3.20E+00	2.42E-04	1.54E-04	8.72E-03	6.69E-07	1.36E-04	1.63E-02	1.57E-05	1.51E-05	2.14E-02	7
Pumps	San Bernardino	SC	SC	5.93E+01	2.82E+01	1.45E+01	1.08E-03	6.97E-04	3.94E-02	3.03E-06	6.17E-04	7.36E-02	7.12E-05	6.74E-05	9.71E-02	32
Pumps	San Bernardino	MD	MOJ	2.02E-01	1.42E-01	1.58E-01	1.04E-05	7.11E-06	4.39E-04	3.26E-08	6.63E-06	7.91E-04	5.24E-07	6.45E-07	9.67E-04	0
Pumps	San Bernardino	SC	SC	9.13E-01	6.45E-01	7.14E-01	4.70E-05	3.22E-05	1.99E-03	1.48E-07	3.00E-05	3.58E-03	2.37E-06	2.92E-06	4.38E-03	1
Pumps	San Bernardino	MD	MOJ	1.57E-01	7.45E-02	8.26E-02	5.48E-06	3.66E-06	2.31E-04	1.70E-08	3.47E-06	4.14E-04	2.72E-07	3.40E-07	5.05E-04	0
Pumps	San Bernardino	SC	SC	7.10E-01	3.37E-01	3.74E-01	2.48E-05	1.66E-05	1.05E-03	7.72E-08	1.57E-05	1.87E-03	1.23E-06	1.54E-06	2.29E-03	1
Generator Sets	San Bernardino	MD	MOJ	2.04E+02	7.51E+01	1.78E+01	3.04E-03	7.59E-04	4.02E-02	3.34E-06	3.33E-04	9.67E-02	1.14E-04	1.76E-04	1.36E-01	45
Generator Sets	San Bernardino	SC	SC	9.24E+02	3.40E+02	8.00E+01	1.36E-02	3.46E-03	1.80E-01	1.51E-05	1.51E-03	4.38E-01	5.17E-04	7.84E-04	6.14E-01	203
Generator Sets	San Bernardino	MD	MOJ	1.60E+02	3.97E+01	1.00E+01	1.83E-03	4.01E-04	2.45E-02	1.76E-06	1.73E-04	5.11E-02	6.00E-05	1.06E-04	7.19E-02	24
Generator Sets	San Bernardino	SC	SC	7.26E+02	1.80E+02	4.48E+01	8.09E-03	1.83E-03	1.09E-01	7.99E-06	7.85E-04	2.31E-01	2.73E-04	4.68E-04	3.26E-01	108
Generator Sets	San Bernardino	MD	MOJ	5.61E+02	2.06E+02	1.22E+02	8.01E-03	5.27E-03	3.51E-01	1.70E-05	3.15E-04	5.97E-01	5.17E-04	4.63E-04	7.67E-01	254
Generator Sets	San Bernardino	SC	SC	2.54E+03	9.34E+02	5.53E+02	3.60E-02	2.38E-02	1.59E+00	7.71E-05	1.42E-03	2.71E+00	2.34E-03	2.08E-03	3.47E+00	1,150
Generator Sets	San Bernardino	MD	MOJ	4.41E+02	1.09E+02	6.72E+01	5.66E-03	2.76E-03	1.98E-01	9.00E-06	1.65E-04	3.16E-01	2.71E-04	3.27E-04	4.07E-01	135
Generator Sets	San Bernardino	SC	SC	1.99E+03	4.93E+02	3.04E+02	2.52E-02	1.26E-02	8.93E-01	4.08E-05	7.46E-04	1.43E+00	1.23E-03	1.46E-03	1.84E+00	610
Generator Sets	San Bernardino	MD	MOJ	3.01E+02	1.11E+02	1.42E+02	8.98E-03	5.85E-03	4.19E-01	1.72E-05	3.57E-04	6.78E-01	4.09E-04	5.19E-04	8.15E-01	270
Generator Sets	San Bernardino	SC	SC	1.36E+03	5.02E+02	6.43E+02	4.04E-02	2.65E-02	1.90E+00	7.78E-05	1.62E-03	3.07E+00	1.85E-03	2.33E-03	3.69E+00	1,222
Generator Sets	San Bernardino	MD	MOJ	2.37E+02	5.86E+01	7.72E+01	6.07E-03	2.94E-03	2.31E-01	9.08E-06	1.87E-04	3.58E-01	2.10E-04	3.51E-04	4.31E-01	143
Generator Sets	San Bernardino	SC	SC	1.07E+03	2.65E+02	3.49E+02	2.72E-02	1.34E-02	1.04E+00	4.11E-05	8.46E-04	1.62E+00	9.55E-04	1.57E-03	1.95E+00	646
Generator Sets	San Bernardino	MD	MOJ	1.00E+02	3.16E+01	7.14E+01	1.58E-03	3.09E-03	5.75E-02	7.21E-06	4.54E-05	5.93E-01	1.52E-04	9.16E-05	6.42E-01	213
Generator Sets	San Bernardino	SC	SC	4.54E+02	1.43E+02	3.23E+02	6.97E-03	1.36E-02	2.59E-01	3.26E-05	2.06E-04	2.68E+00	6.80E-04	4.03E-04	2.90E+00	962
Generator Sets	San Bernardino	MD	MOJ	1.94E+01	6.09E+00	3.23E+01	4.81E-04	2.09E-03	1.06E-02	2.84E-06	2.27E-05	2.94E-01	5.64E-05	2.78E-05	3.12E-01	103
Generator Sets	San Bernardino	SC	SC	8.77E+01	2.76E+01	1.46E+02	2.10E-03	9.16E-03	4.71E-02	1.28E-05	1.03E-04	1.33E+00	2.51E-04	1.21E-04	1.41E+00	467
Generator Sets	San Bernardino	MD	MOJ	1.83E+00	5.76E-01	5.18E+00	4.53E-05	3.72E-04	1.47E-03	4.72E-07	3.78E-06	4.75E-02	7.47E-06	2.62E-06	4.98E-02	17
Generator Sets	San Bernardino	SC	SC	8.29E+00	2.61E+00	2.34E+01	1.99E-04	1.63E-03	6.68E-03	2.14E-06	1.71E-05	2.15E-01	3.33E-05	1.15E-05	2.25E-01	75
Pumps	San Bernardino	MD	MOJ	7.24E+01	5.12E+01	8.39E+00	1.35E-03	5.92E-04	1.63E-02	1.73E-06	2.83E-05	5.01E-02	8.45E-05	7.83E-05	7.80E-02	26
Pumps	San Bernardino	SC	SC	3.28E+02	2.32E+02	3.80E+01	6.12E-03	2.68E-03	7.38E-02	7.84E-06	1.25E-04	2.27E-01	3.83E-04	3.54E-04	3.53E-01	117
Pumps	San Bernardino	MD	MOJ	5.69E+01	2.70E+01	4.81E+00	8.64E-04	2.98E-04	1.06E-02	9.14E-07	3.28E-05	2.65E-02	4.34E-05	5.00E-05	4.10E-02	14
Pumps	San Bernardino	SC	SC	2.58E+02	1.22E+02	2.16E+01	3.85E-03	1.35E-03	4.73E-02	4.14E-06	1.42E-04	1.20E-01	1.97E-04	2.23E-04	1.86E-01	61
Pumps	San Bernardino	MD	MOJ	7.85E+01	5.54E+01	2.95E+01	2.26E-03	1.68E-03	8.35E-02	4.13E-06	1.21E-03	1.45E-01	1.53E-04	1.30E-04	1.95E-01	65
Pumps	San Bernardino	SC	SC	3.55E+02	2.51E+02	1.34E+02	1.02E-02	7.62E-03	3.78E-01	1.87E-05	5.50E-03	6.56E-01	6.94E-04	5.90E-04	8.83E-01	293
Pumps	San Bernardino	MD	MOJ	6.16E+01	2.93E+01	1.58E+01	1.29E-03	8.58E-04	4.53E-02	2.18E-06	6.39E-04	7.65E-02	7.93E-05	7.44E-05	1.03E-01	34
Pumps	San Bernardino	SC	SC	2.79E+02	1.33E+02	7.16E+01	5.80E-03	3.89E-03	2.05E-01	9.88E-06	2.90E-03	3.47E-01	3.59E-04	3.35E-04	4.65E-01	154
Pumps	San Bernardino	MD	MOJ	2.01E+01	1.42E+01	1.65E+01	1.27E-03	8.40E-04	4.81E-02	2.00E-06	6.61E-04	7.89E-02	5.60E-05	7.34E-05	9.78E-02	32
Pumps	San Bernardino	SC	SC	9.10E+01	6.43E+01	7.48E+01	5.75E-03	3.80E-03	2.18E-01	9.05E-06	2.99E-03	3.57E-01	2.54E-04	3.32E-04	4.43E-01	147
Pumps	San Bernardino	MD	MOJ	1.58E+01	7.50E+00	8.75E+00	6.80E-04	4.35E-04	2.56E-02	1.06E-06	3.49E-04	4.16E-02	2.92E-05	3.93E-05	5.15E-02	17
Pumps	San Bernardino	SC	SC	7.15E+01	3.40E+01	3.96E+01	3.08E-03	1.97E-03	1.16E-01	4.78E-06	1.58E-03	1.89E-01	1.32E-04	1.78E-04	2.33E-01	77
Pumps	San Bernardino	MD	MOJ	8.01E+00	4.85E+00	1.08E+01	2.36E-04	3.92E-04	9.02E-03	1.09E-06	6.86E-06	8.95E-02	2.07E-05	1.36E-05	9.62E-02	32
Pumps	San Bernardino	SC	SC	3.63E+01	2.19E+01	4.91E+01	1.06E-03	1.75E-03	4.08E-02	4.93E-06	3.10E-05	4.05E-01	9.32E-05	6.10E-05	4.35E-01	144
Pumps	San Bernardino	MD	MOJ	1.02E+01	6.14E+00	3.70E+01	5.26E-04	1.78E-03	1.17E-02	3.25E-06	2.61E-05	3.37E-01	4.70E-05	3.04E-05	3.52E-01	116
Pumps	San Bernardino	SC	SC	4.60E+01	2.78E+01	1.67E+02	2.34E-03	7.94E-03	5.24E-02	1.47E-05	1.18E-04	1.52E+00	2.11E-04	1.35E-04	1.59E+00	527
Pumps	San Bernardino	MD	MOJ	3.06E-01	1.85E-01	1.67E+00	1.38E-05	9.20E-05	4.90E-04	1.52E-07	1.22E-06	1.53E-02	1.88E-06	7.95E-07	1.59E-02	5
Pumps	San Bernardino	SC	SC	1.39E+00	8.39E-01	7.55E+00	6.15E-05	4.10E-04	2.22E-03	6.87E-07	5.51E-06	6.92E-02	8.47E-06	3.56E-06	7.19E-02	24
Air Compressors	San Bernardino	MD	MOJ	2.62E+01	4.05E+01	8.81E+00	1.41E-03	6.44E-04	1.66E-02	1.85E-06	1.75E-05	5.36E-02	7.93E-05	8.11E-05	7.99E-02	26
Air Compressors	San Bernardino	SC	SC	1.18E+02	1.83E+02	3.99E+01	6.37E-03	2.92E-03	7.50E-02	8.39E-06	7.92E-05	2.43E-01	3.59E-04	3.67E-04	3.62E-01	120
Air Compressors	San Bernardino	MD	MOJ	2.06E+01	2.14E+01	4.65E+00	7.42E-04	3.40E-04	8.74E-03	9.79E-07	9.24E-06	2.84E-02	4.19E-05	4.29E-05	4.22E-02	14
Air Compressors	San Bernardino	SC	SC	9.31E+01	9.69E+01	2.11E+01	3.36E-03	1.54E-03	3.96E-02	4.43E-06	4.19E-05	1.28E-01	1.90E-04	1.94E-04	1.91E-01	63
Air Compressors	San Bernardino	MD	MOJ	1.32E+01	2.05E+01	7.75E+00	6.03E-04	4.56E-04	2.19E-02	1.08E-06	3.19E-04	3.80E-02	4.80E-05	3.48E-05	5.36E-02	18
Air Compressors	San Bernardino	SC	SC	6.00E+01	9.28E+01	3.51E+01	2.73E-03	2.06E-03	9.93E-02	4.91E-06	1.44E-03	1.72E-01	2.17E-04	1.58E-04	2.43E-01	80
Air Compressors	San Bernardino	MD	MOJ	1.04E+01	1.08E+01	4.09E+00	3.11E-04	2.35E-04	1.16E-02	5.73E-07	1.68E-04	2.01E-02	2.50E-05	1.80E-05	2.82E-02	9
Air Compressors	San Bernardino	SC	SC	4.71E+01	4.90E+01	1.85E+01	1.41E-03	1.06E-03	5.24E-02	2.59E-06	7.63E-04	9.10E-02	1.13E-04	8.14E-05	1.28E-01	42
Air Compressors	San Bernardino	MD	MOJ	1.79E+00	2.76E+00	2.61E+00	2.09E-04	1.38E-04	7.62E-03	3.15E-07	1.04E-04	1.24E-02	9.95E-06	1.20E-05	1.58E-02	5

Light Commercial						Tons/Day										MTons/Year
Equipment	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	NOX Exhaust	CO Exhaust	SO2 Exhaust	PM Exhaust	CO2 Exhaust	N2O Exhaust	CH4 Exhaust	CO2e	CO2e
Air Compressors	San Bernardino	SC	SC	8.08E+00	1.25E+01	1.18E+01	9.45E-04	6.24E-04	3.45E-02	1.43E-06	4.73E-04	5.64E-02	4.51E-05	5.45E-05	7.15E-02	24
Air Compressors	San Bernardino	MD	MOJ	1.40E+00	1.46E+00	1.38E+00	1.08E-04	7.15E-05	4.02E-03	1.67E-07	5.52E-05	6.59E-03	5.21E-06	6.25E-06	8.33E-03	3
Air Compressors	San Bernardino	SC	SC	6.36E+00	6.62E+00	6.25E+00	4.90E-04	3.24E-04	1.82E-02	7.56E-07	2.50E-04	2.98E-02	2.36E-05	2.83E-05	3.77E-02	12
Air Compressors	San Bernardino	MD	MOJ	3.05E+00	4.04E+00	8.83E+00	3.12E-04	4.20E-04	1.00E-02	8.30E-07	5.23E-06	6.83E-02	2.00E-05	1.80E-05	7.49E-02	25
Air Compressors	San Bernardino	SC	SC	1.38E+01	1.83E+01	4.00E+01	1.38E-03	1.87E-03	4.53E-02	3.76E-06	2.37E-05	3.09E-01	8.99E-05	7.96E-05	3.39E-01	112
Air Compressors	San Bernardino	MD	MOJ	9.88E+00	1.31E+01	4.99E+01	1.28E-03	3.44E-03	2.45E-02	4.23E-06	3.39E-05	4.38E-01	9.97E-05	7.40E-05	4.70E-01	156
Air Compressors	San Bernardino	SC	SC	4.47E+01	5.93E+01	2.26E+02	5.64E-03	1.52E-02	1.10E-01	1.92E-05	1.54E-04	1.98E+00	4.45E-04	3.26E-04	2.13E+00	705
Air Compressors	San Bernardino	MD	MOJ	6.65E-01	8.80E-01	6.03E+00	7.75E-05	5.00E-04	1.93E-03	5.45E-07	4.37E-06	5.49E-02	1.01E-05	4.47E-06	5.81E-02	19
Air Compressors	San Bernardino	SC	SC	3.01E+00	3.99E+00	2.73E+01	3.45E-04	2.21E-03	8.73E-03	2.47E-06	1.98E-05	2.48E-01	4.49E-05	1.99E-05	2.63E-01	87
Welders	San Bernardino	MD	MOJ	5.12E+01	2.91E+01	1.61E+01	1.36E-03	8.69E-04	4.63E-02	2.20E-06	6.40E-04	7.73E-02	7.96E-05	7.88E-05	1.04E-01	34
Welders	San Bernardino	SC	SC	2.32E+02	1.32E+02	7.28E+01	6.13E-03	3.94E-03	2.09E-01	9.98E-06	2.90E-03	3.50E-01	3.61E-04	3.54E-04	4.69E-01	155
Welders	San Bernardino	MD	MOJ	1.85E+02	1.05E+02	9.10E+01	7.28E-03	4.53E-03	2.66E-01	1.09E-05	3.62E-03	4.32E-01	3.50E-04	4.21E-04	5.49E-01	182
Welders	San Bernardino	SC	SC	8.37E+02	4.77E+02	4.12E+02	3.29E-02	2.05E-02	1.21E+00	4.96E-05	1.64E-02	1.96E+00	1.58E-03	1.90E-03	2.49E+00	823
Welders	San Bernardino	MD	MOJ	1.59E+01	9.06E+00	2.20E+01	6.13E-04	1.02E-03	1.94E-02	2.18E-06	1.38E-05	1.80E-01	4.63E-05	3.54E-05	1.95E-01	64
Welders	San Bernardino	SC	SC	7.21E+01	4.10E+01	9.96E+01	2.71E-03	4.52E-03	8.74E-02	9.89E-06	6.23E-05	8.13E-01	2.07E-04	1.57E-04	8.81E-01	292
Welders	San Bernardino	MD	MOJ	1.63E+01	9.25E+00	3.14E+01	6.11E-04	2.10E-03	1.16E-02	2.72E-06	2.18E-05	2.82E-01	6.40E-05	3.53E-05	3.03E-01	100
Welders	San Bernardino	SC	SC	7.36E+01	4.19E+01	1.42E+02	2.69E-03	9.28E-03	5.20E-02	1.23E-05	9.89E-05	1.28E+00	2.85E-04	1.56E-04	1.37E+00	453
Welders	San Bernardino	MD	MOJ	1.12E+00	6.38E-01	3.84E+00	4.14E-05	2.98E-04	1.13E-03	3.49E-07	2.80E-06	3.51E-02	6.48E-06	2.39E-06	3.72E-02	12
Welders	San Bernardino	SC	SC	5.07E+00	2.89E+00	1.74E+01	1.84E-04	1.32E-03	5.10E-03	1.58E-06	1.27E-05	1.59E-01	2.89E-05	1.06E-05	1.68E-01	56
Pressure Washers	San Bernardino	MD	MOJ	5.48E+01	2.02E+01	6.92E+00	1.01E-03	2.93E-04	1.43E-02	1.40E-06	1.39E-04	4.06E-02	3.71E-05	5.85E-05	5.33E-02	18
Pressure Washers	San Bernardino	SC	SC	2.48E+02	9.13E+01	3.13E+01	4.55E-03	1.33E-03	6.43E-02	6.34E-06	6.28E-04	1.84E-01	1.68E-04	2.63E-04	2.41E-01	80
Pressure Washers	San Bernardino	MD	MOJ	4.31E+01	1.07E+01	4.09E+00	7.15E-04	1.67E-04	9.73E-03	7.40E-07	7.26E-05	2.14E-02	2.04E-05	4.14E-05	2.86E-02	9
Pressure Washers	San Bernardino	SC	SC	1.95E+02	4.83E+01	1.84E+01	3.18E-03	7.61E-04	4.33E-02	3.35E-06	3.29E-04	9.71E-02	9.24E-05	1.84E-04	1.30E-01	43
Pressure Washers	San Bernardino	MD	MOJ	4.89E+01	1.80E+01	1.04E+01	6.79E-04	4.47E-04	2.98E-02	1.44E-06	2.67E-05	5.07E-02	4.44E-05	3.93E-05	6.53E-02	22
Pressure Washers	San Bernardino	SC	SC	2.21E+02	8.15E+01	4.69E+01	3.05E-03	2.02E-03	1.35E-01	6.54E-06	1.21E-04	2.29E-01	2.01E-04	1.76E-04	2.95E-01	98
Pressure Washers	San Bernardino	MD	MOJ	3.84E+01	9.51E+00	5.70E+00	4.80E-04	2.34E-04	1.68E-02	7.64E-07	1.40E-05	2.68E-02	2.33E-05	2.78E-05	3.46E-02	11
Pressure Washers	San Bernardino	SC	SC	1.74E+02	4.31E+01	2.57E+01	2.14E-03	1.07E-03	7.57E-02	3.46E-06	6.33E-05	1.21E-01	1.06E-04	1.24E-04	1.57E-01	52
Pressure Washers	San Bernardino	MD	MOJ	9.19E+00	3.38E+00	5.11E+00	3.04E-04	2.08E-04	1.50E-02	6.20E-07	1.28E-05	2.45E-02	1.35E-05	1.76E-05	2.90E-02	10
Pressure Washers	San Bernardino	SC	SC	4.16E+01	1.53E+01	2.31E+01	1.37E-03	9.41E-04	6.81E-02	2.81E-06	5.79E-05	1.11E-01	6.13E-05	7.91E-05	1.31E-01	44
Pressure Washers	San Bernardino	MD	MOJ	7.22E+00	1.78E+00	2.76E+00	2.06E-04	1.07E-04	8.25E-03	3.28E-07	6.71E-06	1.29E-02	7.03E-06	1.19E-05	1.54E-02	5
Pressure Washers	San Bernardino	SC	SC	3.27E+01	8.08E+00	1.25E+01	9.24E-04	4.88E-04	3.73E-02	1.48E-06	3.04E-05	5.85E-02	3.20E-05	5.34E-05	6.96E-02	23
Pressure Washers	San Bernardino	MD	MOJ	8.96E-01	2.82E-01	7.12E-01	1.40E-05	2.52E-05	5.17E-04	7.30E-08	4.60E-07	6.00E-03	1.26E-06	8.07E-07	6.41E-03	2
Pressure Washers	San Bernardino	SC	SC	4.06E+00	1.28E+00	3.22E+00	6.24E-05	1.13E-04	2.33E-03	3.30E-07	2.08E-06	2.72E-02	5.67E-06	3.61E-06	2.90E-02	10
Generator Sets	San Bernardino	MD	MOJ	1.44E+00	4.54E-01	2.84E+00	1.96E-06	1.29E-04	5.99E-04	0.00E+00	1.69E-06	1.90E-02	0.00E+00	1.64E-05	1.94E-02	6
Generator Sets	San Bernardino	SC	SC	6.53E+00	2.05E+00	1.29E+01	8.56E-06	5.67E-04	2.71E-03	0.00E+00	7.67E-06	8.62E-02	0.00E+00	7.17E-05	8.77E-02	29
Generator Sets	San Bernardino	MD	MOJ	1.20E+00	3.76E-01	4.11E+00	2.23E-06	1.86E-04	7.17E-04	0.00E+00	2.47E-06	2.78E-02	0.00E+00	1.87E-05	2.82E-02	9
Generator Sets	San Bernardino	SC	SC	5.41E+00	1.70E+00	1.86E+01	9.79E-06	8.14E-04	3.25E-03	0.00E+00	1.12E-05	1.26E-01	0.00E+00	8.20E-05	1.27E-01	42
Gas Compressors	San Bernardino	MD	MOJ	2.24E-01	5.22E+00	1.78E+01	1.02E-05	3.69E-04	1.80E-03	0.00E+00	9.39E-06	1.23E-01	0.00E+00	8.51E-05	1.24E-01	41
Gas Compressors	San Bernardino	SC	SC	1.01E+00	2.36E+01	8.08E+01	4.60E-05	1.67E-03	8.15E-03	0.00E+00	4.25E-05	5.55E-01	0.00E+00	3.85E-04	5.63E-01	186
Gas Compressors	San Bernardino	MD	MOJ	4.63E-01	1.08E+01	1.04E+02	5.54E-05	2.18E-03	2.88E-02	0.00E+00	5.33E-05	6.89E-01	0.00E+00	4.64E-04	6.98E-01	231
Gas Compressors	San Bernardino	SC	SC	2.10E+00	4.88E+01	4.73E+02	2.51E-04	9.88E-03	1.30E-01	0.00E+00	2.42E-04	3.12E+00	0.00E+00	2.10E-03	3.16E+00	1,047
Gas Compressors	San Bernardino	MD	MOJ	7.47E-02	1.74E+00	2.68E+01	1.54E-05	5.84E-04	5.85E-03	0.00E+00	1.43E-05	1.79E-01	0.00E+00	1.29E-04	1.82E-01	60
Gas Compressors	San Bernardino	SC	SC	3.38E-01	7.87E+00	1.21E+02	6.99E-05	2.64E-03	2.65E-02	0.00E+00	6.46E-05	8.11E-01	0.00E+00	5.86E-04	8.24E-01	273
Gas Compressors	San Bernardino	MD	MOJ	5.98E-02	1.39E+00	2.78E+01	1.19E-05	5.65E-04	6.73E-03	0.00E+00	1.64E-05	1.85E-01	0.00E+00	9.96E-05	1.87E-01	62
Gas Compressors	San Bernardino	SC	SC	2.71E-01	6.30E+00	1.26E+02	5.38E-05	2.56E-03	3.05E-02	0.00E+00	7.44E-05	8.36E-01	0.00E+00	4.51E-04	8.46E-01	280
Gas Compressors	San Bernardino	MD	MOJ	5.23E-02	1.22E+00	3.91E+01	1.67E-05	7.96E-04	9.48E-03	0.00E+00	2.31E-05	2.60E-01	0.00E+00	1.40E-04	2.63E-01	87
Gas Compressors	San Bernardino	SC	SC	2.37E-01	5.51E+00	1.77E+02	7.58E-05	3.60E-03	4.29E-02	0.00E+00	1.05E-04	1.18E+00	0.00E+00	6.35E-04	1.19E+00	394
Generator Sets	San Bernardino	MD	MOJ	3.76E+01	3.48E+01	1.62E+01	2.47E-04	1.69E-03	1.17E-03	2.76E-06	9.46E-05	1.77E-01	0.00E+00	2.23E-05	1.78E-01	59
Generator Sets	San Bernardino	SC	SC	1.72E+02	1.59E+02	7.42E+01	1.11E-03	7.63E-03	5.29E-03	1.26E-05	4.27E-04	8.11E-01	0.00E+00	1.00E-04	8.13E-01	269
Generator Sets	San Bernardino	MD	MOJ	2.75E+01	2.54E+01	2.04E+01	3.26E-04	1.98E-03	1.10E-03	2.84E-06	1.09E-04	2.24E-01	0.00E+00	2.94E-05	2.25E-01	74
Generator Sets	San Bernardino	SC	SC	1.26E+02	1.16E+02	9.35E+01	1.47E-03	9.01E-03	4.97E-03	1.30E-05	4.91E-04	1.02E+00	0.00E+00	1.33E-04	1.03E+00	340
Generator Sets	San Bernardino	MD	MOJ	3.36E+01	3.11E+01	4.38E+01	1.23E-03	4.24E-03	3.96E-03	6.14E-06	3.33E-04	4.75E-01	0.00E+00	1.11E-04	4.77E-01	158
Generator Sets	San Bernardino	SC	SC	1.54E+02	1.42E+02	2.00E+02	5.44E-03	1.93E-02	1.79E-02	2.81E-05	1.49E-03	2.17E+00	0.00E+00	4.91E-04	2.18E+00	723
Generator Sets	San Bernardino	MD	MOJ	5.10E+01	4.72E+01	1.68E+02	2.40E-03	1.69E-02	1.15E-02	2.16E-05	1.28E-03	1.84E+00	0.00E+00	2.17E-04	1.84E+00	610
Generator Sets	San Bernardino	SC	SC	2.33E+02	2.16E+02	7.69E+02	1.07E-02	7.62E-02	5.23E-02	9.86E-05	5.73E-03	8.41E+00	0.00E+00	9.66E-04	8.43E+00	2,791
Generator Sets	San Bernardino	MD	MOJ	3.02E+00	2.79E+00	1.80E+01	1.74E-04	1.62E-03	1.03E-03	2.23E-06	7.54E-05	1.98E-01	0.00E+00	1.57E-05	1.98E-01	66
Generator Sets	San Bernardino	SC	SC	1.38E+01	1.28E+01	8.25E+01	7.73E-04	7.27E-03	4.69E-03	1.02E-05	3.38E-04	9.05E-01	0.00E+00	6.97E-05	9.07E-01	300
Generator Sets	San Bernardino	MD	MOJ	1.69E+00	1.56E+00	1.50E+01	9.24E-05	1.19E-03	3.31E-04	1.86E-06	3.29E-05	1.65E-01	0.00E+00	8.34E-06	1.66E-01	55
Generator Sets	San Bernardino	SC	SC	7.71E+00	7.13E+00	6.85E+01	4.12E-04	5.37E-03	1.50E-03	8.52E-06	1.47E-04	7.57E-01	0.00E+00	3.72E-05	7.58E-01	251
Generator Sets	San Bernardino	MD	MOJ	3.75E+00	3.47E+00	5.28E+01	2.92E-04	3.77E-03	1.20E-03	5.72E-06	1.09E-04	5.83E-01	0.00E+00	2.64E-05	5.84E-01	193
Generator Sets	San Bernardino	SC	SC	1.71E+01	1.59E+01	2.42E+02	1.30E-03	1.69E-02	5.39E-03	2.62E-05	4.86E-04	2.67E+00	0.00E+00	1.17E-04	2.67E+00	884
Generator Sets	San Bernardino	MD	MOJ	2.33E+00	2.15E+00	5.30E+01	3.04E-04	3.91E-03	1.20E-03	5.88E-06	1.11E-04	5.85E-01	0.00E+00	2.74E-05	5.86E-01	194
Generator Sets	San Bernardino	SC	SC	1.07E+01	9.85E+00	2.42E+02	1.35E-03	1.75E-02	5.40E-03	2.69E-05	4.98E-04	2.68E+00	0.00E+00	1.22E-04	2.68E+00	887
Generator Sets	San Bernardino	MD	MOJ	6.06E-01	5.61E-01	2.66E+01	2.05E-04	2.69E-03	7.21E-04	2.95E-06	7.29E-05	2.94E-01	0.00E+00	1.85E-05	2.94E-01	97
Generator Sets	San Bernardino	SC	SC	2.77E+00	2.57E+00	1.22E+02	9.14E-04	1.22E-02	3.20E-03	1.35E-05	3.26E-04	1.34E+00	0.00E+00	8.25E-05	1.35E+00	445

Light Commercial						Tons/Day										MTons/Year
Equipment	**County**	**Air Basin**	**Air Dist.**	**Population**	**Activity**	**Consumption**	**ROG Exhaust**	**NOX Exhaust**	**CO Exhaust**	**SO2 Exhaust**	**PM Exhaust**	**CO2 Exhaust**	**N2O Exhaust**	**CH4 Exhaust**	**CO2e**	**CO2e**
Pumps	San Bernardino	MD	MOJ	2.82E+01	3.11E+01	1.06E+01	1.83E-04	1.12E-03	7.59E-04	1.80E-06	7.06E-05	1.15E-01	0.00E+00	1.65E-05	1.16E-01	38
Pumps	San Bernardino	SC	SC	1.29E+02	1.42E+02	4.84E+01	8.21E-04	5.04E-03	3.45E-03	8.22E-06	3.15E-04	5.28E-01	0.00E+00	7.41E-05	5.30E-01	175
Pumps	San Bernardino	MD	MOJ	8.43E+00	9.30E+00	8.27E+00	1.55E-04	8.01E-04	4.46E-04	1.15E-06	4.71E-05	9.05E-02	0.00E+00	1.40E-05	9.08E-02	30
Pumps	San Bernardino	SC	SC	3.86E+01	4.26E+01	3.78E+01	6.91E-04	3.64E-03	2.01E-03	5.26E-06	2.11E-04	4.14E-01	0.00E+00	6.23E-05	4.16E-01	138
Pumps	San Bernardino	MD	MOJ	1.47E+01	1.62E+01	2.57E+01	7.78E-04	2.51E-03	2.44E-03	3.59E-06	2.05E-04	2.78E-01	0.00E+00	7.02E-05	2.80E-01	93
Pumps	San Bernardino	SC	SC	6.73E+01	7.42E+01	1.17E+02	3.43E-03	1.14E-02	1.10E-02	1.64E-05	9.17E-04	1.27E+00	0.00E+00	3.10E-04	1.28E+00	423
Pumps	San Bernardino	MD	MOJ	2.88E+01	3.18E+01	1.13E+02	1.68E-03	1.16E-02	7.85E-03	1.45E-05	9.01E-04	1.24E+00	0.00E+00	1.52E-04	1.24E+00	411
Pumps	San Bernardino	SC	SC	1.32E+02	1.45E+02	5.18E+02	7.50E-03	5.21E-02	3.58E-02	6.64E-05	4.04E-03	5.66E+00	0.00E+00	6.77E-04	5.68E+00	1,880
Pumps	San Bernardino	MD	MOJ	3.12E+00	3.44E+00	2.19E+01	2.21E-04	2.00E-03	1.27E-03	2.71E-06	9.62E-05	2.41E-01	0.00E+00	1.99E-05	2.41E-01	80
Pumps	San Bernardino	SC	SC	1.43E+01	1.57E+01	1.00E+02	9.83E-04	8.99E-03	5.79E-03	1.24E-05	4.30E-04	1.10E+00	0.00E+00	8.87E-05	1.10E+00	365
Pumps	San Bernardino	MD	MOJ	2.25E+00	2.48E+00	2.26E+01	1.46E-04	1.83E-03	5.08E-04	2.80E-06	5.16E-05	2.49E-01	0.00E+00	1.32E-05	2.50E-01	83
Pumps	San Bernardino	SC	SC	1.03E+01	1.13E+01	1.03E+02	6.52E-04	8.22E-03	2.29E-03	1.28E-05	2.31E-04	1.14E+00	0.00E+00	5.88E-05	1.14E+00	378
Pumps	San Bernardino	MD	MOJ	4.44E-02	4.89E-02	7.64E-01	4.45E-06	5.52E-05	1.77E-05	8.28E-08	1.63E-06	8.43E-03	0.00E+00	4.01E-07	8.44E-03	3
Pumps	San Bernardino	SC	SC	2.03E-01	2.24E-01	3.49E+00	1.98E-05	2.47E-04	7.95E-05	3.79E-07	7.29E-06	3.86E-02	0.00E+00	1.79E-06	3.86E-02	13
Pumps	San Bernardino	MD	MOJ	7.39E-03	8.15E-03	2.10E-01	1.26E-06	1.57E-05	4.87E-06	2.34E-08	4.58E-07	2.32E-03	0.00E+00	1.14E-07	2.33E-03	1
Pumps	San Bernardino	SC	SC	3.38E-02	3.73E-02	9.63E-01	5.64E-06	7.06E-05	2.19E-05	1.07E-07	2.05E-06	1.06E-02	0.00E+00	5.09E-07	1.06E-02	4
Pumps	San Bernardino	MD	MOJ	1.63E-01	1.79E-01	1.10E+01	8.71E-05	1.13E-03	3.04E-04	1.22E-06	3.08E-05	1.21E-01	0.00E+00	7.86E-06	1.22E-01	40
Pumps	San Bernardino	SC	SC	7.44E-01	8.21E-01	5.03E+01	3.88E-04	5.10E-03	1.35E-03	5.58E-06	1.38E-04	5.55E-01	0.00E+00	3.51E-05	5.56E-01	184
Air Compressors	San Bernardino	MD	MOJ	3.84E-01	8.57E-01	2.83E-01	4.91E-06	2.99E-05	2.03E-05	4.81E-08	1.89E-06	3.09E-03	0.00E+00	4.43E-07	3.10E-03	1
Air Compressors	San Bernardino	SC	SC	1.76E+00	3.92E+00	1.30E+00	2.20E-05	1.35E-04	9.24E-05	2.20E-07	8.44E-06	1.42E-02	0.00E+00	1.98E-06	1.42E-02	5
Air Compressors	San Bernardino	MD	MOJ	7.61E-01	1.70E+00	1.12E+00	2.10E-05	1.08E-04	6.04E-05	1.55E-07	6.37E-06	1.23E-02	0.00E+00	1.89E-06	1.23E-02	4
Air Compressors	San Bernardino	SC	SC	3.48E+00	7.77E+00	5.12E+00	9.35E-05	4.93E-04	2.72E-04	7.11E-07	2.86E-05	5.61E-02	0.00E+00	8.44E-06	5.62E-02	19
Air Compressors	San Bernardino	MD	MOJ	6.92E+00	1.54E+01	1.60E+01	6.48E-04	1.65E-03	1.89E-03	2.22E-06	1.56E-04	1.72E-01	0.00E+00	5.84E-05	1.73E-01	57
Air Compressors	San Bernardino	SC	SC	3.17E+01	7.06E+01	7.30E+01	2.87E-03	7.49E-03	8.54E-03	1.02E-05	7.01E-04	7.85E-01	0.00E+00	2.59E-04	7.91E-01	262
Air Compressors	San Bernardino	MD	MOJ	4.61E+01	1.03E+02	2.21E+02	3.93E-03	2.42E-02	1.65E-02	2.83E-05	2.15E-03	2.41E+00	0.00E+00	3.55E-04	2.42E+00	801
Air Compressors	San Bernardino	SC	SC	2.11E+02	4.70E+02	1.01E+03	1.76E-02	1.09E-01	7.53E-02	1.29E-04	9.65E-03	1.10E+01	0.00E+00	1.58E-03	1.11E+01	3,663
Air Compressors	San Bernardino	MD	MOJ	1.74E+00	3.89E+00	1.57E+01	1.93E-04	1.53E-03	9.79E-04	1.93E-06	8.42E-05	1.72E-01	0.00E+00	1.74E-05	1.72E-01	57
Air Compressors	San Bernardino	SC	SC	7.98E+00	1.78E+01	7.18E+01	8.60E-04	6.89E-03	4.47E-03	8.85E-06	3.77E-04	7.87E-01	0.00E+00	7.76E-05	7.88E-01	261
Air Compressors	San Bernardino	MD	MOJ	2.45E+00	5.47E+00	3.25E+01	2.60E-04	2.83E-03	7.87E-04	4.04E-06	8.65E-05	3.59E-01	0.00E+00	2.35E-05	3.59E-01	119
Air Compressors	San Bernardino	SC	SC	1.12E+01	2.50E+01	1.49E+02	1.17E-03	1.27E-02	3.55E-03	1.85E-05	3.87E-04	1.64E+00	0.00E+00	1.05E-04	1.64E+00	544
Air Compressors	San Bernardino	MD	MOJ	3.20E+00	7.14E+00	7.49E+01	5.52E-04	5.72E-03	1.83E-03	8.11E-06	1.85E-04	8.26E-01	0.00E+00	4.98E-05	8.27E-01	274
Air Compressors	San Bernardino	SC	SC	1.46E+01	3.27E+01	3.43E+02	2.48E-03	2.56E-02	8.24E-03	3.71E-05	8.29E-04	3.78E+00	0.00E+00	2.23E-04	3.79E+00	1,253
Air Compressors	San Bernardino	MD	MOJ	1.20E+00	2.67E+00	4.33E+01	3.23E-04	3.42E-03	1.06E-03	4.80E-06	1.09E-04	4.78E-01	0.00E+00	2.91E-05	4.78E-01	158
Air Compressors	San Bernardino	SC	SC	5.48E+00	1.22E+01	1.98E+02	1.45E-03	1.54E-02	4.76E-03	2.20E-05	4.90E-04	2.19E+00	0.00E+00	1.31E-04	2.19E+00	725
Air Compressors	San Bernardino	MD	MOJ	2.96E-02	6.59E-02	1.45E+00	1.28E-05	1.57E-04	4.27E-05	1.61E-07	4.51E-06	1.60E-02	0.00E+00	1.15E-06	1.60E-02	5
Air Compressors	San Bernardino	SC	SC	1.35E-01	3.02E-01	6.65E+00	5.72E-05	7.12E-04	1.90E-04	7.37E-07	2.02E-05	7.33E-02	0.00E+00	5.16E-06	7.34E-02	24
Welders	San Bernardino	MD	MOJ	1.28E+01	2.25E+01	6.38E+00	1.10E-04	6.74E-04	4.58E-04	1.08E-06	4.26E-05	6.96E-02	0.00E+00	9.97E-06	6.99E-02	23
Welders	San Bernardino	SC	SC	5.84E+01	1.03E+02	2.92E+01	4.95E-04	3.04E-03	2.08E-03	4.96E-06	1.90E-04	3.19E-01	0.00E+00	4.47E-05	3.20E-01	106
Welders	San Bernardino	MD	MOJ	1.12E+01	1.98E+01	1.02E+01	1.91E-04	9.86E-04	5.49E-04	1.41E-06	5.80E-05	1.11E-01	0.00E+00	1.72E-05	1.12E-01	37
Welders	San Bernardino	SC	SC	5.14E+01	9.05E+01	4.66E+01	8.50E-04	4.48E-03	2.47E-03	6.47E-06	2.60E-04	5.10E-01	0.00E+00	7.67E-05	5.12E-01	169
Welders	San Bernardino	MD	MOJ	3.46E+01	6.08E+01	7.32E+01	2.73E-03	7.41E-03	8.09E-03	1.02E-05	6.72E-04	7.89E-01	0.00E+00	2.46E-04	7.94E-01	263
Welders	San Bernardino	SC	SC	1.58E+02	2.78E+02	3.35E+02	1.20E-02	3.37E-02	3.64E-02	4.67E-05	3.01E-03	3.61E+00	0.00E+00	1.09E-03	3.63E+00	1,203
Welders	San Bernardino	MD	MOJ	2.69E+01	4.72E+01	8.54E+01	1.43E-03	9.13E-03	6.22E-03	1.09E-05	7.81E-04	9.32E-01	0.00E+00	1.29E-04	9.35E-01	310
Welders	San Bernardino	SC	SC	1.23E+02	2.16E+02	3.91E+02	6.39E-03	4.12E-02	2.83E-02	5.00E-05	3.49E-03	4.27E+00	0.00E+00	5.76E-04	4.28E+00	1,417
Welders	San Bernardino	MD	MOJ	1.33E-01	2.34E-01	1.05E+00	1.20E-05	1.00E-04	6.36E-05	1.29E-07	5.27E-06	1.15E-02	0.00E+00	1.09E-06	1.15E-02	4
Welders	San Bernardino	SC	SC	6.09E-01	1.07E+00	4.79E+00	5.36E-05	4.49E-04	2.90E-04	5.91E-07	2.36E-05	5.25E-02	0.00E+00	4.84E-06	5.26E-02	17
Welders	San Bernardino	MD	MOJ	2.96E-02	5.20E-02	2.80E-01	2.09E-06	2.39E-05	6.62E-06	3.48E-08	7.13E-07	3.09E-03	0.00E+00	1.89E-07	3.10E-03	1
Welders	San Bernardino	SC	SC	1.35E-01	2.38E-01	1.28E+00	9.35E-06	1.07E-04	2.99E-05	1.59E-07	3.19E-06	1.42E-02	0.00E+00	8.44E-07	1.42E-02	5
Welders	San Bernardino	MD	MOJ	7.39E-02	1.30E-01	9.86E-01	6.70E-06	7.40E-05	2.37E-05	1.07E-07	2.33E-06	1.09E-02	0.00E+00	6.04E-07	1.09E-02	4
Welders	San Bernardino	SC	SC	3.38E-01	5.95E-01	4.51E+00	3.00E-05	3.31E-04	1.07E-04	4.89E-07	1.04E-05	4.98E-02	0.00E+00	2.70E-06	4.99E-02	17
Pressure Washers	San Bernardino	MD	MOJ	1.74E+00	6.92E-01	1.55E-01	2.36E-06	1.61E-05	1.11E-05	2.63E-08	9.02E-07	1.69E-03	0.00E+00	2.13E-07	1.70E-03	1
Pressure Washers	San Bernardino	SC	SC	7.98E+00	3.17E+00	7.08E-01	1.06E-05	7.28E-05	5.05E-05	1.20E-07	4.07E-06	7.74E-03	0.00E+00	9.57E-07	7.76E-03	3
Pressure Washers	San Bernardino	MD	MOJ	4.07E-01	1.61E-01	5.26E-02	8.38E-07	5.10E-06	2.84E-06	7.31E-09	2.80E-07	5.76E-04	0.00E+00	7.56E-08	5.78E-04	0
Pressure Washers	San Bernardino	SC	SC	1.86E+00	7.38E-01	2.41E-01	3.78E-06	2.32E-05	1.28E-05	3.34E-08	1.26E-06	2.64E-03	0.00E+00	3.41E-07	2.64E-03	1
Pressure Washers	San Bernardino	MD	MOJ	8.06E-01	3.20E-01	2.10E-01	4.55E-06	1.97E-05	1.60E-05	2.95E-08	1.36E-06	2.28E-03	0.00E+00	4.10E-07	2.29E-03	1
Pressure Washers	San Bernardino	SC	SC	3.69E+00	1.46E+00	9.58E-01	2.01E-05	8.95E-05	7.25E-05	1.35E-07	6.13E-06	1.04E-02	0.00E+00	1.82E-06	1.05E-02	3
Pressure Washers	San Bernardino	MD	MOJ	3.33E-01	1.32E-01	1.45E-01	1.82E-06	1.39E-05	9.43E-06	1.86E-08	9.48E-07	1.59E-03	0.00E+00	1.65E-07	1.59E-03	1
Pressure Washers	San Bernardino	SC	SC	1.52E+00	6.04E-01	6.63E-01	8.13E-06	6.29E-05	4.30E-05	8.52E-08	4.26E-06	7.26E-03	0.00E+00	7.34E-07	7.28E-03	2
				19,250	10,066	13,436	0.454	0.934	12.650	0.002	0.102	114.619	0.019	0.035	121.248	40,148
				Population	**Activity**	**Consumption**	**lbs/day**					Tons/Day				MTons/Year
				215	113	150	10	21	283	0	2	1	0	0	1	**449**

As a percent of 2010 Total Employment SB 615,419 Yucaipa 6,888 Percent 1%

SOURCE: U.S. Census Bureau. Longitudinal Employer-Household Dynamics. http://lehd.ces.census.gov/ for San Bernardino County. Third Quarter 2012 total employment in San Bernardino County.

Appendix D Biological Resources Technical Report

Appendices

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Biological Technical Report
City of Yucaipa
General Plan Update

February 24, 2015

Prepared For:

City of Yucaipa
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City of Yucaipa General Plan Update
Biological Technical Report

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1.0 INTRODUCTION

This Biological Technical Report describes the existing biological conditions within and adjacent to the City of Yucaipa (City) General Plan Update Area (Figures 1 and 2). The information contained in this report will be used to inform the General Plan Update and Environmental Impact Report (EIR) for the City. Detailed information provided in this report includes regulatory context, existing biological conditions, sensitive biological resources, and future opportunities to protect the natural environment and constraints for development.

2.0 METHODS

A review of existing literature and databases, along with a visit to the City were conducted to determine the existing biological conditions and general occurrence of sensitive biological resources within the City General Plan Update Area.

Background research to determine the existing biological conditions included a review of current federal, state, and local regulations, historical and current aerial photographs, U.S. Geological Survey (USGS) topographic maps, U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil survey maps, historical weather information for the City, U.S. Forest Service (USFS) vegetation maps, literature from peer review journals, and reputable online resources that provide data for the region. In addition, existing biological resource documents for various projects located within the City were also reviewed for pertinent information.

A review of the California Natural Diversity Database (CNDDB) was performed to identify known sensitive biological resources in the vicinity of the City General Plan Update Area. The CNDDB, which is administered by the California Department of Fish and Wildlife (CDFW), provides an inventory of vegetation communities, plant species, and wildlife species that are considered sensitive by state and federal resource agencies, academic institutions, and other conservation groups. Historical occurrences of sensitive species from the Yucaipa USGS 7.5-minute topographic quadrangle map and for the adjacent quadrangles were used to determine species with a potential to occur within and adjacent to the City General Plan Update Area.

The information provided in this report is based on the analysis of existing literature and historical data for the region and on data obtained during the site visit conducted by an Alden Environmental Biologist on October 3, 2014.

3.0 EXISTING BIOLOGICAL RESOURCES SETTING

This section describes the regulatory context, existing biological conditions, and sensitive biological resources found within and adjacent to the City.

3.1 REGULATORY CONTEXT

To establish the regulatory context for the City General Plan Update, a variety of federal, state, and local regulations were evaluated to determine if they may be applicable to future proposed projects within the City General Plan Update Area. In addition, regional land use and management, including established and proposed parks and preserves, were evaluated to provide the regional regulatory framework for the City General Plan Update. This section describes the federal and state regulations that may apply to future projects as well as the regional and local regulatory framework for the City.

3.1.1 Federal Regulations

Several federal regulations may apply to future projects that are proposed within the City General Plan area. These include, but are not limited to:

- National Environmental Policy Act
- Federal Endangered Species Act of 1973 (16 United States Code [USC] 1531 *et seq.*)
- Clean Water Act of 1972 (33 USC 1251 *et seq.*)
- Migratory Bird Treaty Act of 1918 (16 USC 703 through 711)
- Bald and Golden Eagle Protection Act (16 USC 668)
- Fish and Wildlife Coordination Act (16 USC 661 *et seq.*)
- Floodplain Management and Protection of Wetlands (42 FR 26961, 52 FR 34617)
- Invasive Species (64 FR 6138)

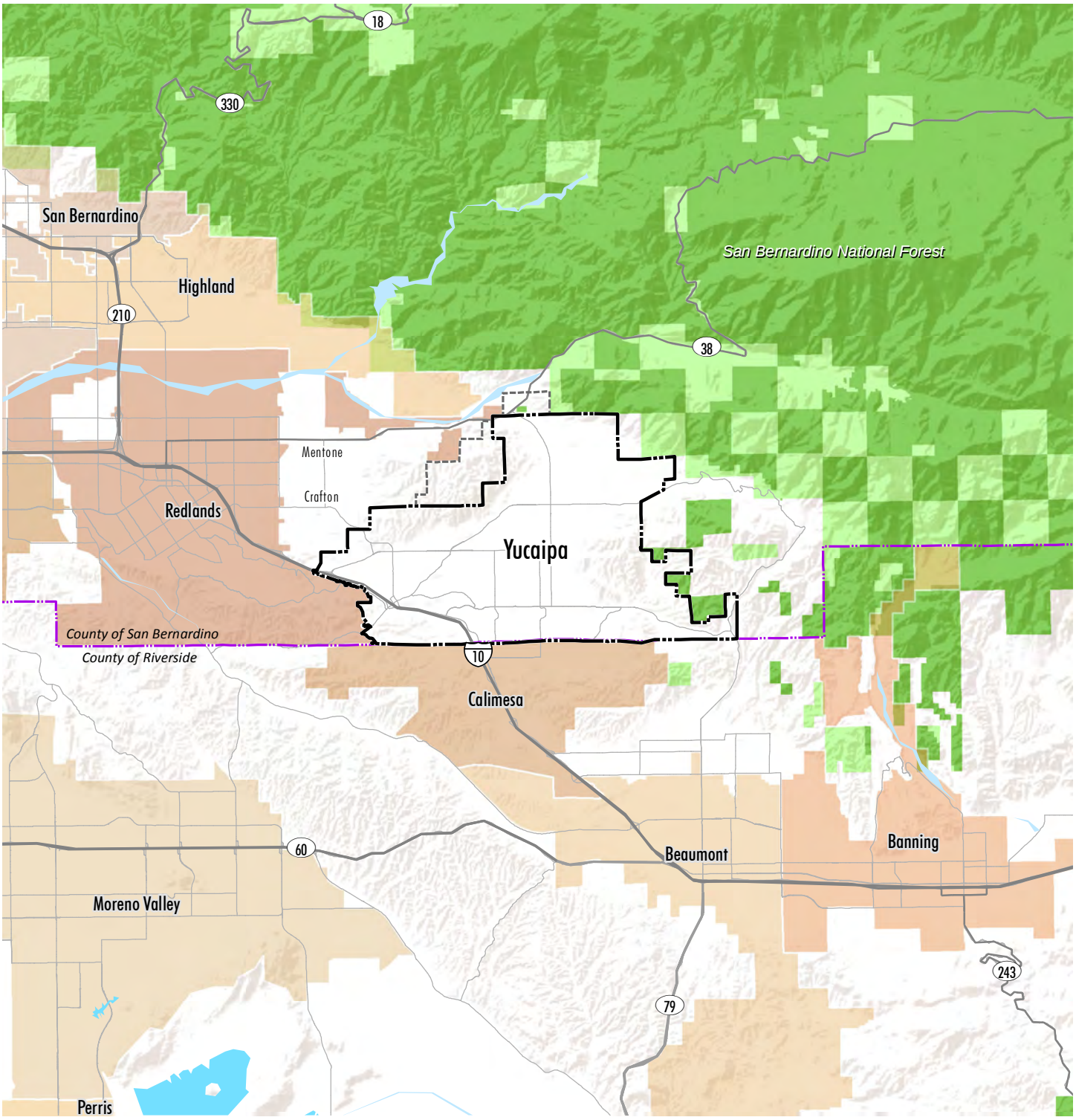
These federal regulations are described in detail in this section.

<u>National Environmental Policy Act</u>

The National Environmental Policy Act (NEPA) was passed in 1969 and established a broad national framework for protecting the environment by assuring that all branches of government give proper consideration to the environment prior to undertaking any major federal action that has the potential to significantly affect the environment. NEPA applies to projects undertaken, funded, or requiring the issuance of a permit by a federal agency, including projects associated with airports, buildings, military complexes, highways, parkland purchases, and other federal activities are proposed.

NEPA is administered by the President's Council on Environmental Quality (CEQ), which is supported by a staff of environmental professionals. CEQ's main responsibilities in the NEPA process are to gather information on the conditions and trends in environmental quality, to evaluate federal programs in light of the goals established by NEPA, to develop and promote

Figure 1 - City of Yucaipa Regional Map



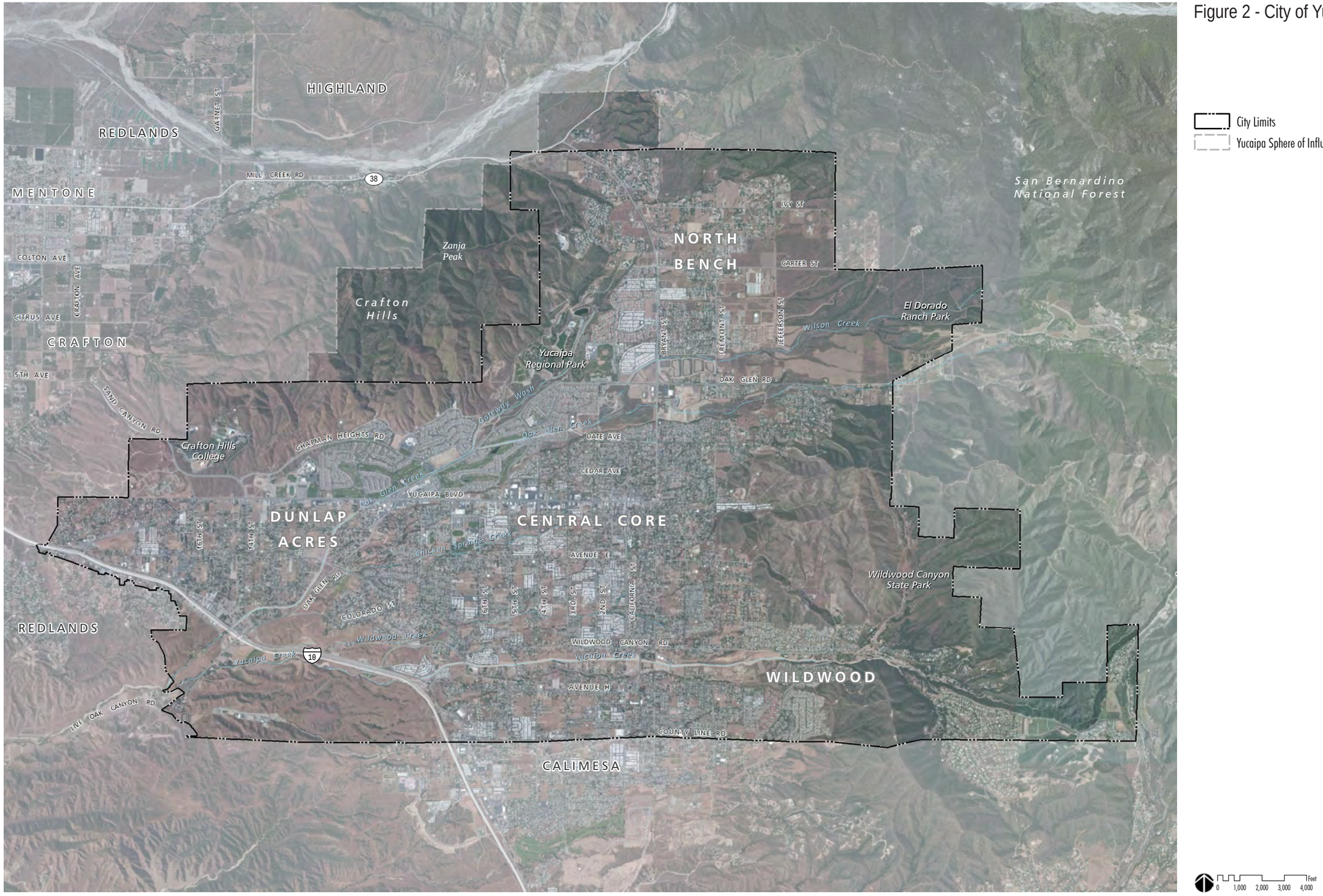
Source: US Forest Service 2013

Yucaipa City Limits
Yucaipa Sphere of Influence

National Forest
US Forest Service
Private Ownership

0 1 2 3 Miles

Figure 2 - City of Yucaipa Vicinity Map



Source: PlaceWorks, 2014 & USGS, 2012

12/16/2014

national policies to improve environmental quality, and to conduct studies, surveys, research, and analyses relating to ecosystems and environmental quality. In addition, federal agencies may involve CEQ in the NEPA process when there are disagreements concerning the environmental effects of a proposed action.

The federal agency responsible for complying with NEPA is the agency that is proposing to implement the federal action; however, several federal agencies may be involved with the NEPA process based on an agency's expertise and relationship to the proposed action. A federal agency may be a Lead Agency or a Cooperating Agency in the NEPA process.

A Lead Agency is designated when more than one federal agency is involved in a proposed action. The Lead Agency is responsible for supervising the environmental analysis and the preparation of the appropriate environmental document, such as a Categorical Exclusion (CE), Finding of No Significant Impact (FONSI), Environmental Assessment (EA), or Environmental Impact Statement (EIS).

A Cooperating Agency is a federal, state, local, or tribal agency that has jurisdiction over a proposed action or that has special expertise with an environmental issue associated with the proposed action. The Cooperating Agency assists the Lead Agency by participating in the entire NEPA process, including the scoping, environmental analysis, and document preparation.

Any federal lead agency may be a Lead Agency or a Cooperating Agency, depending upon the specifics of the proposed action. However, the Environmental Protection Agency (EPA) has a unique role in the NEPA review process because it is required to review and publicly comment on the environmental impacts of major proposed federal actions, specifically those for which an EIS is required. If the EPA determines that the environmental analysis is unsatisfactory or that the proposed action would have adverse environmental effects, it is required to involve CEQ in the NEPA process.

Federal Endangered Species Act of 1973 (16 United States Code [USC] 1531 *et seq.*)

The Federal Endangered Species Act of 1973 (FESA) was designed to protect critically imperiled plant and wildlife species from extinction by eliminating or reducing the threats to these species and by aiding in the recovery and/or maintenance of the species populations. FESA designates species that are endangered or threatened, as well as species that are candidates for listing and protects these species from unauthorized "take", which is defined as to "harass, harm, pursue, hunt, shoot, wound, kill trap, capture, or collect, or to attempt to engage in any such conduct." FESA also designates critical habitat for federally listed species and protects these species from interference with vital breeding and behavioral activities and from critical habitat degradation.

FESA is administered by the U.S. Fish and Wildlife Service (USFWS) for freshwater fish and terrestrial wildlife and the National Oceanic and Atmospheric Administration (NOAA) for marine and anadromous species. A person, defined as an "individual, corporation, partnership, trust, association, or any other private entity; or any officer, employee, agent, department, or

instrumentality of the Federal Government, of any State, municipality, or political subdivision of a State, or of any foreign government; any State, municipality, or political subdivision of a State; or any other entity subject to the jurisdiction of the United States", is prohibited from taking a listed species until an appropriate permit pursuant to Section 7, 9, and/or 10 of the ESA has been obtained from USFWS and/or NOAA.

Clean Water Act of 1972 (33 USC 1251 *et seq*.)

Sections 404 and 401 of the Clean Water Act of 1972 (CWA) apply to potential impacts to wetlands, Waters of the U.S., and Waters of the State. The U.S. Environmental Protection Agency (ESA) administers the CWA; however, some sections of the CWA are administered by other agencies.

Section 404 of the CWA regulates the discharge of dredged or fill material into navigable waters, including both wetlands and other Waters of the U.S. The discharge of dredged or fill material is typically associated with a variety of development projects, agricultural activities, and water resource projects. The U.S. Army Corps of Engineers (Corps) administers Section 404 of the CWA and is responsible for issuing general and individual permits and for making jurisdictional determinations.

Section 401 of the CWA requires a State Water Quality Certification or waiver for any activity requiring a Section 404 permit. The State Water Quality Certification ensures the activity will not violate any established State water quality standards. The State Water Resources Control Board (SWRCB), in conjunction with the nine California Regional Water Quality Control Boards (RWQCBs), administers Section 401 of the CWA and is responsible for issuing permits pursuant to the Section 401 Water Quality Certification Program.

Migratory Bird Treaty Act of 1918 (16 USC 703 through 711)

The Migratory Bird Treaty Act of 1918 (MBTA) implements various conventions and treaties between the United States and Canada, Mexico, Japan, and Russia for the protection of over 800 migratory bird species. Under the MBTA, it is unlawful to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird…or any part, nest, or egg of any such bird" (16 USC 703).

The MBTA is administered by USFWS. Take permits for MBTA species are rarely issued, except for specific actions to aid recovery of a species; however, USFWS establishes hunting seasons for species for which there is a long tradition of hunting, as long as hunting will not adversely impact their population status or long-term conservation. While the MBTA includes approximately 170 species of game birds, hunting is typically authorized for fewer than 60 of these species each year.

Bald and Golden Eagle Protection Act (16 USC 668)

The Bald and Golden Eagle Protection Act (BGEPA) provides protection for both the bald eagle (*Haliaeetus leucocephalus*) and the golden eagle (*Aquila chrysaetos*) by prohibiting the "take" of either of these species, including their parts, nests, or eggs. The MBTA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" any bald or golden eagle. The BGEPA is administered by the USFWS, and limited take authorizations are granted for qualifying activities. Persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle [or any golden eagle], alive or dead, or any part, nest, or egg thereof" without prior approval are subject to criminal penalties.

Fish and Wildlife Coordination Act (16 USC 661 *et seq.*)

The Fish and Wildlife Coordination Act of 1934, as amended, requires coordination with USFWS and CDFW so that these agencies may evaluate impacts to fish and wildlife species that have the potential to result from proposed water resource development projects. Specifically, the Act requires that fish and wildlife species as well as habitats that may support them be given equal consideration to other project features. This Act also requires Federal agencies that construct, license, or permit water resource development projects to first coordinate with USFWS and CDFW to determine impacts that may occur to fish and wildlife resources and establish appropriate avoidance, minimization, and/or mitigation measures to reduce these potential impacts.

Floodplain Management and Protection of Wetlands (42 FR 26961, 52 FR 34617)

Executive Order 11990, Protection of Wetlands, as amended, requires Federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance functions and values of these wetlands while carrying out their responsibilities pertaining to water supply, erosion and flood prevention, maintenance of natural systems, among others.

Invasive Species (64 FR 6138)

Executive Order 13112, Invasive Species, as amended, requires Federal agencies to coordinate efforts that prevent the introduction of invasive species (both plant and wildlife species not native to the U.S.), manage existing invasive species, and minimize the economic, ecological, and human health impacts that invasive species cause. This order defines invasive species, requires federal agencies to address invasive species concerns, and prohibits new actions that would cause or promote the introduction of invasive species. To comply with this Order, all enhancement, restoration, and creation activities should use native plants and should include measures to prevent the introduction of invasive species.

3.1.2 State Regulations

Several state regulations may apply to future projects that are proposed within the City General Plan area. These include, but are not limited to the:

- California Environmental Quality Act
- California Endangered Species Act (Fish and Game Code 2050 *et seq.*)
- California Fish and Game Code
- California Porter-Cologne Water Quality Control Act
- California Natural Community Conservation Planning Program

These state regulations are described in detail in this section.

<u>California Environmental Quality Act</u>

The California Environmental Quality Act (CEQA) was passed in 1970 as the state counterpart to NEPA to institute a statewide policy of environmental protection. CEQA applies to projects undertaken, funded, or requiring the issuance of a permit by a state or local public agency and requires the project proponent to identify significant environmental impacts as well as avoidance, minimization, and/or mitigation measures to reduce these impacts to below a level of significance.

The CDFW has jurisdiction over the conservation, protection, and management of native habitats, plant species, and wildlife species found within California and is responsible for maintaining sustainable populations of these habitats and species. The CDFW provides biological expertise to review and comment on CEQA documents, including the impacts resulting from proposed project activities and the proposed avoidance, minimization, and mitigation measures associated with these impacts. The CDFW may play various roles in the CEQA process; the CDFW is always a Trustee Agency and may also be a Lead Agency or a Responsible Agency.

The CDFW is one of four trustee agencies, which also include the State Lands Commission, the Department of Parks and Recreation, and the University of California. As a Trustee Agency, the CDFW has jurisdiction over certain resources held in trust for the people of California and is typically required to be notified of CEQA documents that are relevant to its jurisdiction, such as documents for projects involving fish and wildlife resources. As a Trustee Agency, the CDFW cannot approve or disapprove a project; however, the lead and responsible agencies must consult with the CDFW, and the CDFW reviews the CEQA document(s) and provides recommendations regarding the resources under their jurisdiction (Fish and Game Code Section 1802).

When the CDFW proposes to implement its own project, it is designated as the Lead Agency in the CEQA process and serves as the California government agency with principle responsibility for implementing or approving the proposed project. Such projects typically include projects in state wildlife areas and state fish hatcheries as well as habitat or stream restoration projects. Additionally, the CDFW is the Lead Agency when it is the only agency issuing a permit, as is

sometimes the case with Streambed Alteration Agreements. As the Lead Agency for such projects, the CDFW is responsible for preparing the CEQA document and determines whether a Negative Declaration or an EIR is required by CEQA (CEQA Statutes, Sections 21080.3 and 21104.2; Guidelines, Sections 15050 and 15367).

The CDFW is also sometimes designated as a Responsible Agency, which is an agency, other than the Lead Agency, that has the legal responsibility for implementing and approving a proposed project. The CDFW is designated as the Responsible Agency when the Lead Agency requires a 1600 Streambed Alteration Agreement or a 2081(b) California Endangered Species Act Incidental Take Permit for a project. As a Responsible Agency, CDFW actively participates in the CEQA process by reviewing the Lead Agency's CEQA document and using that document to make decisions about the proposed project, to prepare and issue its own findings regarding the project (CEQA Guidelines, Sections 15096 and 15381), and to determine whether or not to issue an incidental take permit.

California Endangered Species Act (CESA; Fish and Game Code 2050 *et seq.*)

The CESA parallels FESA and protects and/or preserves native plant and wildlife species and their habitats, especially those that are threatened with extinction and those that are experiencing significant decline that may lead to a threatened or endangered designation, within the state of California. CESA designates special status species that are protected from unauthorized "take", which is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

CESA is administered by the CDFW. A state lead agency is required to consult with the CDFW to ensure that a proposed project is not likely to jeopardize the continued existence of a special status species or result in the destruction or adverse modification of essential habitat for a species. CESA allows for the issuance of incidental take permits for lawful development projects and emphasizes the benefits of early consultation between the lead agency and CDFW to avoid potential impacts to special status species and to develop appropriate mitigation measures to reduce impacts to and avoid loss of a special status species.

California Fish and Game Code

Several sections of the California Fish and Game Code, which is administered by the CDFW, also may apply to future projects proposed in the City. These include Section 2081; Sections 1600 through 1616; Sections 1900, et seq.; Sections 2511, 4700, 5050, and 5515; Sections 3503, 3503.5, and 3513; and Title 14, California Code of Regulations, Section 670.2 and 670.6. Each of these sections is discussed in detail below.

Section 2081

Section 2081 of the California Fish and Game Code allows for the issuance of an incidental take permit from CDFW for projects that have the potential to take a special status species, including a state-listed species, as long as the impacts are minimized and fully mitigated and will not

jeopardize the continued existence of a state-listed species. The measures required to minimize and fully mitigate impacts must be roughly proportional to the extent of the proposed impact to the species and must be capable of successful implementation while maintaining the applicant's objectives to the greatest extent feasible. The applicant must show that adequate funding is available to implement the required avoidance and mitigation measures and monitor the effectiveness of the mitigation measures.

Sections 1600 through 1616

Sections 1600 through 1616 of the California Fish and Game Code apply to all projects that would (1) substantially divert or obstruct the natural flow of, (2) substantially change or use any material from, or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement into the bed, channel, or bank of any river, stream, or lake. Sections 1600 through 1616 require any person, business, public utility, or state or local government agency that proposes any activity within or adjacent to a lake, river, or stream that flows at least intermittently through a bank or channel, including watercourses with a subsurface flow (e.g., ephemeral streams, desert washes) and some flood plains, to notify the regional CDFW office of the proposed activity. CDFW will determine if the proposed activity may substantially adversely affect fish and wildlife resources and if a Streambed Alteration Agreement is necessary.

Other Sections

Additional sections of the California Fish and Game Code may apply to future projects proposed in the City, including, but not limited to, Sections 1900 through 1913; Sections 2511, 4700, 5050, and 5515; Sections 3503, 3503.5, and 3513; and Title 14, California Code of Regulations, Section 670.2 and 670.6. Sections 1900 through 1913 provide guidelines to preserve, protect, and enhance endangered or rare native plants within California. Sections 2511, 4700, 5050, and 5515 provide guidelines to protect wildlife species that are designated as "fully protected" by the CDFW and as therefore cannot be harmed, taken, or possessed. Sections 3503, 3503.5, and 3513 state that it is unlawful to take, possess, or destroy the nest or eggs of any bird species except otherwise allowed by the or any regulation made pursuant to the California Fish and Game Code. Section 3503.5 provides protection specifically in the orders Falconiformes (hawks, eagles, and flacons) and Strigiformes (owls), and Section 3513 provides protection specifically for migratory, non-game birds designated by the MBTA. Title 14, California Code of Regulations, Section 670.2 and 670.6 list wildlife species that are designated as California Species of Concern or are state-listed as threatened or endangered species.

<u>California Porter-Cologne Water Quality Control Act</u>

The California Porter-Cologne Water Quality Control Act was enacted in 1969 and is administered by either the SWRCB and/or the RWQCB. This Act provides protection for Waters of the State, which are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." If a proposed project involves alteration to any Waters of the State, the project proponent must file a Report of Waste Discharge with the

appropriate RWQCB to obtain "Waste Discharge Requirements" (WDRs), which serve as the project discharge permit.

California Natural Community Conservation Planning Program

The California Natural Community Conservation Planning (NCCP) program was initiated in 1991 and is administered by CDFW. It is a cooperative effort by the CDFW and numerous public and private partners that takes a broad scale, ecosystem approach to planning for the protection and perpetuation of biological diversity throughout California by protecting both habitats and the species within these habitats while also accommodating compatible land use.

An NCCP plan identifies and provides for the regional protection of plants, wildlife, and their habitats, while allowing compatible and appropriate economic activity in the region. By including key interests in the process and by working with landowners, environmental organizations, and other interested parties, an NCCP plan provides the framework for a local agency to oversee the numerous activities that compose the development of a conservation plan. The CDFW and USFWS provide the necessary support, direction, and guidance to NCCP participants during the NCCP plan development and implementation. Within California, there are currently 23 active NCCP plans covering more than 11 million acres, and several draft NCCP plans are pending approval.

The City currently is not included in any of the approved or draft NCCP plans; however, future planning efforts may include the development of an NCCP plan, either independently or as part of a larger collaboration with adjacent municipalities.

3.1.3 Regional Conservation Framework

Several management plans and preserves provide a regional conservation framework for the City General Plan Update Area (Figure 3). These include, but are not limited to:

- County of San Bernardino General Plan Conservation Element
- San Bernardino National Forest
- San Gorgonio Wilderness
- Crafton Hills Open Space
- Wildwood Canyon State Park

County of San Bernardino General Plan Conservation Element

The County of San Bernardino General Plan is the fundamental policy document for the unincorporated, privately-owned lands in San Bernardino County. While this General Plan does not apply directly to the lands within the City General Plan Update Area, some of the areas immediately adjacent to the City General Plan Update Area that could be indirectly impacted by future City projects would fall within the County General Plan Area. As such, the County General Plan Conservation Element may apply to some future proposed projects within the City General Plan Update Area.

The County General Plan Conservation Element provides guidelines for the conservation, development, and utilization of the natural resources found in the unincorporated, privately-owned lands in San Bernardino County. The Conservation Element aims to prevent the destruction and neglect of the County's natural resources by establishing policies to mitigate potential impacts to these resources. The Conservation Element requires the identification of the natural resources, both terrestrial and aquatic, and the adoption of policies for their preservation, development, or sensible utilization.

San Bernardino National Forest

The San Bernardino National Forest, which encompasses approximately 679,380 acres of wildlands in the San Bernardino, San Jacinto, and Santa Rosa mountain ranges, is located to the north, east, and southeast of the City. It was designated a National Forest in 1907 when both the local population as well as the federal government realized a need to manage the land and water resources more sustainably. This National Forest is public land that was set aside for recreational use as well as the conservation of natural resources, including the forest, water, and both common and sensitive plants and wildlife. The San Bernardino National Forest provides hiking trails, both paved and unpaved roads, visitor centers, campgrounds, cultural and historic features, and other educational and recreational uses while also protecting water resources and supporting 71 sensitive animal species and 85 sensitive plant species (USDA 2014a).

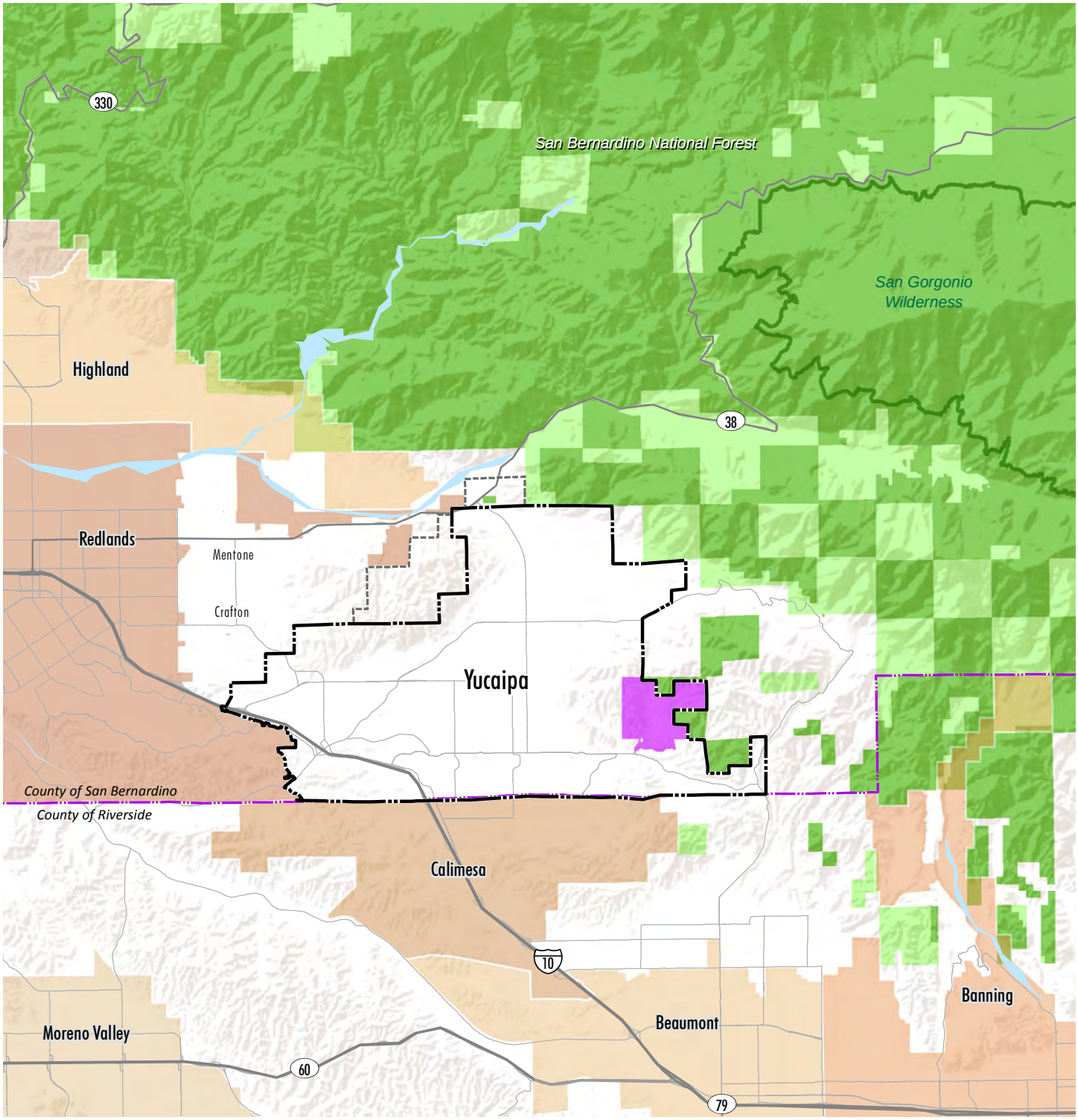
San Gorgonio Wilderness

The San Gorgonio Wilderness, part of the San Bernardino National Forest, is located east and northeast of the City boundary and covers approximately 95,000 acres in Riverside and San Bernardino counties. The topography within the San Gorgonio Wilderness changes rapidly from canyons and low, rolling foothills to steep rugged mountain. Elevations range from approximately 2,300 feet above mean sea level to approximately 11,500 feet above mean sea level at Mt. San Gorgonio. With its diverse landscape and large elevation range, the San Gorgonio Wilderness is a unique transition zone between the desert, mountain, and coastal ecosystems. It provides over a hundred miles of hiking trails that pass through rugged terrain. The San Gorgonio Wilderness is managed jointly by the BLM and the United States Forest Service (USFS), San Bernardino National Forest.

Wildwood Canyon State Park

Wildwood Canyon State Park, which currently consists of approximately 900 acres, is located in the foothills in the eastern portion of the City. This state park was created by Yucaipa residents, with the help of the Yucaipa Valley Conservancy and The Wildlands Conservancy, with the goal of preserving the scenic and natural state of two historic ranches. Wildwood Canyon State Park provides wide open space and many trails that encourage the recreational and educational use of the park, which provides habitat for many plant and wildlife species found within the region. While very little funding has been provided to the park by the State of California, the Yucaipa Valley Conservancy along with the Supporters of Wildwood Canyon State Park – a group of local activities – have been managing and maintaining the park through donated labor and

Figure 3 - Regional Plan and Preserve Boundaries



Source: US Forest Service 2013; ALDEN 2014

Yucaipa City Limits
Yucaipa Sphere of Influence
San Gorgonio Wilderness
Wildwood Canyon State Park
National Forest
US Forest Service
Private Ownership

0 1 2 3 Miles

monetary donations. These groups are also working together to expand Wildwood Canyon State Park by preserving another 3,500 acres within Wildwood Canyon.

Crafton Hills Open Space

The approximately 4,500-acre Crafton Hills Open Space is located in the northwestern portion of the City. The area provides many miles of trails for birders, hikers, mountain bikers, horseback riders, and others. The Crafton Hills Open Space trail system is part of the regional trail system that connects the portion of the Pacific Crest Trail in the San Bernardino Mountains to the Pacific Coast via the Santa Ana River greenbelt. Also, because of its proximity to many schools, from elementary schools to colleges, this area provides many outdoor education and field laboratory opportunities for City students to learn about the natural history of the region. The Crafton Hills Open Space is managed by the Crafton Hills Open Space Conservancy.

El Dorado Ranch Park

The approximately 334-acre El Dorado Ranch Park is located in the northwestern portion of the City. El Dorado Ranch Park was donated to the City by the Yucaipa Valley Conservancy, with the stipulation that the open space be preserved in perpetuity to protect the natural history of the site, which includes both cultural and biological resources. The park provides hiking trails and other recreational uses to the City residents and visitors, and it provides important biological value to the region by protecting a variety of both common and sensitive vegetation communities and providing critical flood control for the City.

3.1.4 Local Conservation Framework

The City of Yucaipa General Plan and the Yucaipa Municipal Code provide the local conservation framework for the General Plan Update Area. In addition, the existing natural open space in Yucaipa is an important factor driving this conservation. These items are discussed in further detail, below.

City of Yucaipa General Plan Open Space Element

The City General Plan (City 2004) identifies the importance that the biological resources within and adjacent to the City play in providing a high quality of life for the City residents and visitors to the region. The City General Plan outlines goals, policies, and actions to utilize and conserve these resources by guiding decision makers in regulating land use and development while protecting the biological resources and allowing for reasonable economic and recreational uses.

Yucaipa Municipal Code, Division 5: Overlay Districts, Chapter 3: Resource Preservation

Yucaipa Municipal Code, Division 5: Overlay Districts, Chapter 2: Resource Preservation, Article 2 Biotic Resources Overlay District (City 2004) provides both general and specific regulations and guidelines to implement General Plan policies regarding the protection and conservation of beneficial rare and endangered plants and animal resources and their habitats which have been identified within incorporated areas of the City. The Biotic Resources Overlay

District is intended to be applied to incorporated areas of the City which have been identified by a City, County, State, and/or Federal agency as habitat for species of unique, rare, threatened, or endangered plants or animals, or their habitats as listed in the General Plan Update (City 2004). While the Biotic Resources Overlay District is identified in the Municipal Code, the City has yet to implement it and create an overlay map.

According to this Article, when a land use is proposed or an existing land use is increased by more than 25 percent within a Biotic Resources Overlay District, a project applicant would be required to submit a report, prepared by a qualified biologist, that identifies all biotic resources located within and adjacent to the site which could be impacted by the proposed development. The report must also include appropriate avoidance, minimization, and/or mitigation measures to reduce or eliminate impacts to the sensitive resource(s). This report must be submitted along with the application for the proposed development, and the conditions of approval of the proposed development will incorporate the identified avoidance, minimization, and/or mitigation measures to protect and preserve the habitats of the identified plants and/or animals (City 2004).

Yucaipa Municipal Code, Division 9: Plant Protection and Management

Yucaipa Municipal Code, Division 9: Plant Protection and Management (City 2004) provides both general and specific regulations and guidelines for the management of plant resources while promoting the continued health of the City's abundant and diverse plant resources. The purpose of this division of the Yucaipa Municipal Code is to:

- Promote and sustain the health, vigor, and productivity of plant life and aesthetic values within the City through appropriate management techniques
- Conserve the plant life heritage for the benefit of all, including future generations
- Protect trees and plants from indiscriminate removal and to regulate such activity
- Provide a uniform standard for appropriate removal of trees and plants in public and private places and streets to promote conservation of these valuable natural resources
- Protect and maintain water productivity and quality in local watersheds
- Preserve habitats for rare, endangered, or threatened plants and to protect animals with limited or specialized habitats

In addition to the general provisions listed, above, specific measures for tree protection from insects and diseases, mountain forest and valley tree conservation, riparian plant conservation, and oak tree conservation are also provided.

Existing Natural Open Space in Yucaipa

The City has numerous open spaces and parklands, including Wildwood Canyon State Park, Yucaipa Regional Park, and 14 other city parks, that protect and preserve the beauty and natural open space found within and adjacent to the City. The roughly 900-acre Wildwood Canyon Sate Park is located in the mountains in eastern Yucaipa and provides wide open wildlands and trails for hiking, birding, mountain biking, and horseback riding while also preserving habitat for ancient oak trees and wildlife. The 200-acre Yucaipa Regional Park offers a wide range of

outdoor recreation activities, including three lakes for swimming, boating, and fishing, as well as campgrounds and playgrounds. The 14 other city parks provide opportunities for residents and visitors alike to connect with nature, even in an urban environment.

3.2 HIGHLIGHTED RECENT PROJECTS

The Yucaipa Freeway Corridor Specific Plan Biological Resources Technical Report (ERA 2007) was reviewed and is summarized below. Applicable biological resources information from the Specific Plan Biological Resource Report was incorporated into the existing conditions section of this BTR.

Several recent projects that have included various biological resources studies have been completed within the City General Plan Update Area. The technical documents prepared for these projects were reviewed for pertinent information that could be incorporated into this report. These highlighted recent projects are summarized in this section.

3.2.1 Freeway Corridor Specific Plan

The Yucaipa Freeway Corridor Specific Plan Biological Resources Technical Report (ERA 2007) describes the existing biological resources within the approximately 1,234-acre Yucaipa Freeway Corridor Specific Plan Area (Figure 4a). The Specific Plan Area straddles Interstate 10 (I-10) and is situated along and just north of the San Bernardino-Riverside County line in the City of Yucaipa, San Bernardino County, California.

The Yucaipa Freeway Corridor Specific Plan establishes a framework for development of the area, including proposed land uses, development regulations, and design standards; a pedestrian, vehicular, and bicycle circulation plan; a plan for protecting and managing important natural resources; infrastructure facilities, including financing and phasing, required to support development within the Specific Plan Area; and implementation and administrative processes needed to approve specific development projects within the Specific Plan Area.

Within the Yucaipa Freeway Corridor Specific Plan Area, approximately 857 acres of open space is proposed to be set aside for protection of natural features, hillsides, ridgelines, and views, and to provide buffering of incompatible land uses. These areas include fuel modification zones around all proposed development (Section 85.020220 of the Yucaipa Development Code [YDC]) that will be designated as common open space. In addition, the Yucaipa Freeway Corridor Specific Plan Biological Resources Technical Report (ERA 2007) indicates that these fuel modification areas will also incorporate soil erosion and sediment control measures to alleviate permanent scarring and accelerated erosion that may result from future development (Figure 4b).

3.2.2 Oak Hills Marketplace

Two reports prepared for the Oak Hills Marketplace were reviewed, including the Biological Resources Assessment for the Oak Hills Marketplace Project (MBA 2006a) and the Delineation

of Jurisdictional Waters and Wetlands for the Oak Hills Marketplace (MBA 2006b). These are summarized, below, and applicable biological resources information from these reports was incorporated into this BTR for the City General Plan Update.

The proposed Oak Hills Marketplace Project includes the development of a retail center, the realignment of Wildwood Creek, and the creation of a detention basin/multi-use area on an approximately 122-acre property in the City of Yucaipa, San Bernardino County, California. The proposed project site (Figure 5a) is located on the southwest end of the Yucaipa Valley, west of Live Oak Canyon, and south of the Crafton Hills and is heavily disturbed as a result of ongoing agricultural land use, private residences, livestock grazing, and equestrian use (MBA 2006a).

The Biological Resources Assessment for the Oak Hills Marketplace Project was prepared to document the existing conditions onsite and to assess the potential impacts to biological resources that may result from implementation of the proposed project (MBA 2006a). The Delineation of Jurisdictional Waters and Wetlands for the Oak Hills Marketplace was prepared to supplement the information presented in the Biological Resources Assessment by providing detailed information pertaining to the jurisdictional wetlands and waters (Figure 5b) that occur within the proposed project area (MBA 2006b).

3.2.3 Wilson Creek Business Park Specific Plan

Three reports prepared for the Wilson Creek Business Specific Plan were reviewed, including the Wilson Creek Draft Biological Resources Technical Report (Cadre 2014), the Wilson Creek Business Park Sensitive Species Survey Report (Cadre 2012), and the Wilson Creek Business Park Specific Plan Jurisdictional Delineation Report (Vandermost 2011). The Wilson Creek Business Specific Plan is summarized below. Applicable biological resources information from these reports was incorporated into this BTR for the City General Plan Update.

The Wilson Creek Business Park Specific Plan Biological Resources Technical Report (Cadre 2014) describes the existing biological resources within the approximately 94-acre Wilson Creek Business Park Specific Plan Area (Figure 6a). The Specific Plan Area is located where Wilson Creek and Oak Glen Creek converge in the northern portion of the City of Yucaipa, San Bernardino County, California (Cadre 2014).

The Wilson Creek Business Park Specific Plan provides project background and establishes a framework for development of the area, including a description of project-wide design features, land uses, the innovation district, open space, landscaping, adjoining land use boundaries, and perimeter streetscape (Cadre 2014).

Open Space has been included as part of the Wilson Creek Business Park Specific Plan and represents an important link in the City's flood control system (Figure 6b). To collect and convey storm water flows through the City, facilities have been established both upstream and downstream of the Specific Plan Area. The portion of the drainage system associated with the Specific Plan Area will be incorporated into and expand the existing system. This will assure

Figure 4a - Freeway Corridor Specific Plan - Vegetation Communities

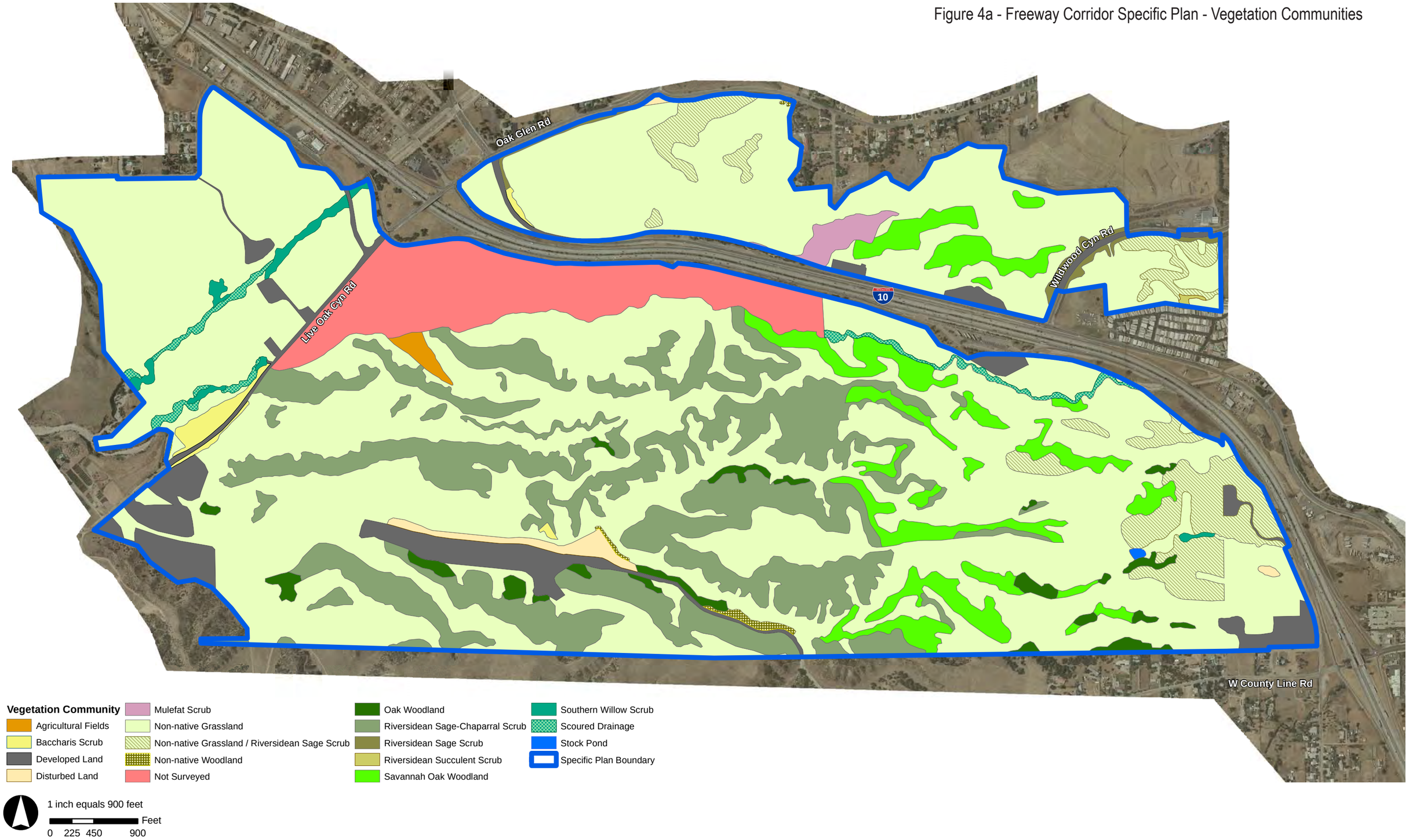


Figure 4b - Freeway Corridor Specific Plan - Jurisdictional Features

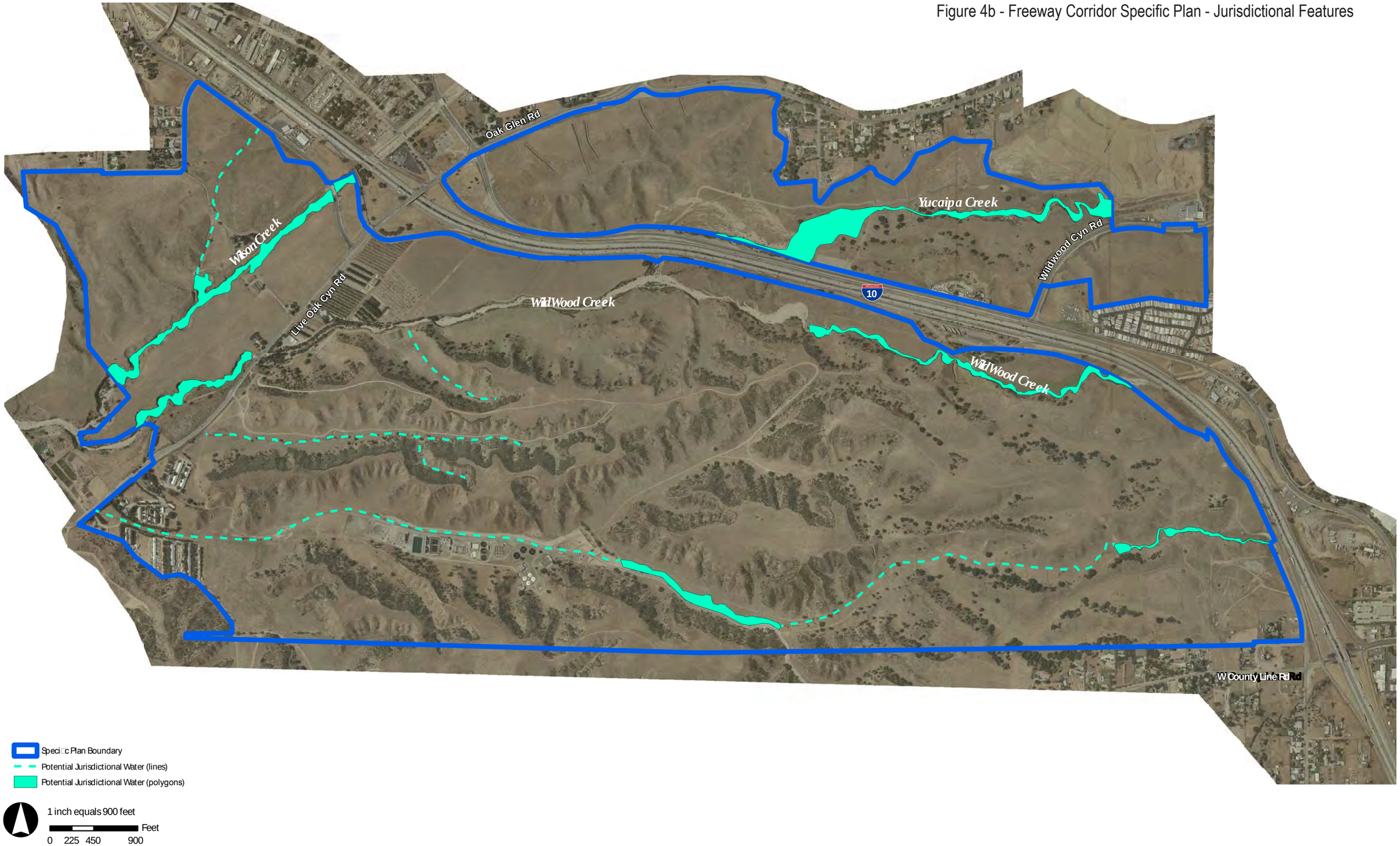
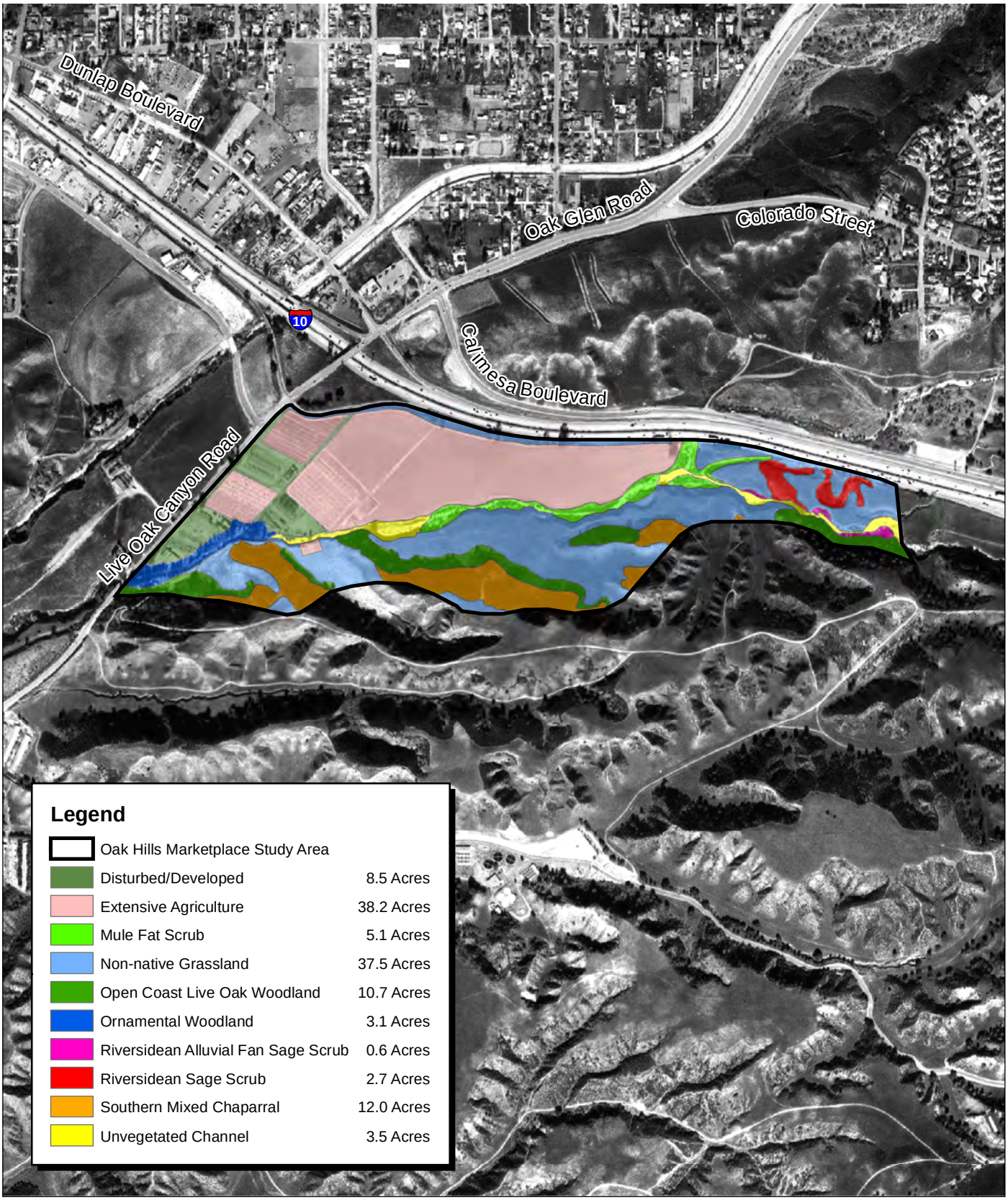


Figure 5a - Oak Hills Marketplace - Vegetation Communities



Source: Google Earth Pro! 2005 and MBA Field Survey.

NORTH

1,000 500 0 1,000 Feet

Figure 5b - Oak Hills Marketplace - Jurisdictional Communities

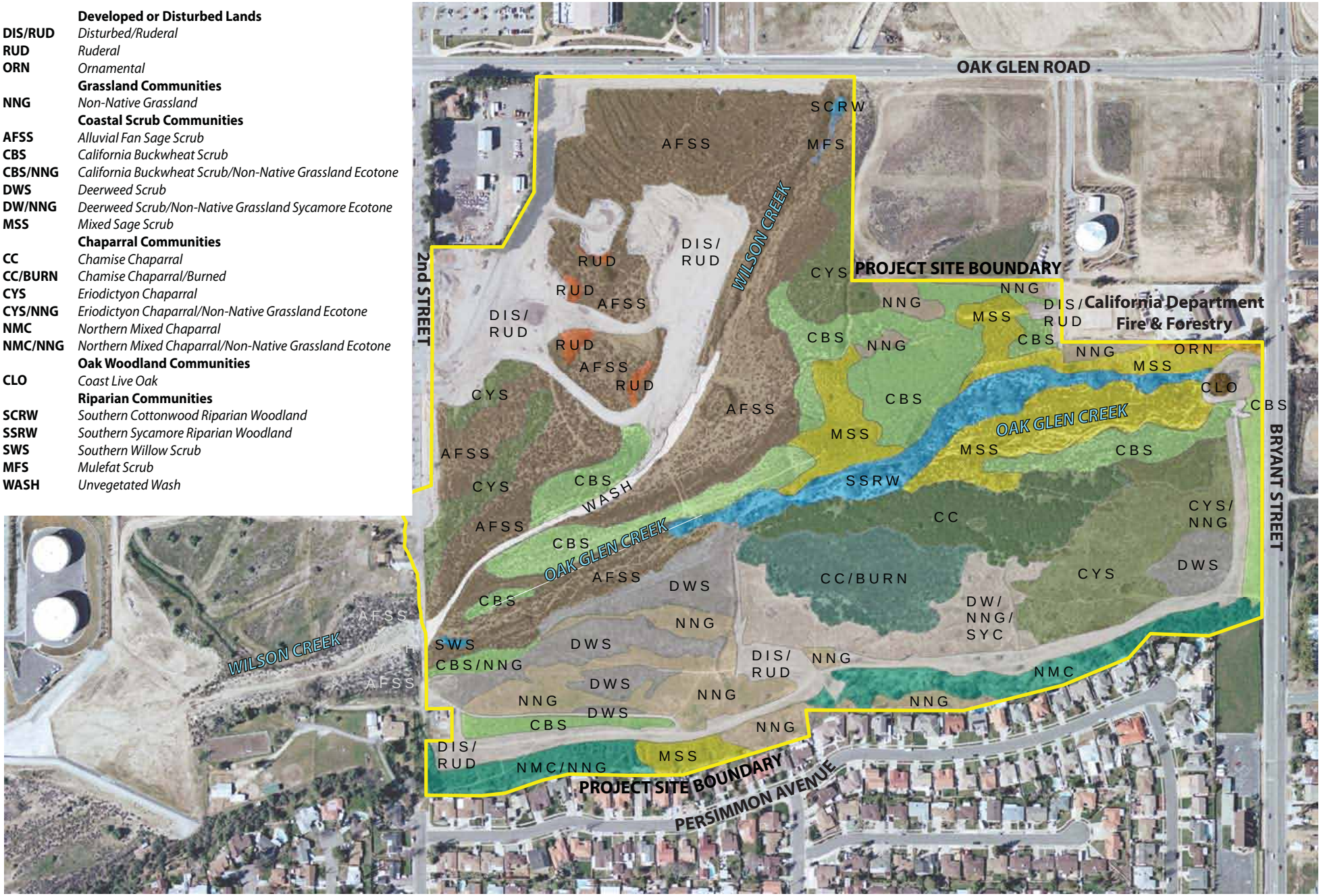
Source: Google Earth Pro! 2005, and MBA Field Survey.

NORTH

900 450 0 900 Feet

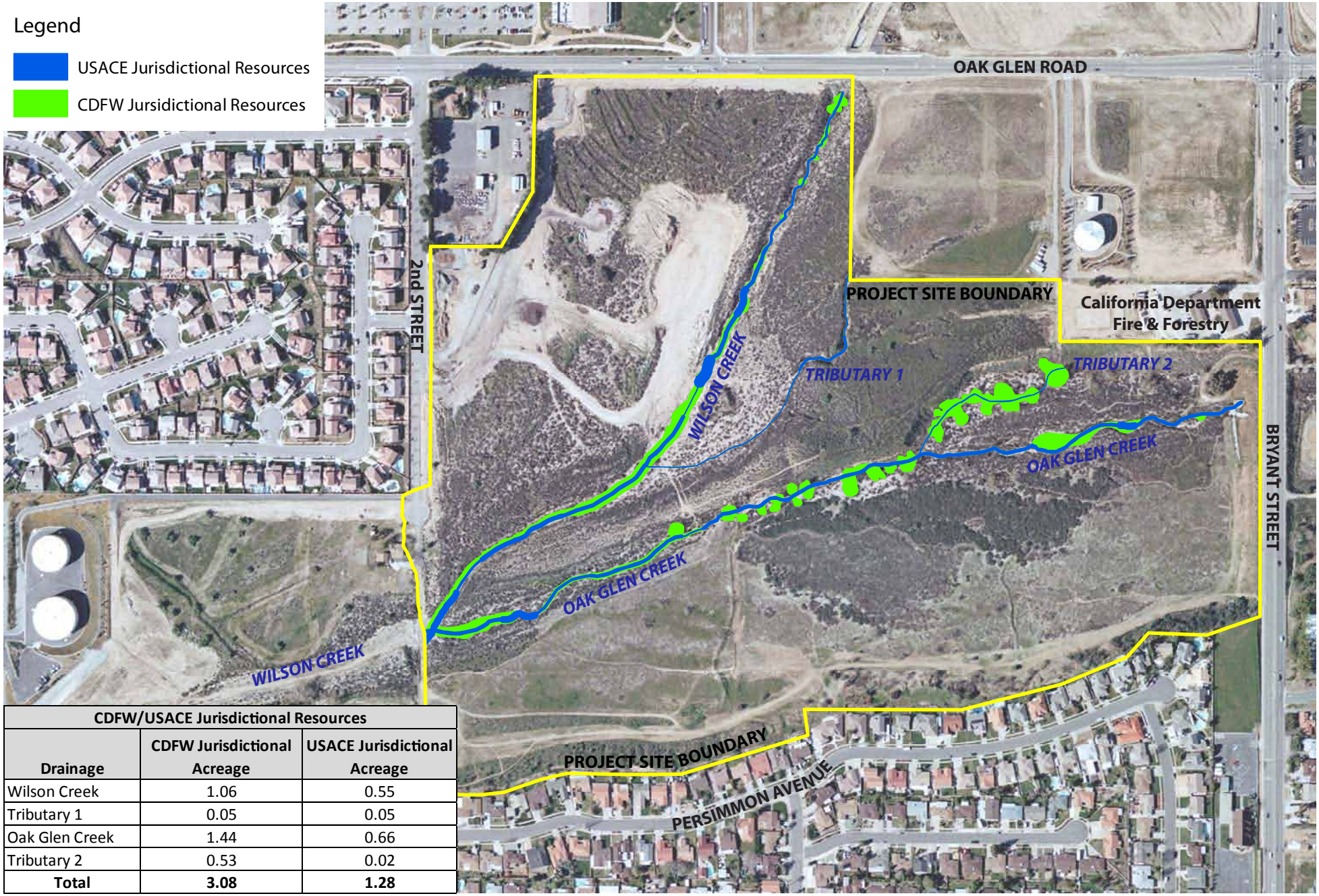
Figure 6a - Wilson Creek Business Park Specific Plan - Vegetation Communities

	Developed or Disturbed Lands
DIS/RUD	*Disturbed/Ruderal*
RUD	*Ruderal*
ORN	*Ornamental*
	Grassland Communities
NNG	*Non-Native Grassland*
	Coastal Scrub Communities
AFSS	*Alluvial Fan Sage Scrub*
CBS	*California Buckwheat Scrub*
CBS/NNG	*California Buckwheat Scrub/Non-Native Grassland Ecotone*
DWS	*Deerweed Scrub*
DW/NNG	*Deerweed Scrub/Non-Native Grassland Sycamore Ecotone*
MSS	*Mixed Sage Scrub*
	Chaparral Communities
CC	*Chamise Chaparral*
CC/BURN	*Chamise Chaparral/Burned*
CYS	*Eriodictyon Chaparral*
CYS/NNG	*Eriodictyon Chaparral/Non-Native Grassland Ecotone*
NMC	*Northern Mixed Chaparral*
NMC/NNG	*Northern Mixed Chaparral/Non-Native Grassland Ecotone*
	Oak Woodland Communities
CLO	*Coast Live Oak*
	Riparian Communities
SCRW	*Southern Cottonwood Riparian Woodland*
SSRW	*Southern Sycamore Riparian Woodland*
SWS	*Southern Willow Scrub*
MFS	*Mulefat Scrub*
WASH	*Unvegetated Wash*



Source: Cadre Environmental 2011

Figure 6b - Wilson Creek Business Park Specific Plan - Jurisdictional Features



CDFW/USACE Jurisdictional Resources		
Drainage	CDFW Jurisdictional Acreage	USACE Jurisdictional Acreage
Wilson Creek	1.06	0.55
Tributary 1	0.05	0.05
Oak Glen Creek	1.44	0.66
Tributary 2	0.53	0.02
Total	**3.08**	**1.28**

Source: VCS Environmental 2011

adequate channel capacity for stormwater flows and increase the system's retention capability by utilizing a meandering stream and a detention basin to collect water for percolation into the groundwater basin (Cadre 2014).

Open Space has also been designated in the southern portion of the Wilson Creek Business Park Specific Plan Area. This area includes Oak Glen Creek, and restoration and revegation efforts along the creek are planned as part of the Specific Plan. In addition, recreational features that are compatible with the Specific Plan would be developed, including multi-use trails, benches, tables for passive recreational uses, and educational facilities/learning centers for habitat related programs and the promotion of environmental awareness (Cadre 2014).

3.2.4 Wilson and Oak Glen Creek Ecosystem Restoration Studies

Two reports – the Wilson and Oak Glen Creeks Ecosystem Restoration Feasibility Study (USACE 2010) and the Wilson Creek Eco-System Restoration Project Technical Hydrology Study (RBF 2010) – were reviewed and are summarized, below. Applicable biological resources information from these reports was incorporated into this BTR for the City General Plan Update. The Wilson and Oak Glen Creeks Ecosystem Restoration Feasibility Study is a cooperative effort between the City of Yucaipa, San Bernardino County Flood Control District, and the USACE Los Angeles District to determine the feasibility of restoring the ecosystem of the creeks (RBF 2010). The Feasibility Study was prepared by the USACE to provide the impact analysis section for the Environmental Assessment (EA) that is required for the proposed Wilson and Oak Glen Creeks Ecosystem Restoration project to comply with NEPA (USACE 2010).

The proposed project includes ecosystem restoration in both the Wilson and Oak Glenn Creek watersheds (Figure 7), which are located in the City of Yucaipa, San Bernardino County, California (USACE 2010, RBF 2010). Both of these creeks have been altered significantly by urbanization, residential developments, business developments, agriculture, and recreational facilities (USACE 2010). Therefore, the overall goals of the proposed Wilson and Oak Glen Creeks Ecosystem Restoration project are not only to revitalize the riparian vegetation community within the stream corridors (RBF 2010) but also to improve water quality and recreational uses within the Wilson and Oak Glen Creeks watershed (USACE 2010).

The Wilson and Oak Glen Creeks Ecosystem Restoration Feasibility Study describes the existing conditions and discusses the environmental resources that may be affected through implementation of the proposed project. The report also evaluates the potential environmental effects that could result if the proposed project is not implemented. It also describes the local, state, and Federal regulations that pertain to the environmental resources described in the report. The Wilson Creek Eco-System Restoration Project Technical Hydrology Study provides the technical hydrologic analysis needed to determine the feasibility of the overall proposed project.

3.3 EXISTING BIOLOGICAL CONDITIONS

The City is located in a biologically rich environment because it lies in a transition zone between the valley and the slopes of the San Bernardino Mountains. This section describes the

environmental setting, climate, vegetation communities and land cover types, and general flora and fauna within and adjacent to the City General Plan Update Area.

3.3.1 Environmental Setting

The City is located in southeastern San Bernardino County in southern California (Figure 1). It is located in a valley that is bounded by the Crafton Hills and the City of Redlands to the northwest, the City of Moreno Valley to the southwest, rolling hills and the City of Calimesa to the south, and by the San Bernardino National Forest to the north and east. With its location at the base of the San Bernardino Mountains, it offers many natural land resources, including open space and parklands, biological resources, hillsides, and scenic highways.

3.3.2 Topography and Soils

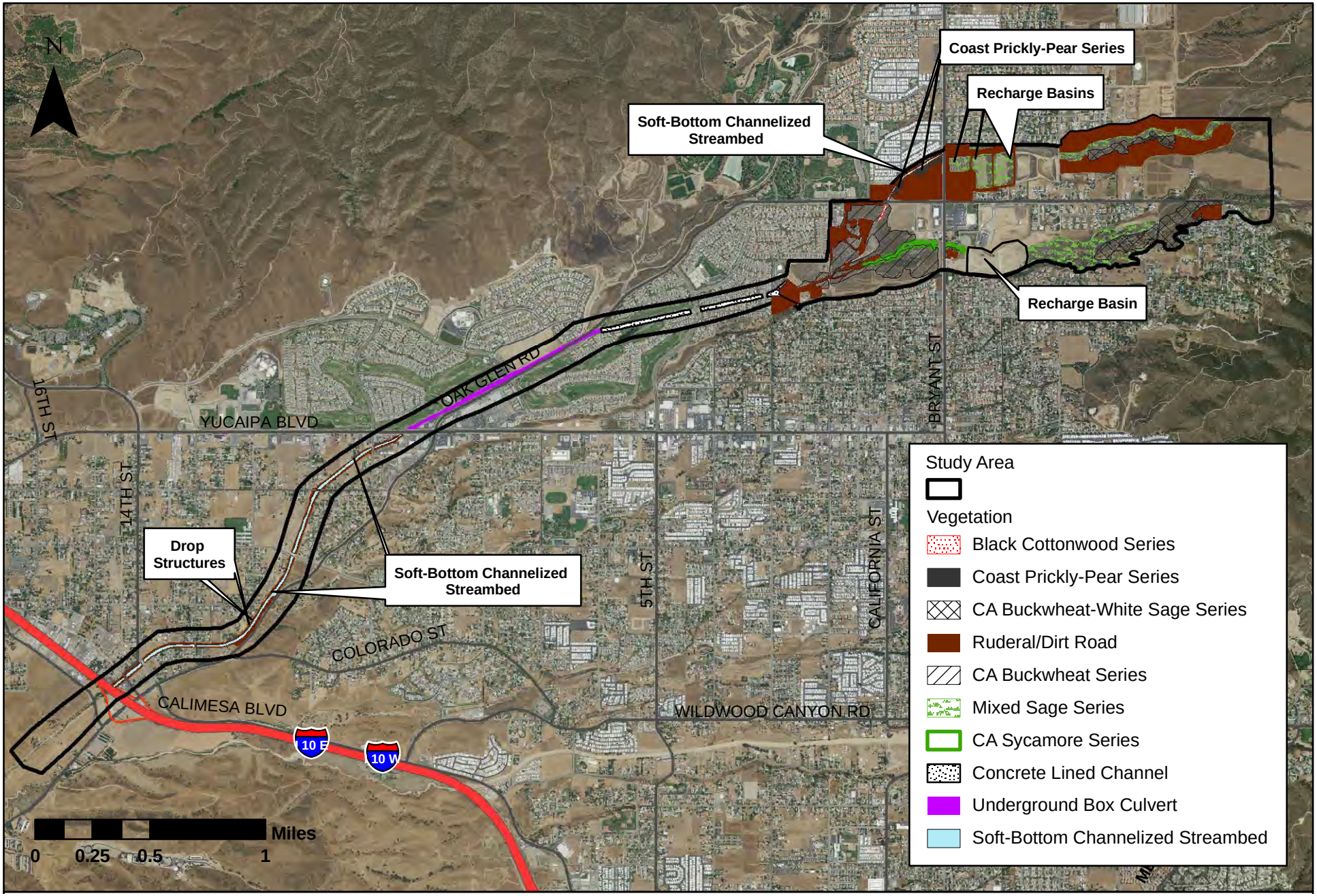
The topography within the approximately 28-square-mile City is generally characterized by somewhat flat, low-lying plains to gently rolling hills within the central portion of the City, which sits at about 2,200 feet above sea level. This topography, however, gradually changes into foothills and steep hillsides that rise into the San Bernardino Mountains to the north and east.

Twenty-five soil types are mapped within the City General Plan Update Area (USDA 1973). These are summarized in Table 1, below.

Table 1. Soil Types within the City General Plan Update Area

Code	Name	Slope
AbD	Soboba-Hanford families association	2-15
ChDE	Ramona-family-Typic Xerorthents	2-30
Cp	Cieneba-Friant Sandy Loams	n/a
Cr	Cieneba-Rock Outcrop Complex	9-15
Cs2	Crafton-Rock Outcrop Complex	Eroded
DnF	Trigo family-Lithic Xerorthents	30-50
DnG	Trigo family-Lithic Xerorthents	50-75
GtC	Greenfield Sandy Loam	2-9
GtD	Greenfield Fine Sandy Loam	9-15
GuD	Greenfield Sandy Loam	2-9
HaC	Hanford Coarse Sandy Loam	2-9
HaD	Hanford Coarse Loam	9-15
OaC	Oak Glen Sandy Loam	2-9
OgD	Oak Glen Gravelly Sandy Loam	9-15
Ps	Psamments and Fluvents, frequently flooded	n/a
RmC	Ramona Sandy Loam	2-9
RmD	Ramona Sandy Loam	9-15
RmE2	Cieneba-Rock Outcrop Complex	n/a
SaD	San Emigdio Sandy Loam	9-15
ScC	San Emigdio Fine Sandy Loam	0-9
SgF2	San Timoteo Loam	30-50
ShF	Saugua Sandy Loam	30-50
ToF	Tollhouse Sandy Loam	30-50
TuB	Tujunga Loamy Sand	0-5
TvC	Tujunga Gravelly Loamy Sand	0-9

Figure 7 - Wilson and Oak Glen Creek Ecosystem Restoration Studies



3.3.3 Climate

The City is located in the foothills of the San Bernardino Mountains, which results in varied weather conditions throughout the year. Summer (June to August) temperatures in the City average highs between 89 and 97 degrees Fahrenheit and lows between 54 and 61 degrees Fahrenheit, while winter (December to February) temperatures average highs between 63 and 65 degrees Fahrenheit and lows between 40 and 41 degrees Fahrenheit. The spring (March to May) is characterized by rapidly increasing temperatures, while the fall (September to November) has rapidly decreasing temperatures (NOAA 2014).

3.3.4 Land Cover Types

Land cover types that occur within the City General Plan Area (Figure 8) were identified through an analysis of the most current USFS vegetation mapping (USDA 2014c). Based on this information, the 11 land cover types that occur within the City General Plan Area include:

- Water
- Forest Land
- Coastal Sage Scrub
- Montane Scrub
- Ceanothus Mixed Chaparral
- Scrub Oak Mixed Chaparral
- Chamise Chaparral
- Valley Grassland
- Barren Land
- Agriculture
- Urban

Each of these land cover types is described in detail below. Because the USFS vegetation map does not include descriptions of the land cover classifications, the descriptions below are based on information obtained from various resources that provide general vegetation community descriptions, including the CDFW Wildlife Habitat Relationships classifications, the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986), and the USFS website (USDA 2014d), among others.

In addition, some of these vegetation communities occur in transitional or ecotonal zones within the City General Plan Area, where one or more of the definitions provided below may apply. However, because no land cover type mapping was performed for the City Genera Plan Update, only a general discussion of vegetation communities can be provided in this report.

<u>Water</u>

Water includes reservoirs, lakes, ponds, and relatively large sloughs, channels, and rivers or streambeds that contain water throughout most of the year.

Water mapped includes the three lakes at Yucaipa Regional Park as well as several other freshwater ponds within the City General Plan Update Area (USDA 2014c).

Forest Land

Forest land is defined as land that is at least 10 percent stocked with trees (of any size), or that formerly had such tree cover and is not currently developed for a nonforest use. The minimum area required to be classified as forest land is 1 acre. The individual components that make up forest land are timberland and all noncommercial forest land (USDA 2104d).

The majority of the forest land is mapped within the eastern half of the City General Plan Update Area with a small portion of the forest land located in the southwestern portion of the City General Plan Update Area (USDA 2014c).

Coastal Sage Scrub

Coastal sage scrub is comprised of low, soft-woody subshrubs that grow to approximately 3 feet high, many of which are facultatively drought-deciduous. This association is typically found on dry sites, such as steep, south-facing slopes or clay-rich soils that are slow to release stored water. Dominant shrub species in this vegetation type may vary, depending on local site factors and levels of disturbance, but dominant species typically include California sagebrush (*Artemisia californica*), buckwheat (*Eriogonum* spp.), laurel sumac (*Malosma laurina*), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), deerweed (*Lotus scoparius*), and broom baccharis (*Baccharis sarothroides*).

Patches of coastal sage scrub are mapped throughout the City General Plan Update Area, with the highest concentrations of coastal sage scrub mapped in the northern and eastern portions of the City General Plan Update Area (USDA 2014c).

Montane Scrub

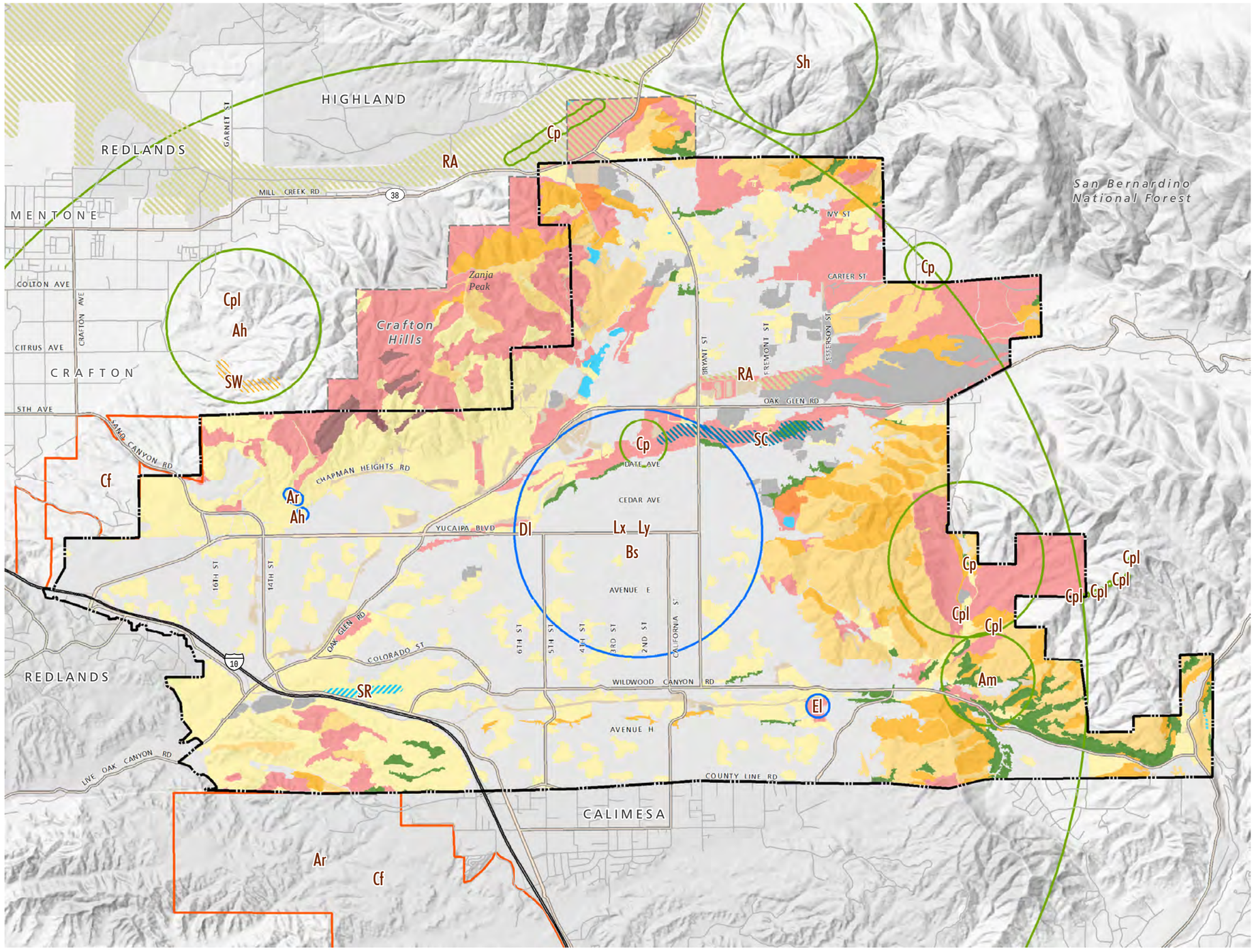
Montane scrub includes a variety of classifications, including – but not limited to – montane riparian scrub, montane wetland scrub, and montane chaparral scrub. The communities are characterized by low growing, shrubby species such as scrub oak (*Quercus dumosa*), dogwood (*Cornus* spp.), alder (*Alnus* spp.), and other riparian and upland shrubs.

Montane scrub is limited to a few small patches that were mapped along the northwestern boundary of the City General Plan Update Area (USDA 2014c).

Chaparral

Chaparral is distributed throughout California on dry slopes and ridges at low and medium elevations where it occupies thin, rocky, or heavy soils. It is typically composed of broad-leaved, sclerophyllous shrubs, although species composition varies considerably with location. The plants of this community have developed the ability to survive wildfires by producing seeds

Figure 8 - Land Cover Types and Sensitive Species Occurances



California Natural Diversity Database

- Am, Yucaipa onion (Allium marvinii)
- Cp, Parry's spineflower (Chorizanthe parryi var. parryi)
- Cpl, Plummer's mariposa-lily (Calochortus plummerae)
- Dl, slender-horned spineflower (Dodecahema leptoceras)
- Sh, Parish's checkerbloom (Sidalcea hickmanii ssp. parishi)
- Ar, Southern California rufous-crowned sparrow (Aimophila ruficeps canescens)
- Ah, orangethroat whiptail (Aspidoscelis hyperythra)
- Bs, Swainson's hawk (Buteo swainsoni)
- El, white-tailed kite (Elanus leucurus)
- Ly, lesser long-nosed bat (Leptonycteris yerbabuenae)
- Lx, western yellow bat (Lasiurus xanthinus)
- Cf, northwestern San Diego pocket mouse (Chaetodipus fallax fallax)
- RA, Riversidian Alluvial Fan Sage Scrub
- SW, Southern Willow Scrub
- SC, Southern Cottonwood Willow Riparian Forest
- SR, Southern Riparian Forest

US Forest Service Vegetation

- Water
- Forest Land
- Coastal sage shrub
- Montane shrubland
- Ceanothus mixed chaparral
- Scrub oak mixed chaparral
- Chamise chaparral
- Valley grassland
- Barren Land
- Agriculture
- Urban

Note: Agriculture land cover type includes both existing and historic agricultural use.

0 1,000 2,000 3,000 4,000 Feet

Source: Alden Environmental, Inc. 2014; CNDDB 2014

2/3/2015

that require a fire-related cue to stimulate germination and/or by stump sprouting after being burned. Species of the following genera are characteristic in chaparral associations: *Adenostoma fasciculata and A. sparsifolia*, *Arctostaphylos spp.*, *Ceanothus spp.*, *Cercocarpus betuloides*, *Heteromeles arbutifolia*, shrubby *Quercus such as Q. dumosa and berberidifolia*, and *Rhamnus* spp. Three chaparral communities are mapped within the City General Plan Area, including ceanothus mixed chaparral, scrub oak mixed chaparral, and chamise chaparral.

Ceanothus Mixed Chaparral

Ceanothus mixed chaparral tends to occur on steep, mesic slopes. This vegetation community type is characterized by relatively high species diversity and is dominated by ceanothus (Ceanothus spp.) but typically includes other species, such as chamise (*Adenostoma fasciculatum*), manzanita (*Arctostaphylos* ssp.), scrub oak, holly-leaf cherry (*Prunus ilicifolia*), toyon (*Heteromeles arbutifolia*), and winter currant (*Ribes indecorum*). The understory component is generally more developed in this association than in chamise chaparral, and may include species such as mariposa-lily (*Calochortus* spp.), soap plant (*Chlorogalum* spp.), and bedstraw (*Galium* spp.), among others.

Ceanothus mixed chaparral is limited to a few small patches that were mapped near the northern-most boundary of the City General Plan Update Area (USDA 2014c).

Scrub Oak Mixed Chaparral

Scrub oak mixed chaparral is a dense, evergreen chaparral association that approaches 20 feet in height and is dominated by scrub oak. This habitat occurs on more mesic sites than other chaparral associations and often at slightly higher elevations. These more favorable sites often allow scrub oak mixed chaparral to recover from fire more quickly than other chaparral types. Additional shrub species found in scrub oak mixed chaparral typically include manzanita, toyon, mountain-mahogany (*Cercocarpus betuloides*), and redberry (*Rhamnus* spp.). Understory species include poison-oak (*Toxicodendron diversilobum*) and bedstraw, among others.

Scrub oak chaparral is mapped mainly in the eastern portion of the City General Plan Update Area with a few small, isolated patches mapped in the southern and southwestern portions of the City General Plan Update Area (USDA 2014c).

Chamise Chaparral

Chamise chaparral is characterized by nearly monotypic stands of chamise (*Adenostoma fasciculatum*) usually between 3 and 9 feet in height. Additional shrub species, such as manzanita (*Xylococcus* spp.) and our Lord's candle (*Yucca whipplei*), may be present. The herbaceous component of this association is largely lacking. Chamise chaparral occurs on xeric slopes and ridges, and is found on shallower, drier soils or at somewhat lower elevations than southern mixed chaparral.

Chamise chaparral is mapped mainly in the eastern portion of the City General Plan Update Area with a few small, isolated patches mapped in the southwestern portion of the City General Plan Update Area (USDA 2014c).

Valley Grassland

Vegetation classified as valley grassland includes both areas dominated by native bunchgrasses and previously disturbed areas dominated by nonnative grasses and other annual species.

Native grassland is characterized by a relatively low (greater than 10 percent) to dense herbaceous cover of the perennial, tussock-forming needlegrass species. Native and introduced annuals occur between the needlegrass, often actually exceeding the bunchgrass in cover. This association generally occurs on fine-textured clay soils that are moist or wet in winter, but very dry in summer. Shrubs are infrequent, probably as a result of the unstable clay soils. The degree of habitat quality in native grasslands varies greatly, depending on the history of grazing, cultivation, or other disturbance factors.

Nonnative grassland generally occurs on fine-textured loam or clay soils that are moist or even waterlogged during the winter rainy season and very dry during the summer and fall. It is characterized by a dense to sparse cover of annual grasses, often with native and nonnative annual forbs. This habitat is a disturbance-related community most often found in old agricultural fields or openings in native scrub habitats. This association has replaced native grassland and coastal sage scrub at many localities throughout southern California.

Valley grassland is mapped throughout the City General Plan Update Area. It occurs in the native, open space areas and is the primary natural community that occurs within the urbanized areas (USDA 2014c).

Barren Land

Barren land lacks vegetation, typically because of recent and/or continuous clearing of vegetation. These areas differ from “urban”, discussed below, because they do not support buildings, paved roads, parking lots, or ornamental plantings and typically the soil is exposed.

Patches of barren land are mapped throughout the City General Plan Update Area, primarily in the northern and western portions of the City General Plan Update Area (USDA 2014c).

Agriculture

Agriculture, defined broadly, is land that is used primarily for production of food and/or fiber. Agriculture includes actively or previously cultivated lands, lands that support nursery operations, and active pasturelands. While agricultural lands provide habitat and foraging grounds for some wildlife species, the level of soil disturbance and, sometimes, the presence of residual herbicides and pesticides, generally precludes native plant species and habitats from

recolonizing these agricultural areas without applying specific habitat creation and/or restoration methods.

Agriculture is mapped primarily in the northeastern portion of the City General Plan Area, with a few isolated patches in the northern and southwestern portions of the City General Plan Update Area (USDA 2014c).

Urban

Urban lands typically support little to no native vegetation and are characterized by the presence of man-made structures such as buildings, paved roads, parking lots, parks, and residential areas that are either unvegetated or are dominated by exotic, ornamental plant species.

Urban lands are mapped throughout the City General Plan Update Area. This is the dominant land cover type within the City General Plan Update Area (USDA 2014c).

3.3.5 Flora

The City is situated in a transition zone between the valley and the slopes of the San Bernardino Mountains. Because of its location, the City supports a diversity of land cover types, as discussed above, that in turn support a diversity of both common and special-status plant species. In addition, because of the mixed land use types that range from pristine open space to agricultural lands to built environments, a variety of both native and non-native species occur within the City General Plan Update Area.

Despite the urbanization of many portions of the City, there are still areas within the City General Plan Update Area that provide open space and relatively untouched habitats that support native plant species. In the spring, these undeveloped areas exhibit an abundance of blooming native wildflowers, including California poppy (*Eschscholzia californica*), California lilacs (*Ceanothus* spp.), white sage (*Salvia apiana*), black sage (*Salvia mellifera*), sage brush (*Artemesia* spp.), buckwheat (*Eriogonum* spp.), and several species of monkey flower, lupine, and phacelia, just to name a few. In addition, these areas support large stands of woodlands, including native oak woodlands that support several oak species, and some of the oak trees are hundreds of years old.

The City General Plan Area also supports many agricultural lands and developed areas. While these lands typically support planted crops and orchards as well as ornamental species, respectively, they also support both native and nonnative plant species. Native plant species that can tolerate disturbance, and even thrive in disturbed areas, can be found growing alongside of the planted crops or as the understory within the orchards. Unfortunately, however, many nonnative, weedy species that were once planted as agricultural crops – such as wild oats (*Avena* spp.) and rye grass (*Festuca* spp.) – or as ornamental, landscaping plants – such as pepper trees (*Schinus* spp.) – have also proliferated in the surrounding areas and replaced native species by out competing them, especially in disturbed areas.

Some of these nonnative plant species are also considered invasive species because they thrive in disturbed soils and often replace the native habitats that historically occurred in the area because they produce larger quantities of seeds than the native plant species, have aggressive root systems that spread long distances and can steal resources (e.g., water, minerals) from native plant species, have dense root systems that smother the root systems of surrounding vegetation, and/or produce chemicals that inhibit the growth of other plant species around them (USDA 2014b). Some invasive species known to occur within the City General Plan Update Area include giant reed (*Arundo donax*) and salt cedar (*Tamarix* spp.). Invasive species pose serious environmental threats because they can invade healthy, native ecosystems and degrade the quality of the habitat so that it no longer provides the functions and values of the native ecosystems that occurred there historically.

3.3.6 Fauna

A variety of resident and migratory wildlife species occur within and adjacent to the City General Plan Update Area. Many of the resident species have adapted to survival within the interface of the urban/developed lands and adjacent open space, parks, and preserves. The City General Plan Area provides habitat for both common and special-status species, including invertebrates, amphibians, reptiles, birds, and both small and large mammals.

Birds and mammals are the most numerous wildlife species that occur within the City General Plan Update Area. Many common bird species are found in the area, including California towhee (*Melozone crissalis*), spotted towhee (*Pipilo maculatus*), western meadowlark (*Sturnella neglecta*), California quail (*Callipepla californica*), Bewick's wren (*Thryomanes bewickii*), Bullock's oriole (*Icterus bullockii*), and rufous-crowned sparrow (*Aimophila ruficeps*). In addition, the City General Plan Update Area also supports a variety of raptor species, including red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), Cooper's hawk (*Accipiter cooperii*), and sharp-shinned hawk (*Accipiter striatus*), to name a few.

In addition, many common small and large mammals are known from the City General Plan Update Area. Some of these species include several species of wood rat and pocket mouse, coyote (*Canis latrans*), grey fox (*Urocyon cinereoargenteus*), raccoon (Procyon lotor), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), and bobcat (*Lynx rufus*). Both the black bear (*Ursus americanus*) and mountain lion (*Puma concolor*) have also been reported from the City General Plan Update Area, but – because of their large home ranges – are not reported as frequently as other mammal species.

3.4 SENSITIVE BIOLOGICAL RESOURCES

Sensitive biological resources include sensitive vegetation communities, special status plant species, special status wildlife species, wildlife movement corridors and native wildlife nursery sites (i.e., locations that native wildlife use to birth and rear their young), and wetland resources. In general, the principal reason that a species, subspecies, or variety is considered sensitive is the documented or perceived decline or limitation of its population size or geographical extent and/or distribution resulting in most cases from habitat loss. Wildlife movement corridors or

linkages also are considered sensitive by local, state, and federal resource and conservation agencies because these corridors allow wildlife to move between adjoining open space areas that are becoming increasingly isolated as open space becomes increasingly fragmented from urbanization, rugged terrain, or changes in vegetation (Beier and Loe 1992). In addition, wetland resources are considered sensitive because of their limited distribution and high wildlife value.

Many sensitive biological resources are known to occur or have the potential to occur within or adjacent to the City General Plan Update Area based on historical data for the region identified through a query of the CNDDB (Figure 8), the presence of suitable habitat within the City General Plan Update Area, and/or presence of other requisite environmental components within the City General Plan Update Area. The following section describes the sensitive biological resources within and adjacent to the City General Plan Update Area and provides definitions for each of these sensitive biological resources.

3.4.1 Sensitive Vegetation Communities

Sensitive vegetation communities are vegetation assemblages, associations, or subassociations that have cumulative losses throughout the region, have relatively limited distribution, support or potentially support sensitive plant or wildlife species, or have particular value to other wildlife. Typically, sensitive vegetation communities are considered sensitive whether or not they have been disturbed. Sensitive vegetation communities are regulated by various local, state, and federal resource agencies.

The CNDDB provides an inventory of vegetation communities that are considered sensitive by state and federal resource agencies, academic institutions, and conservation groups such as the CNPS. Determination of the level of sensitivity is based on the Nature Conservancy Heritage Program Status Ranks that rank both species and plant communities on a global and statewide basis according to the number and size of remaining occurrences as well as recognized threats such as proposed development, habitat degradation, and invasion by non-native species. The CNDDB database, however, is based on those sensitive vegetation communities that have been reported and does not include a complete list and/or mapping of sensitive vegetation communities for a selected region.

The general land cover types described in section 3.3.4, above, were used to provide consistency across the entire City General Plan Update Area. Based on a CNDDB search, eight sensitive vegetation communities were identified within the City General Plan Update Area, including Riversidian Alluvial Fan Sage Scrub, Southern Sycamore Alder Riparian Woodland, Southern Cottonwood Riparian Woodland, Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Riparian Forest, Southern Willow Scrub, and Canyon Live Oak Ravine Forest. These sensitive vegetation communities are described, below.

A review of recent biological studies that have been conducted in the area (ECORP 2012a, ECORP 2012c, USACE 2010, Cadre 2012, Cadre 2014, ERA 2007) did not result in the identification of additional sensitive vegetation communities found within the City General Plan Update Area. The vegetation communities discussed in these reports would fall under one of the

CNDDB categories. Additional sensitive vegetation communities, including vegetation communities that provide habitat for special status plant and/or wildlife species, are likely to occur within the City General Plan Update Area.

Jurisdictional wetland and riparian resources occur within the City General Plan Update Area and are discussed in Section 3.3.5, below.

Riversidian Alluvial Fan Sage Scrub (Holland Code 32720)

Riversidian alluvial fan scrub occurs on alluvial outwash fans and floodplains along the base of the San Gabriel, San Bernardino, and San Jacinto mountains. This community is comprised of a mix of riparian species; low growing, drought-deciduous, soft-woody shrubs; and large, evergreen shrubs that are adapted to reestablishing following periodic intense flooding events. Stands of this vegetation community are typically dominated by scale-broom (*Lepidospartum squamatum*), which is considered to be an indicator species for this community. Other species typically found in Riversidian alluvial fan scrub include California buckwheat (*Eriogonum fasciculatum*), white sage (*Salvia apiana*), California sycamore (*Platanus racemosa*) and mule fat (*Baccharis salicifolia*).

Southern Sycamore-Alder Riparian Woodland (Holland Code 62400)

Southern sycamore-alder riparian woodland is a tall, broad-leaved, winter-deciduous woodland that occurs along very rocky streambeds subject to seasonal, high-intensity flooding. This community is dominated by California sycamore, with white alder (*Alnus rhombirolia*) either co-dominant or sub-dominant. California sycamore favors a more intermittent flooding regime, while white alder favors a more perennial stream system. This community forms a closed canopy forest, often with a dense understory of sclerophyllous and deciduous species. Species typically associated with southern sycamore-alder riparian woodland include bigleaf maple (*Acer macrophyllum*), Douglas' sagewort (*Artemisia douglasiana*), California spikenard (*Aralia californica*), scouringrush horsetail (*Equisetum hyemale*), smilograss (*Oryzopsis miliacea*), coast live oak (*Quercus agrifolia*), California laurel (*Umbellularia californica*), and stinging nettle (*Urtica dioica* ssp. *holoserlcea*).

Southern Cottonwood-Willow Riparian Forest (Holland Code 61330)

Southern cottonwood-willow riparian forest is a tall, open, broad-leaved, winter-deciduous riparian forest that occurs on sub-irrigated and frequently overflowed land along rivers and streams. This community is dominated by Fremont cottonwood (*Populus fremontii*), black cottonwood (*Populus trichocarpa*), and several tree willow species (*Salix* spp.), with an understory of shrubby willow and other riparian species. The dominant species require moist, bare mineral soil that is uncovered after floodwaters recede in order to germinate and establish. Other species typically associated with southern cottonwood-willow riparian forest include Douglas' sagewort (*Artemisia douglasiana*), mule fat, Cucamonga manroot (*Marah macrocarpus*), California sycamore, black willow (*Salix gooddingii*), sandbar willow (*S. exigua* var. *hindsiana*), Pacific willow (*S. lasiandra*), arroyo willow (*S. lasiolepis*), and stinging nettle.

Southern Coast Live Oak Riparian Forest (Holland Code 61310)

Southern coast live oak riparian forest occurs on bottomlands and outer floodplains along larger streams and is dominated by coast live oak. This community has a closed, or nearly closed, canopy with an understory that is less dense and is richer in herbs than other riparian communities. Other species typically associated with southern coast live oak riparian forest include bigleaf maple (*Acer macrophyllum*), Douglas' sagewort, milkmaids (*Cardamine californica*), spotted hideseed (*Eucrypta chrysanthemifolia*), toyon (*heteromeles arbutifolia*), heartleaf keckiella (*Keckiella cordifolia*), pink honeysuckle (*Lonicera hispidula*), Cucamonga manroot, blue fiestaflower (*Pholistoma auritum*), skunkbush (*Rhus trilobata*), California wildrose (*Rosa californica*), California blackberry (*Rubus ursinus*), blue elderberry (*Sambucus mexicana*), snowberry (*Symphoricarpos mollis*), poison oak (*Toxicodendron diversilobum*), and California laurel (*Umbellularia californica*).

Southern Riparian Scrub (Holland Code 63300)

Southern riparian scrub is a dense riparian community dominated by small trees or shrubs, lacking taller riparian trees. This community is typically found along major river systems where flood scour occurs, but can also be found in smaller drainages and areas influenced by urban and agricultural runoff. Southern riparian scrub often encroaches into coastal marsh habitats. Species typically associated with southern riparian scrub include arroyo willow and other willow species (*Salix* spp.), and desert broom (*Baccharis sarothroides*).

Southern Willow Scrub (Holland Code 63320)

Southern willow scrub is a dense riparian community dominated by broad-leafed, winter-deciduous trees such as willows (*Salix* spp.), with scattered emergent Fremont cottonwood and California sycamore. This vegetation community is typically found along major drainages but also occurs in smaller drainages. The density of willows typically limits the growth of other species within the understory. The representative species typically grow in loose, sandy, or fine gravelly alluvium deposited near stream channels during flood flows. This community requires repeated flooding to prevent succession to community dominated by sycamores and cottonwoods (Holland 1986). Species typically associated with southern willow scrub include narrowleaf willow (*Salix exigua*), black willow, red willow (*S. laevigata*), and arroyo willow.

Canyon Live Oak Ravine Forest (Similar to Holland Code 81320)

Canyon live oak ravine forest is dominated by canyon live oak (*Quercus chrysolepis*) up to approximately 65 feet tall, with a dense canopy and little understory. Trees within this community often have multiple trunks, possibly from crown-sprouting that can occur after fires. Canyon live oak ravine forest occurs on rocky, often steep, slopes with little soil development. This community can be found in a transitional zone between low elevation, broadleaved forests and higher elevation, coniferous forests. Other species typically associated with canyon live oak ravine forest include incense cedar (*Calocedrus decurrens*), tanoak (*Lithocarpus densiflorus*), Coulter pine (*Pinus coulteri*), Douglas fir (*Pseudotsuga menziesii*), and California laurel (*Umbellularia californica*).

3.4.2 Special Status Plant Species

For purposes of this report, special status plant species include those that are:

- listed or proposed for listing by federal or state agencies as threatened or endangered;
- on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the CNPS's *Inventory of Rare and Endangered Vascular Plants of California* (CNPS 2014); or
- considered rare, endangered, or threatened by the CDFW (CDFW 2011a) or other local conservation organizations or specialists.

Noteworthy plant species are considered to be those on:

- List 3 (more information about the plant distribution and rarity needed) and
- List 4 (plants of limited distribution) of the CNPS *Inventory*.

The CNPS is a statewide resource conservation organization that has developed an inventory of California's sensitive plant species. The CNPS listing is sanctioned by the CDFW and essentially serves as an early warning list of potential candidate species for threatened or endangered status.

According to USFWS, a federally endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federally threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy, a threatened species as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management, and a rare species as one present in such small numbers throughout its range that it may become endangered if its present environment worsens.

Species that are federally or state-listed threatened or endangered species; are designated as CNPS List 1B or 2 species; and/or are considered rare, endangered, or threatened by the CDFW are afforded a degree of protection that entails a permitting process, including specific mitigation measures to compensate for impacts to the species. Species that are proposed to be listed by the USFWS are treated similarly to listed species by that agency. Recommendations of the USFWS, however, are advisory rather than mandatory in the case of proposed species. Although plant species that are classified as List 3 or 4 species by CNPS are not provided legal protection, this designation is used to identify declining plant species that are considered sensitive by the CNPS but not considered threatened or endangered.

Based on a CNDDB search of the region, 106 special status plant species are known to occur within or immediately adjacent (i.e., within 1,000 feet) to the City General Plan Update Area (CDFW 2015) or they are known to occur historically from the region. Of these, 60 species occur outside of the elevation ranges found within the City General Plan Update Area, and 2 additional species are thought to have been extirpated from the region. Of the remaining 44 species, 4 species have been reported within the City General Plan Update Area, 1 has been reported adjacent (i.e., within a 1,000-foot buffer) to the City General Plan Update Area. All 106 special status plant species are summarized in Table 2, below. No critical habitat for any of

these or other special status plant species has been designated within or adjacent to the City General Plan Update Area.

Table 2. Sensitive Plant Species within the Vicinity of the City of Yucaipa

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Abronia villosa var. *aurita*	chaparral sand-verbena	List 1B.1	Annual herb. Blooms Jan-Sep. Sandy areas in chaparral, coastal scrub, and desert dunes. Elevations 240-5,250ft.	May occur within the City because it is known from the region based on historical data for the species.
Acanthoscyphus parishii var. *cienegensis*	Cienega Seca oxytheca	List 1B.3	Annual herb. Blooms Jun-Sep. Sandy and granitic areas in Joshua Tree woodland, pinyon and juniper woodland, and upper montane coniferous forest. Elevations 6,900-8.040ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Acanthoscyphus parishii var. *goodmaniana*	Cushenbury oxytheca	FE List 1B.1	Annual herb. Blooms May-Oct. Sandy and carbonate areas in pinyon and juniper woodland. Elevations 4,000-7,800ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Allium marvinii	Yucaipa onion	List 1B.1	Perennial herb. Blooms Apr–May. Clay openings in chaparral. Elevations 2,490-3,495ft.	Known to occur within the City based on historical data for the species.
Ambrosia monogyra	singlewhorl burrobush	List 2.2	Shrub. Blooms Aug-Nov. Sandy areas in chaparral and Sonoran desert scrub. Elevations 30-1,640ft.	May occur within the City because it is known from the region based on historical data for the species.
Antennaria marginata	white-margined everlasting	List 2.3	Stoloniferous herb. Blooms May-Aug. Lower and upper montane coniferous forest. Elevations 6,950-11,000ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Arenaria lanuginosa var. *saxosa*	rock sandwort	List 2.3	Perennial herb. Blooms Jul–Aug. Mesic or sandy areas in upper montane coniferous forest. Elevations 5,900-8,530ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Arenaria paludicola	marsh sandwort	FE SE List 1B.1	Stoloniferous herb. Blooms May-Aug. Sandy openings near freshwater or brackish marsh. Elevations 9-560ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Astragalus bernardinus	San Bernardino milk-vetch	List 1B.2	Perennial herb. Blooms Apr-Jun. Often granitic or carbonate areas in Joshua tree woodland and pinyon/juniper woodland. Elevations 2,950-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus hornii var. *hornii*	Horn's milk-vetch	List 1B.1	Annual herb. Blooms May-Oct. Lake margins and alkaline areas in meadows/seeps, and playas. Elevations 195-2,790ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus lentiginosus var. *coachellae*	Coachella Valley milk-vetch	FE List 1B.2	Annual/perennial herb. Blooms Feb-May. Sandy areas in Sonoran desert scrub and desert dunes. Elevations 130-2,150ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus lentiginosus var. *sierrae*	Big Bear Valley milk-vetch	List 1B.2	Perennial herb. Blooms Apr-Aug. Gravelly or rocky areas in Mojavean desert scrub, meadows/seeps, pinyon and juniper woodland, and upper montane coniferous forest. Elevations 5,900-8,530ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Astragalus leucolobus	Big Bear Valley woollypod	List 1B.2	Perennial herb. Blooms May-Jul. Rocky areas in lower and upper montane coniferous forest, pebble plain, and pinyon and juniper woodland. Elevations 5,740-9,465ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Astragalus pachypus var. *jaegeri*	Jaeger's bush milk-vetch	List 1B.1	Shrub. Blooms Dec-Jun. Sandy or rocky areas in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Elevations 1,195-3,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Astragalus tricarinatus	triple-ribbed milk-vetch	FE List 1B.2	Perennial herb. Blooms Feb-May. Sandy or gravelly areas in Joshua tree woodland and Sonoran desert scrub. Elevations 1,475-3,905ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Atriplex coronata var. *notatior*	San Jacinto Valley crownscale	FE List 1B.1	Annual herb. Blooms Apr-Aug. Mesic and alkaline areas in playas, valley/foothill grassland, and vernal pools. Elevations 455-1,640ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Atriplex pacifica	South Coast saltscale	List 1B.2	Annual herb. Blooms Mar-Oct. Coastal bluff scrub, coastal dunes, coastal scrub, and playas. Elevations 0-455ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Atriplex parishii	Parish's brittlescale	List 1B.1	Annual herb. Blooms Jun-Oct. Alkaline areas in chenopod scrub, playas, and vernal pools. Elevations 80-6,235ft.	May occur within the City because it is known from the region based on historical data for the species.
Berberis nevinii	Nevin's barberry	FE SE List 1B.1	Evergreen shrub. Blooms Mar-Jun. Sandy and gravelly areas in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Elevations 895-2,710ft.	May occur within the City because it is known from the region based on historical data for the species.
Boechera dispar	pinyon rockcress	List 2.3	Perennial herb. Blooms Mar-Jun. Granitic or gravelly areas in Joshua tree woodland, Mojavean desert scrub, and pinyon and juniper woodland. Elevations 3,935-8,335ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Boechera parishii	Parish's rockcress	List 1B.2	Perennial herb. Blooms Apr-May. Rocky, quartzite areas with clay soils and sometimes carbonate areas in pebble plain, pinyon and juniper woodland, and upper montane coniferous forest. Elevations 5,805-9,810ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Boechera peirsonii	San Bernardino rockcress	List 1B.2	Perennial herb. Blooms Mar-Aug. Rocky areas in subalpine coniferous forest. Elevations 8,855-10,500.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Boechera shockleyi	Shockley's rockcress	List 2.2	Perennial herb. Blooms May-Jun. Carbonate or quartzite areas in rocky or gravelly substrates in pinyon/juniper woodland. Elevations 2,870-7,580ft.	May occur within the City because it is known from the region based on historical data for the species.
Botrychium crenulatum	scalloped moonwort	List 2.2	Rhizomatous herb. Blooms Jun-Sep. Lower and upper montane coniferous forest, bogs and fens, meadows/seeps, freshwater marshes/swamps. Elevations 4,160-10,765ft.	May occur within the City because it is known from the region based on historical data for the species.
Brodiaea filifolia	thread-leaved brodiaea	FT SE List 1B.1	Bulbiferous herb. Blooms Mar-Jun. Openings, often with clay soils, in chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools. Elevations 80-3,675ft.	May occur within the City because it is known from the region based on historical data for the species.
Calochortus palmeri var. *palmeri*	Palmer's mariposa lily	List 1B.2	Bulbiferous herb. Blooms Apr-Jul. Mesic areas in chaparral, lower montane coniferous forest, and meadows/seeps. Elevations 3,280-7,845ft.	May occur within the City because it is known from the region based on historical data for the species.
Calochortus plummerae	Plummer's mariposa lily	List 4.2	Bulbiferous herb. Blooms May–Jul. Granitic and rocky soils in chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, valley and foothill grasslands. Elevations 325-5,575ft.	Known to occur within the City based on historical data for the species.
Calyptridium pygmaeum	pygmy pussypaws	List 1B.2	Annual herb. Blooms Jun-Aug. Sandy or gravelly areas in subalpine coniferous forest and upper montane coniferous forest. Elevations 6,495-10,205ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Carex comosa	bristly sedge	List 2.1	Rhizomatous herb. Blooms May-Sep. Lake margins in coastal prairie, valley and foothill grassland, and marshes/swamps. Elevations 0-2,050ft.	May occur within the City because it is known from the region based on historical data for the species.
Carex occidentalis	western sedge	List 2.3	Rhizomatous herb. Blooms Jun-Aug. Lower montane coniferous forest and meadows/seeps. Elevations 5,395-10,285ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Castilleja cinerea	ash-gray paintbrush	FT List 1B.2	Perennial, hemi-parasitic herb. Blooms Jun-Aug. Clay openings in Mojavean desert scrub, meadows/seeps, pebble plain, pinyon and juniper woodland, and upper montane coniferous forest. Elevations 5,905-9,715ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Castilleja lasiorhyncha	San Bernardino Mountains owl's-clover	List 1B.2	Annual herb (hemi-parasitic). Blooms May-Aug. Mesic areas of chaparral, meadows/seeps, pebble plain, riparian woodland, and upper montane coniferous forest. Elevations 4,265-7,845ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Caulanthus simulans	Payson's jewel-flower	List 4.2	Annual herb. Blooms Mar-May. Sandy or granitic areas in chaparral and coastal scrub. Elevations 295-7,220ft.	May occur within the City because it is known from the region based on historical data for the species.
Centromadia pungens ssp. *laevis*	smooth tarplant	List 1B.1	Annual herb. Blooms Apr-Sep. Alkaline areas in chenopod scrub, meadows/seeps, playas, riparian woodland, valley and foothill grassland. Elevations below 2,100ft.	May occur within the City because it is known from the region based on historical data for the species.
Chloropyron maritimum ssp. *maritimum*	Salt marsh bird's beak	FE SE List 1B.2	Annual hemi-parasitic herb. Blooms May-Oct. Coastal dunes and coastal salt marshes. Elevations below 95ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Chorizanthe parryi var. *parryi*	Parry's spineflower	List 1B.1	Annual herb. Blooms Apr–Jun. Sandy or rocky openings in chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elevations 900-4,005ft.	Known to occur within the City based on historical data for the species and recent studies (Cadre 2012, USACE 2010).
Chorizanthe polygonoides var. *longispina*	long-spined spineflower	List 1B.2	Annual herb. Blooms Apr-Jul. Usually clay areas in chaparral, coastal scrub, meadows/seeps, valley and foothill grassland, and vernal pools. Elevations 95-5,020ft.	May occur within the City because it is known from the region based on historical data for the species.
Chorizanthe xanti var. *leucotheca*	white-bracted spineflower	List 1B.2	Annual herb. Blooms Apr-Jun. Sandy or gravelly areas in coastal scrub, Mojavean desert scrub, pinyon and juniper woodland. Elevations 980-3,940ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	List 2.2	Annual parasitic vine. Blooms Jul-Oct. Freshwater marshes/swamps. Elevations 45-920ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Deinandra mohavensis	Mojave tarplant	SE List 1B.3	Annual herb. Blooms Jun-Oct. Mesic areas in chaparral, coastal scrub, and riparian scrub. Elevations 2,095-5,250ft.	May occur within the City because it is known from the region based on historical data for the species.
Dodecahema leptoceras	slender-horned spineflower	FE SE List 1B.1	Annual herb. Blooms Apr–Jun. Alluvial fans and sandy areas in chaparral, cismontane woodland, coastal scrub. Elevations 655-2,495ft.	Known to occur within the City based on historical data for the species.
Dudleya abramsii ssp. *affinis*	San Bernardino Mountains dudleya	List 1B.2	Perennial herb. Blooms Apr-Jul. Granitic, quartzite, or carbonate areas in pebble plain, pinyon/juniper woodland, and upper montane coniferous forest. Elevations 4,100-8,530ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Eremogone ursine	Big Bear Valley sandwort	FT List 1B.2	Perennial herb. Blooms May-Aug. Mesic or rocky areas in meadows/seeps, pebble plain, and pinyon and juniper woodland. Elevations 5,905-9,515ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Eriastrum densifolium ssp. *sanctorum*	Santa Ana River woollystar	FE SE List 1B.1	Perennial herb. Blooms Apr-Sep. Alluvial fans, riverbeds, and sandy or gravelly soils in chaparral and coastal scrub. Elevations 295-2,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Erigeron parishii	Parish's daisy	FT List 1B.1	Perennial herb. Blooms May-Aug. Typically carbonate and sometimes granitic areas in Mojavean desert scrub and pinyon and juniper woodland. Elevations 2,620-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Eriogonum evanidum	vanishing wild buckwheat	List 1B.1	Annual herb. Blooms Jul-Oct. Sandy or gravelly areas in chaparral, cismontane woodland, lower montane coniferous forest, and pinyon/juniper woodland. Elevations 3,605-7,300ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Eriogonum kennedyi var. *alpigenum*	southern alpine buckwheat	List 1B.3	Perennial herb. Blooms Jul-Sep. Granitic or gravelly areas in alpine boulder and rock field and subalpine coniferous forest. Elevations 8,530-11,485ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Eriogonum microthecum var. *johnstonii*	Johnston's buckwheat	List 1B.3	Deciduous shrub. Blooms Jul-Sep. Rocky areas in subalpine coniferous forest and upper montane coniferous forest. Elevations 6,000-9,600ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Eriogonum microthecum var. *lacus-ursi*	Bear Lake buckwheat	List 1B.1	Shrub. Blooms Jul-Aug. Clay outcrops in Great Basin scrub and lower montane coniferous forest. Elevations 6,560-6,890ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Eriogonum ovalifolium var. *vineum*	Cushenbury buckwheat	FE List 1B.1	Perennial herb. Blooms May-Aug. Carbonate areas in Joshua tree woodland, Mojavean desert scrub, and pinyon and juniper woodland. Elevations 4,590-8,005.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Euphorbia misera	cliff spurge	List 2.2	Shrub. Blooms Dec-Aug. Rocky areas in coastal bluff scrub, coastal scrub, and Mojavean desert scrub. Elevations 30-1,640ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Fimbristylis thermalis	hot springs fimbristylis	List 2.2	Rhizomatous herb. Blooms Jul-Sep. Alkaline areas near hot springs in meadows/seeps. Elevations 360-4,400ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Galium californicum ssp. *primum*	Alvin Meadow bedstraw	1B.2	Perennial herb. Blooms Mar-Jul. Granitic and sandy areas in chaparral and lower montane coniferous forest. Elevations 4,425-5,580ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Gentiana fremontii	Fremont's gentian	List 2.3	Annual herb. Blooms Jun-Aug. Mesic areas in meadows/seeps, and upper montane coniferous forest. Elevations 7,870-8,860ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Gilia leptantha ssp. *leptantha*	San Bernardino gilia	List 1B	Annual herb. Blooms Jun-Aug. Sandy or gravelly areas in lower montane coniferous forest. Elevations 4,920-8,400ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	List 1A	Rhizomatous herb. Blooms Aug-Oct. Coastal salt and freshwater marshes. Elevations 30-5,495ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is thought to have been extirpated from the region.
Heuchera hirsutissima	shaggy-haired alumroot	List 1B.3	Rhizomatous herb. Blooms Jun-Jul. Rocky and granitic areas in subalpine coniferous forest and upper montane coniferous forest. Elevations 4,985-11,485ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Heuchera parishii	Parish's alumroot	List 1B.3	Rhizomatous herb. Blooms Jun-Aug. Rocky sometimes carbonate areas in alpine boulder and rock fields, lower and upper montane coniferous forest, subalpine coniferous forest. Elevations 4,920-12,470ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Horkelia cuneata var. *puberula*	mesa horkelia	List 1B.1	Perennial herb. Blooms Feb-Jul. Sandy or gravelly areas in chaparral, cismontane woodland, and coastal scrub. Elevations 225-2,660ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Horkelia wilderae	Barton Flats horkelia	List 1B.1	Perennial herb. Blooms May-Sep. Chaparral, and lower and upper montane coniferous forest. Elevations 5,495-9,600ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Hulsea vestita ssp. *pygmaea*	pygmy hulsea	List 1B.3	Perennial herb. Blooms Jun-Oct. Granitic or gravelly areas in alpine boulder and rock fields and subalpine coniferous forest. Elevations 9,300-12,800ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Imperata brevifolia	California satintail	List 2.1	Rhizomatous herb. Blooms Sep-May. Chaparral, coastal scrub, Mojavean desert scrub; meadows/seeps (often alkali), riparian scrub on mesic soils. Elevations below 3,990ft.	May occur within the City because it is known from the region based on historical data for the species.
Ivesia argyrocoma var. *argyrocoma*	silver-haired ivesia	List 1B.2	Perennial herb. Blooms Jun-Aug. Alkaline areas in meadows/seeps, pebble plain, and upper montane coniferous forest. Elevations 4,800-9,715ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	List 1B.1	Annual herb. Blooms Feb-Jun. Coastal salt marsh, playas, and vernal pools. Elevations 3-4,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Lepidium virginicum var. *robinsonii*	Robinson's peppergrass	List 1B.2	Annual herb. Blooms Jan-Jul. Coastal scrub, chaparral. Elevations below 2,905ft.	May occur within the City because it is known from the region based on historical data for the species.
Lewisia brachycalyx	short-sepaled lewisia	List 2.2	Perennial herb. Blooms Feb-Jun. Mesic areas in lower montane coniferous forest and meadows/seeps. Elevations 4,490-7,550ft,	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Lilium parryi	lemon lily	List 1B.2	Bulbiferous herb. Blooms Jul-Aug. Mesic areas in mountain coniferous forest, meadows/seeps, riparian forest. Elevations 4,000-9,010ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Linanthus killipii	Baldwin Lake linanthus	List 1B.2	Annual herb. Blooms May-Jul. Joshua tree woodland, meadows/seeps, pebble plain, and pinyon juniper woodland. Elevations 5,575-7,875ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Linanthus maculatus	Little San Bernardino Mountains linanthus	List 1B.2	Annual herb. Blooms Mar-May. Sandy areas in desert dunes, Joshua tree woodland, Mojavean desert scrub, and Sonoran desert scrub. Elevations 635-6,810ft.	May occur within the City because it is known from the region based on historical data for the species.
Linanthus orcuttii	Orcutt's linanthus	List 1B.3	Annual herb. Blooms May-Jun. Openings in chaparral, lower montane coniferous forest, and pinyon and juniper woodland. Elevations 3,000-7,040ft.	May occur within the City because it is known from the region based on historical data for the species.
Lycium parishii	Parish's desert-thorn	List 2.3	Shrub. Blooms Mar-Apr. Coastal scrub and Sonoran desert scrub. Elevations 1,000-3,280ft.	May occur within the City because it is known from the region based on historical data for the species.
Malacothamnus parishii	Parish's bush-mallow	List 1A	Deciduous shrub. Blooms Jun-Jul. Chaparral and coastal scrub. Elevations 670-1,495ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City and thought to have been extirpated from the region.
Malaxis monophyllos var. *brachypoda*	white bog adder's-mouth	List 2.1	Bulbiferous herb. Blooms Jun-Aug. Mesic areas in bogs/fens, meadows/seeps, and upper montane coniferous forest. Elevations 7,215-9,000ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Mentzelia tricuspis	spiny-hair blazing star	List 2.1	Annual herb. Blooms Mar-May. Sandy or gravelly areas on slopes or in washes found in Mojavean desert scrub. Elevations 490-4,200ft.	May occur within the City because it is known from the region based on historical data for the species.
Mimulus exiguous	San Bernardino Mountains monkeyflower	List 1B.2	Annual herb. Blooms May-Jul. Mesic and clay areas in meadows/seeps, pebble plain, and upper montane coniferous forest. Elevations 5,905-7,595ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Mimulus purpureus	little purple monkeyflower	List 1B.2	Annual herb. Blooms May-Jun. Meadows and seeps, pebble plain, and upper montane coniferous forest. Elevations 6,230-7,545ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Monardella macrantha ssp. *hallii*	Hall's monardella	List 1B.3	Rhizomatous herb. Blooms Jun-Oct. Broadleaf upland forest, chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland. Elevations 2,395-7,205ft.	May occur within the City because it is known from the region based on historical data for the species.
Monardella pringlei	Pringle's monardella	List 1A	Annual herb. Blooms May-Jun. Coastal scrub. Elevations 980-1,315ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is thought to have been extirpated from the region.
Nama stenocarpum	mud nama	List 2.2	Annual/perennial herb. Blooms Jan-Jul. Lake margins and riverbanks. Elevations 15-1,640ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Nasturtium gambelii	Gambel's water cress	FE ST List 1B.1	Rhizomatous herb. Blooms Apr-Oct. Freshwater or brackish areas in marshes/swamps. Elevations 15-1,085ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Navarretia fossalis	spreading navarretia	FT List 1B.1	Annual herb. Blooms Apr-Jun. Shallow freshwater in marshes/swamps, chenopod scrub, playas, and vernal pools. Elevations 95-2,150ft.	May occur within the City because it is known from the region based on historical data for the species.
Nemacaulis denudata var. *gracilis*	slender cottonheads	List 2.2	Annual herb. Blooms Apr-May. Coastal dunes, desert dunes, and Sonoran desert scrub. Elevations - 165-1,315ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Oreonana vestita	woolly mountain-parsley	List 1B.3	Perennial herb. Blooms Mar-Sep. Gravel or talus areas in subalpine, lower, and upper coniferous forest. Elevations 5,295-11,485ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Oxytropis oreophila var. *oreophila*	rock-loving oxytrope	List 2.3	Perennial herb. Blooms Jun-Sep. Gravelly or rocky areas in alpine boulder and rock field, and subalpine coniferous forest. Elevations 11,150-12,470ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Packera bernardina	San Bernardino ragwort	List 1B.2	Perennial herb. Blooms May-Jul. Mesic, sometimes alkaline, areas in meadows/seeps, pebble plain, and upper montane coniferous forest. Elevations 5,905-7,550ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Parnassia cirrata var. *cirrata*	San Bernardino grass-of-Parnassus	List 1B.3	Perennial herb. Blooms Aug-Sep. Mesic areas and stream sides in lower and upper montane coniferous forest, meadows/seeps. Elevations 4,100-8,005ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Perideridia parishii ssp. *parishii*	Parish's yampah	List 2.2	Perennial herb. Blooms Jun-Aug. Meadows and seeps, and lower and upper montane coniferous forest. Elevations 4,800-9,845ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Phlox dolichantha	Big Bear Valley phlox	List 1B.2	Perennial herb. Blooms May-Jul. Openings in pebble plain and upper montane coniferous forest. Elevations 6,000-2,970ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Physaria kingii ssp. *bernardina*	San Bernardino Mountains bladderpod	FE List 1B	Perennial herb. Blooms May-Jun. Usually carbonate areas in lower montane coniferous forest, pinyon/juniper woodland, and subalpine coniferous forest. Elevations 6,065-8,860ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Poa atropurpurea	San Bernardino blue grass	FE List 1B.2	Rhizomatous herb. Blooms May-Jul. Mesic areas in meadows/seeps. Elevations 4,460-8,055ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Pyrrocoma uniflora var. *gossypina*	Bear Valley pyrrocoma	List 1B.2	Perennial herb. Blooms Jul-Sep. Meadows and seeps, and pebble plain. Elevations 5,245-7,545ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Ribes divaricatum var. *parishii*	Parish's gooseberry	List 1A	Deciduous shrub. Blooms Feb-Apr. Riparian woodland. Elevations 210-985ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.
Schoenus nigricans	black bog-rush	List 2.2	Perennial herb. Blooms Aug-Sep. Marshes and swamps, often alkaline. Elevations 490-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Selaginella eremophila	desert spike-moss	List 2.2	Rhizomatous herb. Blooms Jun. Gravelly or rocky areas in chaparral and Sonoran desert scrub. Elevations 660-2,955ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Sidalcea hickmanii ssp. *parishii*	Parish's checkerbloom	SR List 1B.2	Perennial herb. Blooms Jun-Aug. Chaparral, cismontane woodland, lower montane coniferous forest. Elevations 3,280-8,200ft.	Known to occur adjacent to the City based on historical data for the species. However, typically found at elevations above the elevation range found in the City.
Sidalcea neomexicana	salt spring checkerbloom	List 2.2	Perennial herb. Blooms Mar-Jun. Alkaline and mesic areas in chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas. Elevations 45-5,020ft.	May occur within the City because it is known from the region based on historical data for the species.
Sidalcea pedata	bird-foot checkerbloom	FE SE List 1B.1	Perennial herb. Blooms May-Aug. Mesic areas in meadows/seeps, and pebble plains. Elevations 5,250-8,200ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Sisyrinchium longipes	timerland blue-eyed-grass	List 2.2	Perennial herb. Blooms Jun-Aug. Mesic areas in meadows/seeps. Elevation 6,760ft. (Known from one occurrence.)	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Sphenopholis obtusata	prairie wedge grass	List 2.2	Perennial herb. Blooms Apr-Jul. Mesic areas in cismontane woodland and meadows/seeps. Elevations 980-6,565ft.	May occur within the City because it is known from the region based on historical data for the species.
Streptanthus bernardinus	Laguna Mountains jewel-flower	List 4.3	Perennial herb. Blooms May-Aug. Chaparral and lower montane coniferous forest. Elevations 2,195-8,205ft.	May occur within the City because it is known from the region based on historical data for the species.
Streptanthus campestris	southern jewel-flower	List 1B.3	Perennial herb. Blooms May-Jul. Rocky areas in chaparral, lower montane coniferous forest, pinyon/juniper woodland. Elevations 2,950-7,550ft.	May occur within the City because it is known from the region based on historical data for the species.
Symphyotrichum defoliatum	San Bernardino aster	List 1B.2	Rhizomatous herb. Blooms Jun-Nov. Vernally mesic areas near ditch, streams, and springs in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows/seeps, marshes/swamps, valley and foothill grassland. Elevations below 6,695ft.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Taraxacum californicum	California dandelion	FE List 1B.1	Perennial herb. Blooms May-Aug. Mesic areas in meadows/seeps. Elevations 5,310-9,190ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Thelypodium stenopetalum	slender-petaled theylypodium	FE SE List 1B.1	Perennial herb. Blooms May-Sep. Mesic or alkaline areas in meadows/seeps. Elevations 5,245-8,205ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations above the elevation range found in the City.
Thelypteris puberula var. *sonorensis*	Sonoran maiden fern	List 2.2	Rhizomatous herb. Blooms Jan-Sep. Seeps and streams in meadows/seeps. Elevations 160-2,005ft.	May occur within the City because it is known from the region based on historical data for the species.
Trichocoronis wrightii var. *wrightii*	Wright's trichocoronis	List 2.1	Annual herb. Blooms May-Sep. Alkaline areas in meadows/seeps, marshes/swamps, riparian forest, and vernal pools. Elevations 15-1,430ft.	Not likely to occur in the City. While it is known from the region based on historical data for the species, it is found at elevations below the elevation range found in the City.

The 44 special status plant species that are known to occur within or adjacent to the City General Plan Area or from the region based on historical data (CDFW 2015) and within the elevation ranges that occur within the City General Plan Area are discussed in further detail, below.

Chaparral Sand-verbena

Chaparral sand-verbena (*Abronia villosa* var. *aurita*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Nyctaginaceae family that typically blooms from January to September. This species typically is found in sandy areas in chaparral, coastal scrub, and desert dunes. Chaparral sand-verbena found in southern California and Arizona as well as in Baja California, Mexica, at elevations between 240 and 5,250 feet above mean sea level. This species is threatened by non-native plant species, fire regime alteration, road maintenance, flood control activities, vehicle impacts, and development (CNPS 2014).

Chaparral sand-verbena may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Yucaipa Onion

Yucaipa onion (*Allium marvinii*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a perennial herb in the Alliaceae family that typically blooms from April to May. This species typically is found in clay openings in chaparral. Yucaipa onion is endemic to California and is known from Riverside and San Bernardino counties at elevations between 2,490 and 3,495 feet above mean sea level. Yucaipa onion is threatened by non-native plant species, urbanization, and alteration of fire regimes (CNPS 2014).

Yucaipa onion is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015); however, it is known from only two occurrences in the Yucaipa and Beaumont area of the southern San Bernardino Mountains.

Singlewhorl Burrobush

Singlewhorl burrobush (*Ambrosia monogyra*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a shrub in the Asteraceae family that typically blooms from August to November. This species typically is found in sandy areas in chaparral and Sonoran desert scrub. Singlewhorl burrobush is known from the southwestern U.S. and east to Texas as well as from Baja California and Sonora, Mexico. It occurs at elevations between 30 and 1,640 feet above mean sea level. This species is threatened mostly likely by trail maintenance and non-native plant species (CNPS 2014).

Singlewhorl burrobush may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

San Bernardino Milk-vetch

San Bernardino milk-vetch (*Astragalus bernardinus*) is a CNPS List 1B.2 species, which means it is fairly endangered in California. It is a perennial herb in the Fabaceae family that typically blooms from April to June. This species typically is found in granitic or carbonate areas in Joshua tree woodland and pinyon and juniper woodland. San Bernardino milk-vetch is endemic to California and is known from Riverside and San Bernardino counties at elevations between 2,950 and 6,565 feet above mean sea level. This species likely is threatened by mining, development, grazing, and recreational activities (CNPS 2014).

San Bernardino milk-vetch may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Horn's Milk-vetch

Horn's milk-vetch (*Astragalus hornii* var. *hornii*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Fabaceae family that typically blooms from May to October. This species typically is found along lake margins and in alkaline areas in meadows/seeps and playas. Horn's milk-vetch is known from southern California and Nevada at elevations between 195 and 2,790 feet above mean sea level. In the early 1900's, this

species was subject to eradication efforts because it was poisonous to sheep. It is currently threatened mainly by habitat alteration (CNPS 2014).

Horn's milk-vetch may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Coachella Valley Milk-vetch

Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*) is a federally listed endangered species and a CNPS List 1B.2 species, which means it is fairly endangered in California. It is an annual/perennial herb in the Fabaceae family that typically blooms from February to May. This species typically is found in sandy areas in Sonoran desert scrub and desert dunes. Coachella Valley milk-vetch is endemic to California and is known only from Riverside County at elevations between 130 and 2,150 feet above mean sea level (CNPS 2014).

Coachella Valley milk-vetch may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Jaeger's Bush Milk-vetch

Jaeger's bush milk-vetch (*Astragalus pachypus* var. *jaegeri*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a shrub in the Fabaceae family that typically blooms from December to June. This species typically is found in sandy or rocky areas in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Jaeger's bush milk-vetch is endemic to California and is known from Riverside and San Diego counties at elevations between 1,195 and 3,005 feet above mean sea level. This species is threatened by urbanization, vehicle activity, and agriculture (CNPS 2014).

Jaeger's bush milk-vetch may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Triple-ribbed Milk-vetch

Triple-ribbed milk-vetch (*Astragalus tricarinatus*) is a federally listed threatened species and a CNPS List 1B.2 species, which means it is fairly endangered in California. It is a perennial herb in the Fabaceae family that typically blooms from February to May. This species typically is found in sandy or gravelly areas in Joshua tree woodland and Sonoran desert scrub. Triple-ribbed milk-vetch is endemic to California and is known fewer than 20 occurrences in Riverside and San Bernardino counties. It occurs at elevations between 1,475 and 3,905 feet above mean sea level. This species is threatened most likely by pipeline maintenance and vehicle activity (CNPS 2014).

Triple-ribbed milk-vetch may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Parish's Brittlescale

Parish's brittlescale (*Atriplex parishii*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Chenopodiaceae family that typically blooms from June to October. This species typically is found in alkaline areas in chenopod scrub, playas, and vernal pools. Parish's brittlescale is known from fewer than 20 occurrences in southern California as well as from other records in Baja California, Mexico. It occurs at elevations between 80 and 6,235 feet above mean sea level. This species is threatened by development, conversion of habitat to agriculture, and grazing (CNPS 2014).

Parish's brittlescale may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Nevin's Barberry

Nevin's barberry (*Berberis nevinii*) is a federally and state-listed endangered species and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an evergreen shrub in the Berberidaceae family that typically blooms from March to June. This species typically is found in sandy and gravelly areas in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Nevin's barberry is endemic to California and is known from Los Angeles, Riverside, San Bernardino, and San Diego counties at elevations between 895 and 2,710 feet above mean sea level; however, many of the historical occurrences have been extirpated. This species is threatened by alteration of fire regimes, development, and road maintenance and possibly also by illegal dumping, fire suppression, and vehicle activity (CNPS 2014).

Nevin's barberry may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Shockley's Rockcress

Shockley's rockcress (*Boechera shockleyi*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a perennial herb in the Brassicaceae family that typically blooms from May to June. This species typically is found in carbonate or quartzite areas in rocky or gravelly substrates in pinyon and juniper woodland. Shockley's rockcress is known from Inyo, Mono, and San Bernardino counties in California as well as from Nevada and Utah. It occurs at elevations between 2,870 and 7,580 feet above mean sea level. This species is threatened by mining and vehicle activity (CNPS 2014).

Shockley's rockcress may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Scalloped Moonwort

Scalloped moonwort (*Botrychium crenulatum*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a rhizomatous herb in the Ophioglossaceae family that typically blooms from June to September. This species typically occurs in lower and upper montane coniferous forest, bogs and fens, meadows and seeps, and freshwater marshes and swamps. Scalloped moonwort is known from scattered locations throughout the western U.S. at elevation between 4,160 and 10,765 feet above mean sea level. Scalloped moonwort is threatened by foot traffic, grazing, trampling, recreational activities, fuel reduction projects, and road deconstruction and is possibly threatened by logging and hydrological alterations in other parts of its range (CNPS 2014).

Scalloped moonwort may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Thread-leaved Brodiaea

Thread-leaved brodiaea (*Brodiaea filifolia*) is a federally listed threatened species, a state-listed endangered species, and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a bulbiferous herb in the Themidaceae family that typically blooms from March to June. This species typically is found in openings, often with clay soils, in chaparral, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools. Thread-leaved brodiaea is endemic to California and is known from Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties at elevations between 80 and 3,675 feet above mean sea level. This species is seriously threatened by residential development, agricultural practices, foot traffic, grazing, illegal dumping, non-native plant species, and vehicle activity and is potentially threatened by road construction and fuel break maintenance (CNPS 2014).

Thread-leaved brodiaea may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Palmer's Mariposa Lily

Palmer's mariposa lily (*Calochortus palmeri* var. *palmeri*) is a CNPS List 1B.2 species, which means it is fairly endangered in California. It is a bulbiferous herb in the Liliaceae family that typically blooms from April to July. This species typically is found in mesic areas in chaparral, lower montane coniferous forest, and meadows/seeps. Palmer's mariposa lily is endemic to California and is known from Kern, Los Angeles, Riverside, San Bernardino, San Luis Obispo, Santa Barbara, and Ventura counties at elevations between 3,280 and 7,845 feet above mean sea level. This species is threatened by development, grazing, non-native plant species, recreational activities, and vehicle activity (CNPS 2014).

Palmer's mariposa lily may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Plummer's Mariposa Lily

Plummer's mariposa lily (*Calochortus plummerae*) is a CNPS List 4.2 species, which means it is fairly endangered and has a limited distribution in California. This species was once considered a CNPS List 1B.2 species; however, it is more common than originally thought. It is a bulbiferous herb in the Liliaceae family that typically blooms from May to July. This species often is found on granitic and rocky soils in chaparral, coastal scrub, and cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. Plummer's mariposa lily is endemic to California and is known from Los Angeles, Orange, Riverside, and San Bernardino counties at elevations between 325 and 5,575 feet above mean sea level but is less common at higher elevations. Plummer's mariposa lily is threatened by development, fire suppression, foot traffic, mining, power line construction, and recreational activities and is possibly threatened by vegetation clearing, collecting, road maintenance, and non-native plant species (CNPS 2014).

Plummer's mariposa lily is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015).

Bristly Sedge

Bristly sedge (*Carex comosa*) is a CNPS List 2.1 species, which means it is seriously endangered in California but more common elsewhere. It is a rhizomatous herb in the Cyperaceae family that typically blooms from May to September. This species typically is found along lake margins in coastal prairie, valley and foothill grassland, and marshes/swamps at elevations below 2,050 feet. Bristly sedge is widely distributed throughout the U.S., but it is rarely collected, so additional information on locations and frequency of occurrence is needed. This species is threatened by road and drainage maintenance (CNPS 2014).

Bristly sedge may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Payson's Jewel-flower

Payson's jewel-flower (*Caulanthus simulans*) is a CNPS List 4.2 species, which means it is fairly endangered and has a limited distribution in California. It is an annual herb in the Brassicaceae family that typically blooms from March to May. This species typically is found in sandy or granitic areas in chaparral and coastal scrub. Payson's jewel-flower is endemic to California and is found at elevations between 295 and 7,220 feet above mean sea level. This species is threatened by urbanization, invasive species, grazing, and road construction, and some populations of this species are threatened by proposed reservoir construction (CNPS 2014).

Payson's jewel-flower may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Smooth Tarplant

Smooth tarplant (*Centromadia pungens* ssp. *laevis*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Asteraceae family that typically blooms from April to September. This species often is found in alkaline areas in chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland. Smooth tarplant is endemic to California and is known from Riverside, San Bernardino, and San Diego counties at elevations below 2,100 feet above mean sea level. This species is threatened by agriculture, road maintenance, urbanization, and flood control projects, and many historical occurrences may be extirpated (CNPS 2014).

Smooth tarplant may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Parry's Spineflower

Parry's spineflower (*Chorizanthe parryi* var. *parryi*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Polygonaceae family that typically blooms from April to June. This species often is found in sandy or rocky openings in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Parry's spineflower is endemic to California and is known from Los Angeles, Riverside, and San Bernardino counties at elevations between 900 and 4,005 feet above mean sea level. This species is threatened by altered flood regimes, development, mining, non-native plant species, and vehicle activity (CNPS 2014).

Parry's spineflower is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015).

Long-spined Spineflower

Long-spined spineflower (*Chorizanthe polygonoides* var. *longispina*) is a CNPS List 1B.2 species, which means it is fairly endangered in California. It is an annual herb in the Polygonaceae family that typically blooms from April to July. This species typically is found in clay areas in chaparral, coastal scrub, meadows/seeps, valley and foothill grassland, and vernal pools. Long-spined spineflower found in southern California and Baja California, Mexico, at elevations between 95 and 5,020 feet above mean sea level. Much of this species' habitat has been lost to development, and this species also is threatened by non-native grasses, recreational activities, vehicle activity, and grazing (CNPS 2014).

Long-spined spineflower may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

White-bracted Spineflower

White-bracted spineflower (*Chorizanthe xanti* var. *leucotheca*) is a CNPS List 1B.2 species, which means it is fairly endangered in California. It is an annual herb in the Polygonaceae family that typically blooms from April to June. This species often is found in sandy or gravelly areas in coastal scrub, Mojavean desert scrub, and pinyon and juniper woodland. White-bracted spineflower is endemic to California and is known from Los Angeles, Riverside, San Bernardino, and San Diego counties at elevations between 980 and 3,940 feet above mean sea level. This species is threatened by development, flood control projects, mining, and vehicles (CNPS 2014).

White-bracted spineflower may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Mojave Tarplant

Mojave tarplant (*Deinandra mohavensis*) is a state-listed endangered species and a CNPS List 1B.3 species, which means it is rare in California and rare, threatened, or endangered elsewhere. It is an annual herb in the Asteraceae family that typically blooms from June to October. This species typically is found in mesic areas in chaparral, coastal scrub, and riparian scrub. Mojave tarplant is endemic to California and, while it was once thought to be extirpated, it was rediscovered in 1994 and currently is known from Inyo, Kern, Riverside, San Bernardino, and San Diego counties. It occurs at elevations between 2,095 and 5,250 feet above mean sea level. This species is threatened by development, grazing, hydrological alterations, recreational activities, road maintenance, and vehicle activity (CNPS 2014).

Mojave tarplant may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Slender-horned Spineflower

Slender-horned spineflower (*Dodecahema leptoceras*) is a federally listed endangered species, a state-listed endangered species, and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Polygonaceae family that typically blooms from April to June. This species often is found on alluvial fans and sandy areas in chaparral, cismontane woodland, and coastal scrub. Slender-horned spineflower is endemic to California and is known from Los Angeles, Riverside, and San Bernardino counties at elevations between 655 and 2,495 feet above mean sea level. This species is threatened by alteration of fire regimes, development, sand and gravel mining, flood control, foot traffic, proposed reservoir construction, recreational activities, vehicle activity, and non-native plant species, and many historical occurrences have been lost to urbanization and stream channelization (CNPS 2014).

Slender-horned spineflower is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015).

Santa Ana River Woollystar

Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*) is a federally listed endangered species, a state-listed endangered species, and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a perennial herb in the Polemoniaceae family that typically blooms from April to September. This species often is found on alluvial fans, riverbeds, and sandy or gravelly soils in chaparral and coastal scrub. Santa Ana River woollystar is endemic to California and is known from Orange, Riverside, and San Bernardino counties at elevations between 295 and 2,005 feet above mean sea level. This species is threatened by development, vehicles, sand and gravel mining, hydrological alterations, illegal dumping, road construction, flood control projects, and non-native plant species (CNPS 2014).

Santa Ana River woollystar may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Parish's Daisy

Parish's daisy (*Erigeron parishii*) is a federally listed threatened species and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a perennial herb in the Asteraceae family that typically blooms from May to August. This species typically is found in carbonate and sometimes granitic areas in Mojavean desert scrub and pinyon and juniper woodland. Parish's daisy is endemic to California and is known from Riverside and San Bernardino counties at elevations between 2,620 and 6,565 feet above mean sea level. This species is threatened carbonate mining, vehicle activity, road construction, and residential development (CNPS 2014).

Parish's daisy may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Hot Springs Fimbristylis

Hot springs fimbristylis (*Fimbristylis thermalis*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a rhizomatous herb in the Cyperaceae family that typically blooms from July to September. This species typically is found in alkaline areas near hot springs in meadows/seeps. Hot springs fimbristylis is found in southern California, Nevada, and Arizona at elevations between 360 and 4,400 feet above mean sea level. Threats to this species are unknown (CNPS 2014).

Hot springs fimbristylis may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Mesa Horkelia

Mesa horkelia (*Horkelia cuneata* var. *puberula*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is a perennial herb in the Rosaceae family that typically

blooms from February to July. This species typically is found in sandy or gravelly areas in chaparral, cismontane woodland, and coastal scrub. Mesa horkelia is endemic to California and is known from Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura counties at elevations between 225 and 2,660 feet above mean sea level. Many of the historical occurrences for this species have been extirpated. Those that are extant are threatened mainly by habitat conversion (CNPS 2014).

Mesa horkelia may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

California Satintail

California satintail (*Imperata brevifolia*) is a CNPS List 2.1 species, which means it is seriously endangered in California but more common elsewhere. It is a rhizomatous herb in the Poaceae family that typically blooms from September to May. This species often is found in mesic (often alkali) areas of chaparral, coastal scrub, Mojavean desert scrub, meadows and seeps, and riparian scrub. This species is known from several states in the southwestern U.S., including California, Arizona, Nevada, New Mexico, and Texas, as well as from Baja California, Mexico. IT is found at elevations below 3,990 feet above mean sea level. California satintail is threatened by development and agriculture (CNPS 2014).

California satintail may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Coulter's Goldfields

Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*) is a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Asteraceae family that typically blooms from February to June. This species typically is found in coastal salt marsh, playas, and vernal pools. Coulter's goldfields is relatively widespread through California and into Baja California, Mexico. It is found at elevations between 3 and 4,005 feet above mean sea level. This species is k known to have declined significantly since 1966, and is currently seriously threatened by urbanization and agricultural development as well as by road maintenance, foot traffic, and drought (CNPS 2014).

Coulter's goldfields may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Robinson's Peppergrass

Robinson's peppergrass (*Lepidium virginicum* var. *robinsonii*) is a CNPS List 1B.2 species, which means it is fairly endangered in California and rare, threatened, or endangered elsewhere. It is an annual herb in the Brassicaceae family that typically blooms from January to July. This species is found in chaparral and coastal scrub. Robinson's peppergrass is found throughout southern California in Los Angeles, Orange, Riverside, Santa Barbara, San Bernardino, Ventura,

and San Diego counties as well as from Santa Cruz Island and Baja California, Mexico. It is found at elevations below 2,905 feet above mean sea level. This species is threatened by erosion and possibly by development, non-native plant species, and recreational activities (CNPS 2014).

Robinson's peppergrass may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Little San Bernardino Mountains Linanthus

Little San Bernardino Mountains linanthus (*Linanthus maculatus*) is a CNPS List 1B.2 species, which means it is fairly endangered in California and rare, threatened, or endangered elsewhere. It is an annual herb in the Polemonicaceae family that typically blooms from March to May. This species typically is found in sandy areas in desert dunes, Joshua tree woodland, Mojavean desert scrub, and Sonoran desert scrub. Little San Bernardino Mountains linanthus is endemic to California and is known from Imperial, Riverside, San Bernardino, and San Diego counties at elevations between 635 and 6,810 feet above mean sea level. This species is threatened by development, vehicle activity, and dumping (CNPS 2014).

Little San Bernardino Mountains linanthus may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Orcutt's Linanthus

Orcutt's linanthus (*Linanthus orcuttii*) is a CNPS List 1B.3 species, which means it is rare in California and rare, threatened, or endangered elsewhere. It is an annual herb in the Polemoniaceae family that typically blooms from May to June. This species typically is found in openings in chaparral, lower montane coniferous forest, and pinyon and juniper woodland. Orcutt's linanthus is found in southern California and Baja California, Mexico, at elevations between 3,000 and 7,040 feet above mean sea level. This species is threatened by foot traffic and recreational activities (CNPS 2014).

Orcutt's linanthus may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Parish's Desert-thorn

Parish's desert-thorn (*Lycium parishii*) is a CNPS List 2.3 species, which means it is rare in California but more common elsewhere. It is a shrub in the Chenopodiaceae family that typically blooms from March to April. This species typically is found in coastal scrub and Sonoran desert scrub. Parish's desert-thorn is known from fewer than 20 occurrences in southern California and from populations in Baja California, Mexico. It occurs at elevations between 1,000 and 3,280 feet above mean sea level. This species is threatened by development, agricultural conversion, and grazing (CNPS 2014).

Parish's desert-thorn may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Spiny-hair Blazing Star

Spiny-hair blazing star (*Mentzelia tricuspis*) is a CNPS List 2.1 species, which means it is seriously endangered in California but more common elsewhere. It is an annual herb in the Loasaceae family that typically blooms from March to May. This species typically is found in sandy or gravelly areas on slopes or in washes found in Mojavean desert scrub. Spiny-hair blazing star is known from fewer than 20 occurrences in California and is also found in Nevada, Arizona, and Utah. It occurs at elevations between 490 and 4,200 feet above mean sea level. This species is threatened likely by conversion of habitat associated with renewable energy development (CNPS 2014).

Spiny-hair blazing star may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Hall's Monardella

Hall's monardella (*Monardella macrantha* ssp. *hallii*) is a CNPS List 1B.3 species, which means it is rare in California. It is a rhizomatous herb in the Lamiaceae family that typically blooms from June to October. This species often is found in broadleaf upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. Hall's monardella is endemic to California and is known from Los Angeles, Orange, Riverside San Bernardino, and San Diego counties at elevations between 2,395 and 7,205 feet above mean sea level. This species is threatened by road maintenance and recreational activities (CNPS 2014).

Hall's monardella may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Spreading Navarretia

Spreading navarretia (*Navarretia fossalis*) is a federally listed threatened species and a CNPS List 1B.1 species, which means it is seriously endangered in California. It is an annual herb in the Polemoniaceae family that typically blooms from April to June. This species typically is found in shallow freshwater in marshes/swamps, chenopod scrub, playas, and vernal pools. Spreading navarretia is known from southern California and Baja California, Mexico, at elevations between 95 and 2,150 feet above mean sea level. This species is threatened by urbanization, agriculture, road construction, grazing, flood control, non-native plant species, illegal dumping, foot traffic, and vehicle activity and potentially hydrological alterations (CNPS 2014).

Spreading navarretia may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Black Bog-rush

Black bog-rush (*Schinus nigricans*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a perennial herb in the Cyperaceae family that typically blooms from August to September. This species typically is found in alkaline marshes/swamps. Black bog-rush is known from southern California, Nevada, Texas, Florida, and into South America. It occurs at elevations between 490 and 6,565 feet above mean sea level Threats to this species are unknown (CNPS 2014).

Black bog-rush may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Desert Spike-moss

Desert spike-moss (*Selaginella eremophila*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a rhizomatous herb in the Selaginellaceae family that typically blooms in June. This species typically is found in gravelly or rocky areas in chaparral and Sonoran desert scrub. Desert spike-moss is known from California from fewer than 20 occurrences in Imperial, Riverside, and San Diego counties and is known also from Arizona and Baja California, Mexico (CNPS 2014). It occurs at elevations between 660 and 2,955 feet above mean sea level. Threats to this species are unknown (CNPS 2014).

Desert spike-moss may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Parish's Checkerbloom

Parish's checkerbloom (*Sidalcea hickmanii* ssp. *parishii*) is considered a state rare species and is CNPS List 1B.2 species, which means it is fairly endangered in California and rare, threatened, or endangered elsewhere. It is a perennial herb in the Malvaceae family that typically blooms from June to August. This species typically is found in chaparral, cismontane woodland. And lower mountain coniferous forest. Parish's checkerbloom is known from Santa Barbara, San Bernardino, and San Luis Obsispo counties in California. It occurs at elevations from 3,280 to 8,200 feet above mean sea level. Threats to this species include urbanization, recreational activities, vegetation/fuel management and fire suppression, grazing, foot traffic, and road maintenance (CNPS 2015).

Parish's checkerbloom is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015); however, this species is typically found at elevations about the elevation range found in the City.

Salt Spring Checkerbloom

Salt spring checkerbloom (*Sidalcea neomexicana*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a perennial herb in the

Malvaceae family that typically blooms from March to June. This species typically is found in alkaline and mesic areas in chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playas. Salt spring checkerbloom known from southern California, throughout the western U.S., and into Sonora, Mexico. It occurs at elevations between 45 and 5,020 feet above mean sea level. Threats to this species are unknown (CNPS 2014).

Salt spring checkerbloom may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Prairie Wedge Grass

Prairie wedge grass (*Sphenopholis obtusata*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a perennial herb in the Poaceae family that typically blooms from April to July. This species typically is found in mesic areas in cismontane woodland and meadows/seeps. Prairie wedge grass found throughout the U.S. as well as in Baja California and Sonora, Mexico, at elevations between 980 and 6,565 feet above mean sea level. Threats to this species are unknown (CNPS 2014).

Prairie wedge grass may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Laguna Mountains Jewel-flower

Laguna Mountains jewel-flower (*Streptanthus bernardinus*) is a CNPS List 4.3 species, which means it has a limited distribution but is not very endangered in California. It is a perennial herb in the Brassicaceae family that typically blooms from May to August. This species typically is found in chaparral and lower montane coniferous forest. Laguna Mountains jewel-flower is endemic to California and is known from Riverside, San Bernardino, and San Diego counties at elevations between 2,195 and 8,205 feet above mean sea level. This species is threatened by recreational activities, vehicle activity, and road maintenance (CNPS 2014).

Laguna Mountains jewel-flower may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Southern Jewel-flower

Southern jewel-flower (*Streptanthus campestris*) is a CNPS List 1B.3 species, which means it is rare in California and rare, threatened, or endangered elsewhere. It is a perennial herb in the Brassicaceae family that typically blooms from May to July. This species often is found in rocky areas in chaparral, lower montane coniferous forest, and pinyon and juniper woodland. Southern jewel-flower is known from fewer than 20 occurrences in Imperial, Riverside, Santa Barbara, San Bernardino, San Diego, and Ventura counties as well as from Baja California, Mexico. It occurs at elevations between 2,950 and 7,550 feet above mean sea level. This species is threatened by habitat fragmentation (CNPS 2014; NatureServe 2014).

Southern jewel-flower may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

San Bernardino Aster

San Bernardino aster (*Symphyotrichum defoliatum*) is a CNPS List 1B.2 species, which means it is fairly endangered in California. It is a rhizomatous herb in the Asteraceae family that typically blooms from June to November. This species often is found in vernally mesic areas near ditches, streams, and springs in cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, and valley and foothill grassland. San Bernardino aster is endemic to California and is known from Imperial, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and San Luis Obispo counties at elevations below 6,695 feet above mean sea level. Threats to this species are unknown (CNPS 2014).

San Bernardino aster may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Sonoran Maiden Fern

Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*) is a CNPS List 2.2 species, which means it is fairly endangered in California but more common elsewhere. It is a rhizomatous herb in the Thelypteridaceae family that typically blooms from January to September. This species typically is found in seeps and streams in meadows/seeps. Sonoran maiden fern is found in southern California and Arizona as well as in Baja California and Sonora, Mexico. It occurs at elevations between 160 and 2,005 feet above mean sea level. This species is threatened by foot traffic and recreational activities (CNPS 2014).

Sonoran maiden fern may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

3.4.3 Special Status Wildlife Species

For purposes of this report, special status wildlife species include those that are (1) listed or proposed for listing as threatened or endangered by the USFWS or the CDFW (CDFW 2011b); and/or (2) designated as California Fully Protected by the CDFW. In addition, raptors (birds of prey) and active raptor nests are protected by the California Fish and Game Code 3503.5, which states that it is "unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized (CDFW 1991). The federal MBTA, which restricts the killing, taking, collecting, selling, or purchasing of native bird species or their parts, nests, or eggs, also provides legal protection for almost all breeding bird species occurring in the U.S. The MBTA is supplemented by the BGEPA, which provides protection for both the bald eagle and the golden eagle by prohibiting the "take" of either of these species, including their parts, nests, or eggs. Noteworthy wildlife species are those given the informal designation of California Species of Concern by the CDFW. This designation applies to animals not listed

under FESA or CESA but which nonetheless (1) are declining at a rate that could result in listing, or (2) historically occurred in low numbers and known threats to their persistence currently exist.

According to the USFWS, a federally endangered species is defined as a species facing extinction throughout all or a significant portion of its geographic range, and a federally threatened species is defined as a species that is likely to become endangered within the foreseeable future throughout all or a significant part of its range. The CDFW defines an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy, a threatened species as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management, a fully protected species as one that is rare or faces possible extinction, and a California Species of Concern as one that is declining in numbers.

Species that are federally or state-listed threatened or endangered are afforded a degree of protection that entails a permitting process, including specific mitigation measures to compensate for impacts to the species. Species that are proposed to be listed by the USFWS are treated similarly to listed species by that agency. Recommendations of the USFWS, however, are advisory rather than mandatory in the case of proposed species. As regulated by the CDFW, fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the bird species for the protection of livestock. Wildlife species classified as California Species of Concern by the CDFW are not typically provided legal protection; however, there are exceptions for some species such as the burrowing owl.

Based on a CNDDB search, 46 special status wildlife species are known to occur within or immediately adjacent (i.e., within a 1,000-foot buffer) to the City General Plan Update Area or from the region based on historical data for the region (CDFW 2015). All 46 species are summarized in Table 3, below. No critical habitat for any of these or other special status wildlife species has been designated within or adjacent to the City General Plan Update Area.

Table 3. Sensitive Wildlife Species within the Vicinity of the City of Yucaipa

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Insects				
Dinacoma caseyi	Casey's June beetle	FE	Sandy, dry washes with ephemeral flow, and dry upland areas associated with soil deposition from extreme flood events.	May occur within the City because it is known from the region based on historical data for the species.
Rhaphiomidas terminates abdominalis	Delhi Sands flower-loving fly	FE	Arid, sandy habitats, usually on dune systems of inland desert valleys, rivers, deltas, and beach strands with fine, sandy soils classified as belonging to the "Delhi" series.	May occur within the City because it is known from the region based on historical data for the species.
Fish				
Rhinichthys osculus ssp. 3	Santa Ana speckled dace	CSC	Gravel and cobble-bottomed permanent streams with runs and riffles; overhanging riparian plants for cover. Summer water temperatures of approximately 17-20° C.	May occur within the City because it is known from the region based on historical data for the species.
Gilia orcuttii	arroyo chub	CSC	Warm fluctuating streams with substrates of sand and mud. Pools or quiet edge water required for spawning.	May occur within the City because it is known from the region based on historical data for the species.
Catostomus santaanae	Santa Ana sucker	FT CSC	Perennial streams with a wide range in depth and flow. Require a mix of gravel, cobble, and sand, combined with shallow riffles and deeper runs and pools. In-stream and bank-side riparian vegetation is preferred for shade and cover for larvae and juveniles.	May occur within the City because it is known from the region based on historical data for the species.
Gasterosteus aculeatus williamsoni	unarmored threespine stickleback	FE SE SFP	Shallow pools and riffles of freshwater rivers or streams that contain densely vegetative cover for breeding.	May occur within the City because it is known from the region based on historical data for the species.
Amphibians				
Spea hammondii	western spadefoot	CSC	Washes, river floodplains, alluvial fans, playas, alkali flats, temporary ponds, vernal pools in mixed woodlands, grasslands, coastal sage scrub, and chaparral. Surface activity October to April. Oviposition late February to May in temporal pools and slow-moving sections of streams.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Anaxyrus californicus	arroyo toad	FE CSC	Breeds in shallow pools along stream edges with sand/gravel flats between March and June. Adults use sage scrub, mixed chaparral, oak woodland habitats up to within one mile of breeding sites.	May occur within the City because it is known from the region based on historical data for the species.
Rana draytonii	California red-legged frog	FT CSC	Slow-moving streams and ponds with dense vegetation cover providing shade over water surface. Non-breeding estivation sites in small mammal burrows and beneath leaf litter up to 2 miles from the stream. Breed November through April.	May occur within the City because it is known from the region based on historical data for the species.
Rana muscosa	Sierra Madre yellow-legged frog	FE CSC	High mountain lakes, ponds, and streams. Prefers shorelines that gently slope into shallows.	May occur within the City because it is known from the region based on historical data for the species.
Reptiles				
Phrynosoma blainvillii	coast horned lizard	CSC	Scrubland, grassland, coniferous woods, and broadleaf woodlands, especially in areas with sandy soils, scattered shrubs, and ant colonies, such as along the edges of arroyo bottoms or dirt roads. Elevations from sea level to approximately 6,000 feet.	May occur within the City because it is known from the region based on historical data for the species.
Aspidoscelis hyperythra	orange-throated whiptail	CSC	Open coastal sage scrub, chaparral, and streamside growth with loose sandy soils, revegetation sites.	Known to occur within the City based on historical data for the species.
Anniella pulchra pulchra	silvery legless lizard	CSC	Found in leaf litter and loose soil on beaches and in coastal scrub, chaparral, and open riparian habitats. Sandy washes and beach dunes are used for burrowing, while logs and leaf litter are used for cover and feeding.	May occur within the City because it is known from the region based on historical data for the species.
Charina umbratica	southern rubber boa	ST	Oak-conifer and mixed-conifer forests at elevations between approximately 5,000 and 8,200 feet. Prefers rocks and logs or other debris for cover.	May occur within the City because it is known from the region based on historical data for the species; however, this species occurs at elevations above the elevation range found within the City.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Lampropeltis zonata parvirubra	California mountain king snake (San Bernardino population)	CSC	Coniferous forest, oak-pine woodlands, riparian woodland, chaparral, Manzanita, and coastal sage scrub from 800 to 9,000 feet amsl. Prefers wooded areas near a stream with rock outcrops, talus or rotting logs that are exposed to sun.	May occur within the City because it is known from the region based on historical data for the species.
Thamnophis hammondii	two-striped garter snake	CSC	Permanent fresh water, inhabiting streams, ponds, vernal pools. Occupies adjacent coastal sage scrub and grasslands during the winter.	May occur within the City because it is known from the region based on historical data for the species.
Crotalus ruber	red-diamond rattlesnake	CSC	Coastal sage scrub, open chaparral, woodland, grassland, and cultivated areas.	May occur within the City because it is known from the region based on historical data for the species.
Birds				
Aquila chrysaetos	golden eagle	SFP	Require vast foraging areas in grassland, broken chaparral, or sage scrub. Nest in cliffs and boulders. In the county, wintering range does not differ greatly from breeding distribution. Uncommon resident.	May occur within the City because it is known from the region based on historical data for the species. Known to occur adjacent to the City based on historical data for the species.
Buteo swainsoni	Swainson's hawk	SE	Scrubby, forested areas adjacent to patches of lightly irrigated agriculture, particularly with alfalfa and hay crops, or non-agricultural areas with low to medium height vegetation. Breeding resident.	Known to occur within the City based on historical data for the species.
Elanus leucurus	white-tailed kite	SFP	Nest in riparian woodland, oaks, sycamores. Forage in open, grassy areas. Year-round resident.	Known to occur within the City based on historical data for the species and recent studies (ECORP 2012a).
Haliaeetus leucocephalus	bald eagle	FDL SE SFP	Rivers, lakes. Rare winter visitor, rare fall migrant. Feed mainly on fish.	Known to occur within the City based on historical data for the species (News Mirror 2015).

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FC SE	Extensive riparian woodlands. Summer resident. Very localized breeding.	May occur within the City because it is known from the region based on historical data for the species.
Athene cunicularia	burrowing owl (burrow sites & some wintering sites)	CSC	Grassland, agricultural land, coastal dunes. Declining resident.	May occur within the City because it is known from the region based on historical data for the species.
Cypseloides niger	black swift	CSC	Nests around waterfalls and sea cliffs.	May occur within the City because it is known from the region based on historical data for the species.
Empidonax traillii extimus	southwestern willow flycatcher	FE SE	Nests in extensive willow-dominated riparian forests and woodlands, occasionally oak woodlands. Rare spring and fall migrant, rare summer resident.	May occur within the City because it is known from the region based on historical data for the species.
Lanius ludovicianus	loggerhead shrike	CSC	Open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree woodland habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches.	May occur within the City because it is known from the region based on historical data for the species.
Vireo bellii pusillus	least Bell's vireo	FE SE	Dense, stratified canopy within willow-dominated woodland or scrub, Baccharis scrub, mixed oak/willow woodland, mesquite woodland, and elderberry scrub in riparian habitat.	May occur within the City because it is known from the region based on historical data for the species.
Polioptila californica californica	coastal California gnatcatcher	FT CSC	Coastal sage scrub, maritime succulent scrub. Resident.	May occur within the City because it is known from the region based on historical data for the species.
Dendroica petechia brewsteri	yellow warbler	CSC	Well-developed riparian habitats, often with mature willows, usually in close proximity to water along streams and meadows.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Icteria virens	yellow-breasted chat	CSC	Dense riparian woodland. Localized summer resident.	May occur within the City because it is known from the region based on historical data for the species.
Agelaius tricolor	tricolored blackbird	CSC	Freshwater marshes agricultural areas, lakeshores, parks. Localized resident.	May occur within the City because it is known from the region based on historical data for the species.
Mammals				
Leptonycteris yerbabuenae	lesser long-nosed bat	FE	Semi-desert grasslands, desert scrub, and oak woodlands. Roosts primarily in old mines and caves at the base of mountains and near alluvial fans that support desert vegetation, particularly agave, yucca, and other cactus species (NatureServe 2015).	Known to occur within the City based on historical data for the species.
Antrozous pallidus	pallid bat	CSC	Open desert scrub, grasslands, shrub lands, woodlands, and forests. Roosts in rock crevices, caves, mines, tree hollows, and buildings.	May occur within the City because it is known from the region based on historical data for the species.
Corynorhinus townsendii	Townsend's big-eared bat	CSC	Caves, mines, buildings. Found in a variety of habitats, arid and mesic. Individual or colonial. Extremely sensitive to disturbance.	May occur within the City because it is known from the region based on historical data for the species.
Lasiurus xanthinus	western yellow bat	CSC	Valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in palm trees and forages for flying insects over water and among trees in palm oases and riparian habitat.	Known to occur within the City based on historical data for the species.
Eumops perotis californicus	western mastiff bat	CSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in vertical cliff faces, high buildings, trees, and tunnels, and travels widely when foraging.	May occur within the City because it is known from the region based on historical data for the species.
Lepus californicus bennettii	San Diego black-tailed jackrabbit	CSC	Open areas of scrub, grasslands, agricultural fields with ample grasses and forbs.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Glaucomys sabrinus californicus	San Bernardino flying squirrel	CSC	Coniferous and deciduous forest, including riparian forests. Prefers old growth forests. Second growth forests may be essential to dispersal. Elevations between approximately 3,930 to 8,200 feet amsl.	May occur within the City because it is known from the region based on historical data for the species.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	CSC	Sparse, disturbed coastal sage scrub or grasslands with sandy soils.	Known to occur within the City based on historical data for the species and recent studies (Cadre 2012).
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE CSC	Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub.	May occur within the City because it is known from the region based on historical data for the species.
Dipodomys stephensi	Stephens' kangaroo rat	FE ST	Open grasslands, fallow agricultural fields, and sparse coastal sage scrub vegetation types in areas with penetrable soils and a flat to fairly steep sloping topography. Can live without a permanent source of water.	May occur within the City because it is known from the region based on historical data for the species.
Perognathus longimembris brevinasus	Los Angeles pocket mouse	CSC	Yucaipa CNDDB. Lower elevation grassland, alluvial sage scrub, and coastal sage scrub. Sandy soils for burrowing, but is also found on gravel washes and on stony soils	May occur within the City because it is known from the region based on historical data for the species.
Neotoma lepida intermedia	San Diego desert wood rat	CSC	Yucaipa CNDDB. Coastal sage scrub and chaparral. Prefers rock outcrops.	May occur within the City because it is known from the region based on historical data for the species.
Onychomys torridus ramona	southern grasshopper mouse	CSC	Yucaipa extended CNDDB. Coastal sage scrub, mixed chaparral, sagebrush, low sage, and bitterbrush. Low to moderate shrub cover preferred.	May occur within the City because it is known from the region based on historical data for the species.
Taxidea taxus	American badger	CSC	Yucaipa CNDDB. Drier, open stages of shrub steppes, agricultural fields, open woodland forests, and large grass and sagebrush meadows and valleys with friable soils.	May occur within the City because it is known from the region based on historical data for the species.

Scientific Name	Common Name	Status	Habitat Description	Occurrence Info
Ovis Canadensis nelson DPS	peninsular bighorn sheep	FE SE SFP	Yucaipa extended CNDDB. Mountainous habitat, primarily on or near steep, rugged "escape terrain." Boulders and cliffs for shade; caves or sheltered slopes for protection during inclement weather; and alluvial fans and washes nearby as water sources.	May occur within the City because it is known from the region based on historical data for the species.

The 46 special status wildlife species that are known to occur within or adjacent to the City General Plan Area and within the elevation ranges that occur within the City General Plan Area are discussed in further detail, below.

Casey's June Beetle

Casey's June beetle (*Dinacoma caseyi*) is a federally listed endangered species. This burrowing species inhabits sandy, dry washes with ephemeral flow, and dry upland areas associated with soil deposition from extreme flood events. This species has also been observed in relatively disturbed, sandy washes and semi-developed areas beneath non-native vegetation. Although historically known from washes within Palm Springs south to Palm Desert and Indian Wells, the current range of this species is limited to the southern portions of Palm Springs, generally associated with Palm Canyon Wash where there is believed to be only one remaining population. Threats to this species include commercial and residential development; flood control activities; predation, especially by birds; catastrophic floods and droughts; environmental effects resulting from changing climatic patterns; loss of individuals due to foot, vehicle, and horse traffic and other soil disturbing activities; and the use of unnatural lighting or traps, causing wasted energy or death for the beetle (USFWS 2013).

The Casey's June beetle may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Delhi Sands Flower-Loving Fly

The Delhi Sands flower-loving fly (*Rhaphiomidas terminates abdominalis*) is a federally listed endangered species. Fly species of the genus *Rhaphiomidas* are found in arid, sandy habitats, typically on dune systems of inland desert valleys, rivers, deltas, and beach strands. The Delhi Sands flower-loving fly subspecies requires biologically unique arid dunes with fine, sandy soils classified as belonging to the "Delhi" series specifically within the Colton Dunes Ecosystem (USFWS 2008). The range of this species includes San Bernardino and Riverside counties, with most of its habitat occurring in a limited area of southwestern San Bernardino County. Three recovery units are permanently protected, including the Ontario, Jurupa, and Colton recovery units (USFWS 2008). Threats to this species include habitat loss, degradation, and fragmentation; over collection for commercial, recreational, scientific, or education purposes; disease, predation, inadequacy of exiting regulatory mechanisms; and isolation (USFWS 2008).

The Delhi Sands flower-loving fly may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Santa Ana Speckled Dace

The Santa Ana speckled dace (*Rhinichthys osculus* ssp. 3) is a CDFW species of special concern. This subspecies typically occurs within permanent streams that flow through rocky canyons and that have runs and riffles, gravel and cobble substrates, and overhanging riparian plants for cover (Moyle et al. 1995). Typically, these streams are maintained by outflow from cool springs, and retain summer water temperatures of approximately 62 to 68 degrees Fahrenheit. The range of this species includes the headwaters of the Santa Ana and San Gabriel rivers, often in isolated stocks. This species is thought to have been extirpated from the Los Angeles River system (Moyle et al. 1995; USFWS 1996a); however, the San Gabriel River is considered the best remaining habitat for the Santa Ana speckled dace (Moyle et al. 1995). Threats to this species include water diversions, urbanization of watersheds, introduction of nonnative species, mining operations, drought, floods, landslides, debris torrents, water releases from dams, and fires (Moyle et al. 1995).

The Santa Ana speckled dace may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Arroyo Chub

The arroyo chub (*Gila orcutti*) is a CDFW species of special concern. This species typically occurs in warm, fluctuating streams with substrates of sand and mud. The arroyo chub spawns from February through August in pools or quiet edge waters. Juveniles tend to disperse into standing backwaters or downstream/upstream of spawning areas within the Santa Ana River, except where migration is limited by barriers such as dams (Swift 2001). The historical range of this species included the San Gabriel, Los Angeles, San Luis Rey, Santa Ana, and Santa Margarita rivers, as well as Malibu and San Juan creeks. This species is common at three localities within its native range, including the upper Santa Margarita River and its tributary, De Luz Creek; Trabuco Creek below O'Neill Park and San Juan Creek drainage; and Malibu Creek. It is present, but scarce in Big Tujunga Canyon (Pacoima Creek above Pacoima Reservoir), and in the Sepulveda Flood Control Basin, Los Angeles River drainage; upper San Gabriel River drainage; and middle Santa Ana River tributaries between Riverside and the Orange County line (Swift et al. 1993). Introduced populations occur at Santa Maria-St. Inez, Mojave, Santa Clara, and Cuyama River drainages, and a portion of San Felipe Creek (Miller 1968; Moyle 1976; Bell 1978; Sigler and Sigler 1987; Page and Burr 1991). Arroyo chub populations have declined with the loss of preferred low-gradient streams throughout their range. Other factors contributing to their decline include predation, competition from nonnative species, and decreased water quality conditions.

The arroyo chub may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Santa Ana Sucker

The Santa Ana sucker (*Catostomus santaanae*) is a federally listed threatened species and a CDFW species of special concern. It inhabits perennial streams with a wide range in depth and flow, utilizing different stream substrate depending on life stage. This species depends on a mix of gravel, cobble, and sand combined with shallow riffles and deeper runs as well as pools for breeding, foraging, and protection from predators (Haglund et al. 2001, Haglund and Baskin 2003, Moyle 2002). In-stream and bank-side riparian vegetation is preferred for shade and cover for larvae and juveniles. The range of this species includes the Santa Ana, San Gabriel, and Los Angeles River watersheds. Within the Santa Ana River Watershed, this species has been extirpated from the Upper Santa Ana River and tributaries (upstream of South La Cadena Avenue) and remains extant within the middle and lower Santa Ana River and tributaries (South La Cadena to near California State Highway 90 (USFWS 2012). USFWS designated critical habitat for this species within Los Angeles, Orange, Riverside, and San Bernardino counties on December 14, 2010 (USFWS 2010). Threats to this species include destruction, modification, or curtailment of their habitat or range; over utilization of the species for commercial, recreational, scientific, or recreational purposes; predation by non-native fish and amphibians; inadequacy of existing regulatory mechanisms; low oxygen levels caused by algal blooms; flood; drought; and fire (USFWS 2012).

The Santa Ana sucker may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Unarmored Threespine Stickleback

The unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*) is a federally and state-listed endangered species and a CDFW fully protected species. This species inhabits shallow pools and riffles in freshwater rivers or streams that contain dense vegetative cover for breeding (Baskin 1974, as cited in USFWS 2009); breeding occurs year-round in some cases, slowing or not occurring in the winter months. The range of this subspecies includes the upper Santa Clara River drainage system in Los Angeles and Ventura counties, San Antonio Creek on Vandenberg Air Force Base in San Luis Obispo County, San Felipe Creek in San Diego County, and Shaw Creek and Sugarloaf Pond in San Bernardino County (Culver and Hubbs 1917; USFWS 1985). Threats to this species include habitat degradation, introduction of other stickleback species, stream channelization, urbanization, agricultural development, water diversions, groundwater pumping, introduction of predators and competitors, off-highway vehicle use, and chemical/oil spills (USFWS 1985; USFWS 2009).

The unarmored threespine stickleback may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Western Spadefoot

The western spadefoot (*Spea hammondii*) is a CDFW species of special concern. This species can be found in a variety of lowland, foothill, and mountain habitats including washes, river floodplains, alluvial fans, playas, alkali flats, temporary ponds, vernal pools, mixed woodlands, grasslands, coastal sage scrub, and chaparral with sandy or gravelly soils (CalHerps 2014, NatureServe 2013; Stebbins 2003). The range of the western spadefoot extends from the Central Valley and bordering foothills in California and from the coastal ranges south of San Francisco Bay southwards to northwestern Baja California, Mexico (NatureServe Explorer 2014). This species can be found from near sea level to elevations up to approximately 4,460 feet amsl (Zeiner et al. 1988; Jennings and Hayes 1994). Threats to western spadefoot are primarily due to habitat loss caused by development and possibly by the introduction of mosquito fish (CalHerps 2014).

The western spadefoot may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Arroyo Toad

The arroyo toad (*Anaxyrus californicus*) is a federally listed endangered species and a CDFW species of special concern. It inhabits sandy banks of washes, streams, and arroyos with low currents and large deciduous trees. The arroyo toad is nocturnal and breeds from March to June in pools with the majority of the pool greater than 1 foot deep with a substrate of sand, gravel, or pebbles lacking vegetation. Subadults and adults can range into surrounding uplands as much as 0.5 mile to 1.2 miles away from the stream (USFWS 1999). The arroyo toad ranges along coastal California from Monterey County south through San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Diego counties; in inland populations in Riverside and San Bernardino counties, and into northern Baja California, Mexico (Jennings and Hayes 1994). The main threats to the arroyo toad are degradation and loss of riparian habitat and predation by bullfrogs (*Rana catesbeiana*).

The arroyo toad may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

California Red-Legged Frog

The California red-legged frog (*Rana draytonii*) is a federally listed threatened species and a CDFW species of special concern. This species can be found in both permanent and ephemeral streams, but populations are unlikely to remain in ephemeral streams (Jennings and Hayes 1994; USFWS 1996b). It prefers deep-water pools with cattails and bulrushes at the margins of the pools and overhanging willows and can be found at elevations between sea level and approximately 4,900 feet amsl. This subspecies ranges inland from Redding in Shasta County down to the northern portion of the central valley and coastal from Point Reyes in Marin County south along the California coast into Baja California (Jennings and Hayes 1994). Commercial exploitation of this species as a source of frog legs led to a decline of the California red-legged

frog in the 1800s. Current threats include habitat alteration and predation by introduced species including the nonnative bullfrog and exotic fishes (Jennings and Hayes 1994).

The California red-legged frog may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Sierra Madre Yellow-Legged Frog

The Sierra Madre mountain yellow-legged frog (*Rana muscosa*) is a federally listed endangered species and a CDFW species of special concern, and it is a state candidate for listing as endangered. This species is found in high mountain lakes, ponds, and streams, preferring shorelines that gently slope into shallows (Mullally and Cunningham 1956). The range of the mountain yellow-legged frog is limited to small streams in the San Gabriel, San Bernardino, and San Jacinto mountains at elevations from 984 to over 12,000 feet amsl (USFWS 2000a, CalHerps 2014). The severe population decline of this species is attributed to predation by trout, outdoor recreation activities, and introduction of nonnative species, as well as, the demographics associated with small populations (USFWS 2000a).

The Sierra Madre yellow-legged frog may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Coast Horned Lizard

The coast horned lizard (*Phrynosoma blainvillii*) is a CDFW species of special concern. This species is found in a variety of habitats including scrubland, grassland, coniferous forest, and broadleaf woodland with areas for basking and loose soils at elevations ranging from sea level to approximately 7,900 feet amsl (Stebbins 2003). The coast horned lizard occurs from the upper Sacramento Valley southward along the Coast Ranges, southern Sierra foothills, and coastal slope of the Peninsular Ranges of southern California to Baja California, Mexico. Threats to Coast horned lizard are due to human activity including development, converting native habitat to agriculture, urbanization, and the introduction of Argentine ants (*Linepithema humilis*), which displace native ants (Jones and Lovich 2009).

The coast horned lizard may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Orange-throated Whiptail

The orange-throated whiptail (*Aspidoscelis hyperythrus beldingi*) is a CDFW species of special concern. This subspecies is found in areas of open coastal sage scrub, chaparral, and streamside growth with loose sandy soils (Stebbins 2003). This lizard typically hibernates during winter, emerging in February or March, but can be active year-round when temperatures are warm (Jennings and Hayes 1994). This subspecies ranges from southwestern San Bernardino County, south into Baja California at elevations from sea level to 2,000 feet amsl. Threats to the orange-

throated whiptail are attributed to habitat loss and fragmentation caused by development (CalHerps 2014).

The orange-throated whiptail is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015).

Silvery Legless Lizard

The silvery legless lizard (*Anniella pulchra pulchra*) is a CDFW species of special concern. It is found in leaf litter and loose soil on beaches and in coastal scrub, chaparral, and open riparian habitats at elevations from sea level to 5,100 feet amsl (Stebbins 2003). It ranges from southern Ventura and Los Angeles counties and far southwestern San Bernardino County south through Orange County, western Riverside County, and most of San Diego County into northwestern Baja California, Mexico. Threats to silvery legless lizard include agriculture, introduction of nonnative vegetation, residential development, mining for sand, golf courses, off-road vehicle activity, and trampling (Stebbins 2003).

The silvery legless lizard may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

San Bernardino Mountain Kingsnake

The San Bernardino population of the California mountain king snake (*Lampropeltis zonata parvirubra*) is a CDFW species of special concern. This species is a habitat generalist and can be found in coniferous forest, oak-pine woodlands, riparian woodland, chaparral, manzanita, and coastal sage scrub from 800 to 9,000 feet amsl. Its preferred microhabitat includes wooded areas near streams with rock outcrops, talus, or rotting logs that are exposed to sun (Zeiner et al. 1988). The range of this subspecies includes the San Jacinto, Santa Rosa, San Bernardino, Santa Susana, and San Gabriel Mountains, and the Verdugo Hills. Threats to the San Bernardino mountain king snake include reptile hunters over-collecting and causing permanent habitat destruction by tearing off rock slabs or pieces of bark in search of the snake; habitat loss and destruction by bulldozers; and collection of rock slabs for use elsewhere (CalHerps 2014), such as residential landscaping.

The California mountain king snake may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Two-Striped Garter Snake

The two-striped garter snake (*Thamnophis hammondii*) is a CDFW species of special concern. This species inhabits riparian areas during summer months and occupies adjacent coastal sage scrub and grasslands during the winter (Jennings and Hayes 1994). It is normally found in or near permanent fresh water, inhabiting streams, ponds, and lakes throughout their range (Stebbins 1985) and can even be found in temporary bodies of water such as vernal pools. The two-striped garter snake ranges from San Luis Obispo County south to El Rosario in Baja

California, Mexico, from sea level to 8,000 feet amsl (Jennings and Hayes 1994). Population declines in the two-striped garter snake are generally attributable to impacts related to the loss of natural wetlands and increased development near and in suitable habitat.

The two-striped garter snake may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Red-Diamond Rattlesnake

The red-diamond rattlesnake (*Crotalus ruber*) is a CDFW species of special concern. This species is found in a variety of habitats including coastal sage scrub, desert scrub, open chaparral, woodland, grassland, and cultivated areas at elevations from sea level to approximately 4,900 feet amsl, but typically below 3,900 feet amsl (Stebbins 2003). This species occurs on both sides of the Peninsular Ranges of southwestern California from Orange and San Diego counties; western San Bernardino, Riverside, and Imperial counties; and into Baja California, Mexico. Threats to red diamond rattlesnake are due to habitat loss, particularly within the coastal regions of its range (CalHerps 2014).

The red-diamond rattlesnake may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Golden Eagle

The golden eagle (*Aquila chrysaetos*) is a CDFW fully protected species, and it is covered under the federal Bald and Golden Eagle Protection Act. This species inhabits rolling foothills, mountains, sage-juniper flats, and deserts. Within these habitats, this species prefers cliffs with overhanging ledges and large trees and vast areas for hunting. The golden eagle nests on cliff faces, large boulders, walled canyons, or in tall trees. The breeding range for this species extends from northern and western Alaska east to Labrador and south to southern Alaska, Baja California, western and central Texas, western Oklahoma, western Kansas, and the highlands of northern Mexico. In California, the range of this species extends throughout state, except the Central Valley, at elevations of up to 11,500 feet (Grinnell and Miller 1944, Unitt 2004). Threats to the golden eagle include habitat alteration by direct or indirect human-caused mortality, disturbance, and the elimination of prey by habitat alteration. Additional causes for the decline in the golden eagle population include shooting, poisoning, trapping, electrocutions and/or collisions with power lines, pesticide contamination, and wildfire (Tesky 1994, Kochert et al. 2002). Human recreational activities may disrupt wintering, breeding, and migration of the golden eagle (Tesky 1994).

The golden eagle may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a state-listed threatened species. This species is often found in scrubby, forested areas that are adjacent to at least small patches of either lightly irrigated agriculture, particularly with alfalfa and hay crops, or non-agricultural areas with low to medium height vegetation (USFWS 2015). Swainson's hawk is a breeding resident from eastern Alaska, south through western and central Canada and the U.S., and into northern mainland Mexico. In California, the Swainson's hawk was once extremely prevalent; however, its numbers declined rapidly and is currently found primarily in the Central Valley, Great Basin, Owen's Valley, and Mohave Desert regions in California. Threats to this species loss of foraging and breeding grounds that have been converted to urban landscapes or other unsuitable habitats well as disease, pesticide poisoning, and electrocution (USFWS 2015).

The Swainson's hawk is known to occur within the City General Plan Update Area based on historical data for the species (CDFW 2015).

White-Tailed Kite

The white-tailed kite (*Elanus leucurus*) is a CDFW fully protected species within its nesting range. This species inhabits open country where grasslands, agricultural fields, marshes and even roadsides provide sufficient populations of their primary prey, the California vole (*Microtus californicus*) (Unitt 2004). Though previously threatened with extinction in the early part of the 20th century, this species now ranges from the west coast of the U.S., south Texas, and to the south in scattered areas across Mexico and South America. In California, most of the population occurs west of the Sierra Nevada in lowlands, coastal areas, and inland valleys (Small 1994). Previous population declines have been attributed to shooting, habitat loss, and poisoning of small rodents (Dunk 1995; Unitt 2004). In the past three decades this species has dramatically expanded in numbers and range in the western U.S. (Dunk 1995; Patten et al. 2003).

The white-tailed kite is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015, ECORP 2012a).

Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) is a state-listed endangered and CDFW fully protected species. This species is typically found close to open water in coastal areas, bays, rivers, lakes, reservoirs, and other bodies of water that provide food sources including fish, waterfowl, or seabirds (Andrew and Mosher 1982). The breeding range of this species extends through Alaska and Canada, the Pacific Northwest, Florida, the Greater Yellowstone area, around the Great Lakes, and the Chesapeake Bay region (USFWS 2007a). In California, most bald eagle breeding locations are in northern California, but the eagles also nest in scattered locations in the central and southern Sierra Nevada mountains and foothills, in several locations from the central coast range to inland southern California, and on Santa Catalina Island (CDFW 2014). The wintering range of this species spans most of the United States, southern Canada, and northern Mexico (NatureServe 2014, USFWS 2007a). Threats to this species include the use

of DDT in the 20th century causing eggshell thinning; habitat modification, agriculture, timber harvest, pesticides and contaminants such as lead poisoning; organophosphorus, metals, and carbamate; off-road vehicles; electrocution and collision with power lines; and hunting (CDFW 2014, Buehler 2000).

The bald eagle is known to occur within the City General Plan Area based on recent observations of the species (News Mirror 2015).

Western Yellow-Billed Cuckoo

The yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a state-listed endangered species in its nesting range, and is also a federal candidate for listing. It inhabits large tracts of densely vegetated riparian habitat, especially willow-cottonwood or mesquite woodlands with flowing rivers and streams, elevated subsurface groundwater tables, and high humidity. The western yellow-billed cuckoo ranges in the western U.S., with scattered occurrences in Colorado, New Mexico, and Nevada and most occurrences in California. Critical habitat is proposed for areas of Arizona, California, Colorado, Idaho, Nevada, New Mexico, Texas, Utah, and Wyoming (USFWS 2014a). Threats to the western yellow-billed cuckoo include destruction of riparian habitat.

The western yellow-billed cuckoo may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Burrowing Owl

The burrowing owl (*Athene cunicularia*) is a CDFW species of special concern at burrow sites and some wintering sites. This species typically inhabits open, well-drained grasslands, deserts, prairies, and agricultural lands. Endemic to the Americas, the bulk of the burrowing owl population resides in western North America but it can be found in suitable habitat south to Tierra del Fuego and coastal islands off of Florida and Baja California, Mexico (Haug et al. 1993). In California, although this species is declining in much of the state, it remains fairly common in Imperial Valley, which is home to nearly 70 percent of the entire California population (Unitt 2004). Population declines have been attributed to loss of suitable habitat though urban expansion, pesticide use, vehicle collisions, and reduction of the mammals that supply the owl with burrows (Haug et al. 1993; Remsen 1978; Unitt 2004). Further, it's propensity for nesting and foraging near roadsides and agricultural drains make it particularly vulnerable to roadside shooting, collisions with vehicles, road maintenance and general harassment (Patten et al. 2003; Remsen 1978; Unitt 2004).

The burrowing owl may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Black Swift

The black swift (*Cypseloides niger*) is a CDFW species of special concern within its nesting range. It is an aerial species that forages over rugged, often mountainous terrain, and nests on wet cliffs next to or behind waterfalls, on sea cliffs, or in sea caves (Unitt 2004). The black swift has an extensive range; however, within this range, it occurs in isolated pockets sometimes separated from each other by hundreds of miles. In North America, its range extends from southeastern Alaska through northwestern and central British Colombia and southwestern Alberta south along the western coastal states to southern California, and also includes other areas in northwestern Montana, Colorado, central Utah, and north-central New Mexico (Audubon 2014). It is one of Southern California's rarest breeding birds with only six known locations (Foerster and Collins 1990; Unitt 2004). Here it occurs as a rare migrant except where it is found as a local and restricted breeder in the San Gabriel, San Bernardino, and San Jacinto mountains (Lowther and Collins 2002; Unitt 2004). Population declines have resulted from decreases in aerial insect abundance from habitat loss and use of pesticides. In addition, black swift individuals may also be ingesting pesticides and bio-accumulating them in tissues, which may cause decreases in reproductive output and increases in adult mortality, especially under extreme weather conditions (Audubon 2014).

The black swift may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Southwestern Willow Flycatcher

The southwestern willow flycatcher (*Empidonax traillii extimus*) is a federally and state-listed endangered species when nesting. This species typically breeds in patchy to dense, well-developed riparian woodlands along streams, rivers, lakes, or other wetlands, at less than 8,000 feet in elevation, that provide surface water and/or saturated soil during mid-summer (Sedgwick 2000; Sogge et al. 1997; USFWS 2002). Typical breeding habitat for southwestern willow flycatcher is composed of native riparian species such as willows (*Salix* spp.) and mulefat; however, the species has also been observed successfully breeding in riparian communities dominated by extensive patches of non-native species such as tamarisk (*Tamarix ramosissima*) and Russian olive (*Eleagnus angustifolia*) (USFWS 2002). The southwestern willow flycatcher is a neotropic migrant that is endemic to the Americas and is a summer breeding resident in the southwestern U.S., specifically within Arizona, New Mexico, southern California, southern portions of Nevada and Utah, southwestern Colorado, far western Texas, and extreme northwestern Mexico (USFWS 2002). Once a common species in southern California, in the early 20th century its population collapsed from the combined effects of habitat loss and nest parasitism by brown-headed cowbird (*Molothrus ater*) (Sedgwick 2000; Unitt 2004; USFWS 2002). Currently, in southern California it breeds locally at 75 known sites within 18 drainages from San Diego to Santa Barbara and Kern counties and the Owens Valley, most notably within the San Luis Ray, Santa Ana, Santa Ynez, Owens, and Kern rivers which support approximately 70 percent of known territories (Sogge et. al. 2003).

The southwestern willow flycatcher may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Loggerhead Shrike

The loggerhead shrike (*Lanius ludovicianus*) is a CDFW species of special concern in its nesting range. It is found in open country with short vegetation such as pastures with fence rows, agricultural fields and open woodlands, where it hunts from perches to capture a variety of prey from insects to small mammals and birds which it then impales sharp objects such as thorns and barbed-wire fences in order to hold them during consumption. This species is distributed throughout the central U.S. and Mexico year-round with some breeding population migrating north into Canada in summer (Yosef 1996). A breeding resident in California, it is found throughout much of the state, excluding heavily forested high mountains, higher portions of the desert ranges, the Sierra Nevada and the far northwest (Shuford and Gardali 2008; Small 1994). Threats to this species include changes in human land-use practices, the spraying of pesticides, and competition with species that are more tolerant of anthropogenic habitats (Yosef 1996; Unitt 2004).

The loggerhead shrike may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Least Bell's Vireo

The least Bell's vireo (*Vireo bellii pusillus*) is a federally and state-listed endangered species in its nesting range. This species is dependent upon riparian habitat during the breeding season and prefers willow-dominated woodland or scrub that typically exists along streams and rivers. Other habitat types also used include Baccharis scrub, mixed oak/willow woodland, mesquite woodland, and elderberry scrub. Habitat characteristics that appear to be essential for vireo occupation include dense cover from 3 to 6 feet in height for nesting and foraging, and a stratified canopy providing both foraging habitat and song perches for territorial advertisement (Kus 2002). The least Bell's vireo breeds in lowlands from central to southern California and winters in southern Baja California, Mexico (NatureServe 2014). It is threatened by habitat destruction combined with brood parasitism by brown-headed cowbirds. Currently, with restriction of riparian habitat destruction, extensive cowbird trapping, and protection afforded by the ESA, least Bell's vireo populations have recovered in some areas of cismontane southern California and populations are expanding into former ranges (USFWS 1998).

The least Bell's vireo may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Coastal California Gnatcatcher

The coastal California gnatcatcher (*Polioptila californica californica*) is a federally listed threatened species and a CDFW species of special concern. This species is primarily found in coastal sage scrub communities, especially those dominated by California sagebrush (*Artemisia californica*) below 1,640 feet amsl (Atwood and Bontrager 2001; Mock 2004). The California gnatcatcher has one of the most limited distributions of any bird species in North America, limited to specific vegetation communities from coastal southern California to the southern tip of

Baja California, Mexico. One of three subspecies of California gnatcatcher, the coastal California gnatcatcher occurs from southern California south to Ensenada in Baja California, Mexico. The highest coastal California gnatcatcher population densities occur in Orange and San Diego counties, with lower densities in western Riverside County and southwestern San Bernardino County; also isolated populations exist in Los Angeles and Ventura counties (Mock 2004). This species was listed as federally threatened in 1993 based on the high proportion of its habitat that had been lost to agriculture and urban development and the pressure to develop what remains (USFWS 2007b, Unitt 2004).

The coastal California gnatcatcher may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Yellow Warbler

The yellow warbler (*Dendroica petechia brewsteri*) is a CDFW species of special concern in its nesting range. This subspecies inhabits a verity of riparian habitats varying by biogeographic region but usually in close proximity to water along streams and in wet meadows (Grinnell and Miller 1944, Lowther et al. 1999). Overall, the subspecies group of yellow warbler to which the California race belongs has a broad distribution in the Americas where it breeds throughout the northern U.S., Canada, parts of Mexico and California and winters from southern Mexico south to eastern Brazil (Lowther et al. 1999). In California, it currently breeds throughout much of the state, inhabiting coastal areas along the length of the state and inland in northern California and east and west slopes of the Sierra Nevada. Like many other riparian songbirds, the yellow warbler population collapsed in the 20th century as a result of the destruction of riparian habitat in which they breed and by the additional pressure of cowbird parasitism (Remsen 1978; Rosenberg et al. 1991; Unitt 2004). However, despite local declines this subspecies currently occupies much of their former breeding range, except in the Central Valley, where they are close to extirpation (Shufford and Gardali 2008).

The yellow warbler may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Yellow-Breasted Chat

The yellow-breasted chat (*Icteria virens*) is a CDFW species of special concern in its nesting range. This species requires dense riparian habitats with well-developed shrub-layer and an open canopy, often times associated with successional growth of forest regeneration, shrubby old pastures, and other woodland undergrowth. The yellow-breasted chat is widely distributed across the U.S. where it breeds in summer after migrating from its wintering grounds in southern Mexico and Central America. In California, though formerly more widespread, it is now primarily in coastal California and foothills of the Sierra Nevada and east of the Cascades in northern California, from sea level to 6,500 feet amsl. Though historically fairly common in California, this species suffered population declines in the middle 20th century along with other riparian species due presumably to habitat loss and the invasion of the brown-headed cowbird (Rosenberg et al. 1991; Unitt 2004). Since that time, however, its population has made a

comeback likely as a result of focused cowbird removal programs as well as its subsequent adaptation to breeding in alternative habitats such as tamarisk and mesquite woodlands (Patten et al. 2003; Rosenberg et al. 1991; Unitt 2004).

The yellow-breasted chat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Tricolored Blackbird

The tricolored blackbird (*Agelaius tricolor*) is a CDFW species of special concern in its nesting range. It is found in cattail and bulrush marshes, which are used for breading and roosting, that are located near suitable foraging areas such as pasture and croplands. This species is almost wholly endemic to California, which is home to more than 99 percent of the population (Beedy and Hamilton 1997). The tricolored blackbird is found primarily in the Central Valley and surrounding foothills, throughout coastal and some inland localities in southern California, and in scattered sites in Oregon, western Nevada, central Washington, and western coastal Baja California, Mexico. Historically, this species was killed to control damage to rice and grain crops. Recently, it has experienced large annual losses of reproductive effort to crop-harvesting activities and has suffered habitat losses to land conversions from converting rangeland to vineyards, orchards, and urban development.

The tricolored blackbird may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Lesser Long-Nosed Bat

The lesser long-nosed bat (*Leptonycteris yerbabuenae*) is a federally listed endangered species. This bat is found in semi-desert grasslands, desert scrub, and oak woodlands (USFWS 2015), and it roosts primarily in old mines and caves at the base of mountains and near alluvial fans that support desert vegetation, particularly agave, yucca, and other cactus species (NatureServe 2015). It is known to occur historically in California, Arizona, and New Mexico; however, it may have been extirpated in California. Primary threats to this species include disturbances and destruction of roosting locations as well as urbanization and fragmentation of foraging habitat (USFWS 2015).

The lesser long-nosed bat is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015); however, this species is thought to have been extirpated from southern California (USFWS 2015).

Pallid Bat

The pallid bat (*Antrozous pallidus*) is a CDFW species of concern. This bat occupies a variety of open habitats including grasslands, shrublands, woodlands, and forests at elevations ranging from sea level up through mixed conifer forests. It roosts in caves, crevices, and mines where it is protected from high temperatures. This species ranges from Mexico, throughout the

southwestern U.S., and north to western Canada (BCI 2014). It is a locally common yearlong resident of low elevations throughout most of California. The pallid bat is very sensitive to roost disturbance, as these roosts are crucial for metabolic economy and juvenile development. Threats to the pallid bat are generally attributable to loss of roost sites resulting from human intrusion and physical alteration (Zeiner et al. 1990).

The pallid bat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Townsend's Big-Eared Bat

Townsend's big-eared bat (*Corynorhinus townsendii*) is a CDFW species of special concern. This bat is found in a variety of communities including coastal conifer and broadleaf woodlands, grasslands, deserts, and meadows. Throughout most of its geographic range, it is most common in mesic sites (Kunz and Martin 1982; Williams 1986). Townsend's big-eared bat roosts in caves, mines, tunnels, buildings, or other human-made structures and may use different locations as day roosts, night roosts, maternity roosts, and hibernacula. This species ranges from Mexico, within the western U.S., and into southern Canada. There are also two disjunct populations within the Ozark and central Appalachian areas (BCI 2014). Threats to Townsend's big-eared bat are attributed to roost abandonment brought on by human activities (Zeiner et al. 1990).

The Townsend's big-eared bat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Western Yellow Bat

The western yellow bat (*Lasiurus xanthinus*) is a CDFW species of special concern. This species is found in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats below approximately 2,000 feet amsl (NatureServe 2014, BCI 2014). It roosts in palm trees and forages for flying insects over water and among trees in palm oases and riparian habitat. The western yellow bat is known from the southwestern United States south into mainland and Baja California, Mexico. In California, this species is an uncommon, year-round resident that has been documented Los Angeles, San Bernardino, Riverside, Orange, Imperial, and San Diego counties (NatureServe 2014, BCI 2014). Threats to the western yellow bat are generally associated with the loss of roost sites resulting from human intrusion and physical alteration.

The western yellow bat is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015).

Western Mastiff Bat

The western mastiff bat (*Eumops perotis*) is a CDFW species of special concern. This species is found in a variety of habitats including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban areas (Zeiner et al. 1990). It is found in rugged, rocky areas where suitable crevices are available for day roosts and

will roost with other bat species, and it also frequently roosts in buildings (Williams 1986). The western mastiff bat ranges from central California southward into central Mexico. In California, it has been recorded from Butte County southward in the western lowlands, throughout the southern California coastal basins, and in the western portions of the southeastern desert region (Williams 1986). Threats to western mastiff bat include disturbance of roosting sites, especially those in established buildings, loss of open waterways, loss of cliff roost sites due to human activity, and pesticides (NatureServe 2014, BCI 2014).

The western mastiff bat is known to occur adjacent to the City General Plan Area based on historical data for the species (CDFW 2015).

San Diego Black-Tailed Jackrabbit

The San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) is a CDFW species of special concern. This subspecies occupies open or semi-open habitats, such as coastal sage scrub and open chaparral areas; however, forested and thick chaparral regions are not suitable (Bond 1977). The San Diego black-tailed jackrabbit ranges from near Mount Pinos (at the Kern-Ventura County line), southward and west of the Peninsular Range into Baja California, Mexico (Hall 1981). This subspecies can be found throughout southern California, with the exception of the high-altitude mountains. Reasons for decline include habitat loss, fragmentation, and disease outbreaks.

The San Diego black-tailed jackrabbit may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Northwestern San Diego Pocket Mouse

The northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) is a CDFW species of special concern. It is most often found in sparse or disturbed coastal sage scrub or grasslands with sandy soils. This subspecies ranges from Los Angeles County and extreme southern San Bernardino County south through San Diego County and into west-central Baja California, Mexico (Bond 1977, Hall 1981). Threats to northwestern San Diego pocket mouse are most likely due to development, resulting in loss of habitat.

The northwestern San Diego pocket mouse is known to occur within the City General Plan Area based on historical data for the species (CDFW 2015, Cadre 2012).

San Bernardino Kangaroo Rat

The San Bernardino kangaroo rat (*Dipodomys merriami parvus*) is a federally listed endangered subspecies and a CDFW species of special concern. This subspecies is typically found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub (NatureServe 2014). The San Bernardino kangaroo rat may also use chaparral and disturbed areas that are associated with alluvial processes (NatureServe 2014). The current range of this subspecies includes floodplains of the San Jacinto, Santa Ana,

and Antelope-Fremont Valley watersheds in Los Angeles, San Bernardino, and Riverside counties. Threats to this subspecies include habitat loss and fragmentation from urban and industrial development, highway construction, flood control and water conservation projects, sand and gravel mining, grazing, and vandalism (USFWS 1997).

The San Bernardino kangaroo rat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Stephens' Kangaroo Rat

Stephens' kangaroo rat (*Dipodomys stephensi*) is a federally listed endangered and state-listed threatened species. This species inhabits open grasslands, fallow agricultural fields, and coastal sage scrub with coastal sagebrush, California buckwheat, and non-native filaree at elevations up to 1,970 feet amsl, although some have been found over 3,000 amsl. Shrub cover is typically less than 50 percent, and this species requires well-drained soils that support annual grasses mixed with forbs and shrub species. Stephens' kangaroo rat is most widely distributed in Riverside County, with the only other significant populations occurring in San Diego County at Camp Pendleton, adjacent to the Fallbrook Naval Weapons Station and around Lake Henshaw. However, it is also known to occur in San Bernardino County. Threats to the Stephens' kangaroo rat include habitat loss and fragmentation due to human activities such as recreation and agricultural land use; predation; and grazing practices that lead to alteration of the soil and/or grass composition; succession of Stephens' kangaroo rat habitat to native scrub habitats or thick invasive scrublands; excessive soil compaction from off-road vehicle use; and lack of open habitat and/or corridors for dispersal (USFWS 1997, Brehme et al. 2005).

The Stephen's kangaroo rat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Los Angeles Pocket Mouse

The Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) is a CDFW species of special concern. This species inhabits lower elevation grassland, alluvial sage scrub, and coastal sage scrub usually with sandy soils for burrowing, but is also found in gravel washes and on stony soils (Beatly 1976, Miller and Stebbins 1964). The range of this species includes coastal basins of southern California, from Etiwanda Wash in the San Bernardino Mountains east to Cabazon, south through the San Jacinto and Temecula Valleys to Aguanga, Warner Pass, Vail, and Temecula. Threats to this species include severe and continuous habitat loss and fragmentation due to agriculture, suburban and urban development. This species has been extirpated from most or all of the San Fernando and San Bernardino valleys (Brylski 1998, Zeiner et al. 1990).

The Los Angeles pocket mouse may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

San Diego Desert Wood Rat

The San Diego desert wood rat (*Neotoma lepida intermedia*) is a CDFW species of special concern. This subspecies is found in coastal sage scrub and chaparral with rock outcrops (Bond 1977). The San Diego desert wood rat ranges from San Luis Obispo south through Santa Barbara, Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego counties and into Baja California, Mexico (Hall 1981). Threats to San Diego desert wood rat are most likely due to development, resulting in loss of habitat.

San Diego desert wood rat may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Southern Grasshopper Mouse

The southern grasshopper mouse (*Onychomys torridus ramona*) is a CDFW species of special concern. This subspecies occurs in a wide variety of arid habitats, including various types of brushlands, such as alkali desert scrub, coastal sage scrub, sagebrush, and bitterbrush (Zeiner et al. 1990). It ranges from the coastal slopes of northern Los Angeles County; south through Los Angeles, San Bernardino, Riverside, Imperial, and San Diego counties; and into extreme northwestern Baja California, Mexico (Harris 1983). These mice are not frequently caught in small-mammal trapping studies, which typically use vegetable or grass material as bait. As a result, little is currently known about the population or natural history status of the southern grasshopper mouse (Harris 1983).

The southern grasshopper mouse may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

American Badger

The American badger (*Taxidea taxus*) is a CDFW species of special concern. This species can be found in a variety of habitats, which include shrub steppes, agricultural fields, open woodland forests, and large grass and sagebrush meadows and valleys (Streubel 2000). In California, the badger may occupy a variety of habitats, especially grasslands, savannas, montane meadows, sparse scrublands, and deserts. It prefers friable soils for burrowing and relatively open, uncultivated ground. The American badger ranges from southern Canada, through the central and western U.S., and into Baja California and northern mainland Mexico. Threats to American badger are due to human activity caused by habitat destruction, trapping, hunting, vehicular deaths, and poisoning.

The American badger may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

Peninsular Bighorn Sheep

The peninsular bighorn sheep (*Ovis canadensis nelsoni*) is a federally listed endangered, state-listed threatened, and CDFW fully protected species. It inhabits mountainous habitat at elevations of 300 to 4,600 feet amsl, primarily on or near steep, rugged terrain. This subspecies also depends on boulders and cliffs for shade, caves or sheltered slopes for protection during inclement weather; and alluvial fans and washes nearby as water sources (USFWS 2000b and USFWS 2011). The peninsular bighorn sheep is found in Inyo and Mono counties and south in Los Angeles, San Bernardino, and Imperial counties. Threats to peninsular bighorn sheep include habitat loss and fragmentation caused by urban development and road and railroad construction; livestock grazing; diseases such as pneumonia spread by domestic sheep; poaching; predation by mountain lions (*Felis concolor*), particularly when sheep are attracted towards agricultural areas and away from escape habitat; insufficient lamb recruitment as a result of predation; fire suppression; and decreasing access to surface water due to human activity (Hayes et al. 2000, USFWS 2000b, USFWS 2011).

The peninsular bighorn sheep may occur in the City General Plan Area because it is known to occur within the region based on historical data for the species (CDFW 2015).

3.4.4 Wildlife Movement Corridors

Wildlife corridors are essential to maintain populations of healthy and genetically diverse plant and wildlife species. At a minimum, wildlife corridors promote colonization of habitat and genetic variability for both plant and wildlife species by connecting fragments of habitat that are separated by otherwise foreign or inhospitable habitats. Because the isolation of plant and wildlife populations can have many harmful effects on local and regional species' populations and may contribute significantly to local species extinctions, wildlife corridors are important to sustain individual species distributions within these habitat fragments. Studies have concluded that many wildlife species would not likely persist in these habitat fragments over time because isolation through fragmentation would prohibit the infusion of new individuals and genetic information into the population (MacArthur and Wilson 1967; Soule 1987; Harris and Gallagher 1989; Bennett 1990). While the debate over the value of corridors has been extensive (Simberloff and Cox 1987, Noss 1987, Beier and Loe 1992, Beier and Noss 1998, Haddad et al. 2002, Beier and Noss 2000), most leading wildlife corridor biologists agree that, if corridors are used in appropriate situations and designed properly, they can be useful tools in conservation.

Wildlife corridors are considered sensitive by local, state, and federal resource and conservation agencies because these corridors allow wildlife to move between adjoining open space areas that are becoming increasingly isolated as open space becomes fragmented from urbanization, rugged terrain, and/or changes in vegetation (Beier and Loe 1992). In southern California, habitat fragmentation is one of the main concerns for the maintenance of healthy wildlife populations because natural areas are often scarce and maintaining connectivity between these habitats is perhaps one of the best feasible options for preventing localized extinctions and enhancing biodiversity (Penrod et al. 2001). In addition, roadway mortality must be considered when evaluating the importance of maintaining habitat connectivity and providing well-designed wildlife crossings (e.g., over/underpasses). If animals are inclined to move between habitat

patches, a narrow road or even a wider highway isn't an absolute barrier. However, if these animals choose to cross these roadways, the likelihood of mortality increases and potentially could depress regional species' populations if these failed crossing attempts become a common occurrence.

Wildlife corridors can be classified as either regional corridors or local corridors. Regional corridors are defined as those linking two or more large areas of natural open space and local corridors are defined as those allowing resident animals to access critical resources (e.g., food, cover, water) in a smaller area that might otherwise be isolated by some form of urban development (e.g., roads, housing tracts). Both regional and local wildlife corridors reduce the effects of habitat fragmentation by (1) allowing wildlife to move between remaining habitat fragments, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on a population that may cause local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other life cycle requirements (Noss 1983; Farhig and Merriam 1985; Simberloff and Cox 1987; Harris and Gallagher 1989).

Within these wildlife corridors, wildlife movement activities typically fall into one of three movement categories: (1) dispersal (i.e., juvenile animals from natal areas or individuals extending range distributions), (2) seasonal migration, and (3) movement related to home range activities (e.g., foraging for food or water, defending territories, searching for mates). A number of terms have been used in various wildlife movement studies, such as "travel route", "wildlife corridor", and "wildlife crossing" to refer to areas in which wildlife move from one area to another. To clarify the meaning of these terms and facilitate this discussion on wildlife movement in this evaluation, these terms are defined as follows:

Travel Route. A travel route is a landscape feature - such as a ridgeline, drainage, canyon, or riparian strip - within a larger natural habitat area that is used frequently by animals to facilitate movement and provide access to necessary resources (e.g., water, food, cover, den sites). The travel route is generally preferred because it provides the least amount of topographic resistance in moving from one area to another. It contains adequate food, water, and/or cover for wildlife moving between habitat areas and provides a relatively direct link between suitable habitat areas.

Wildlife Corridor. A wildlife corridor is an area of habitat, usually linear in nature, which connects two or more habitat patches that, otherwise, would be fragmented or isolated from one another. Wildlife corridors are often bounded by urban land uses or other areas that are unsuitable for wildlife. A corridor generally contains suitable cover, food, and/or water to support species and facilitate movement while in the corridor. Larger, landscape-level corridors (often referred to as habitat or landscape linkages) can provide both transitory and resident habitat for a variety of species.

Wildlife Crossing. A wildlife crossing is a small, narrow area, relatively short in length and generally constricted in nature that allows wildlife to pass under, over, or through an obstacle or barrier that otherwise hinders or prevents movement. Crossings typically are manmade and

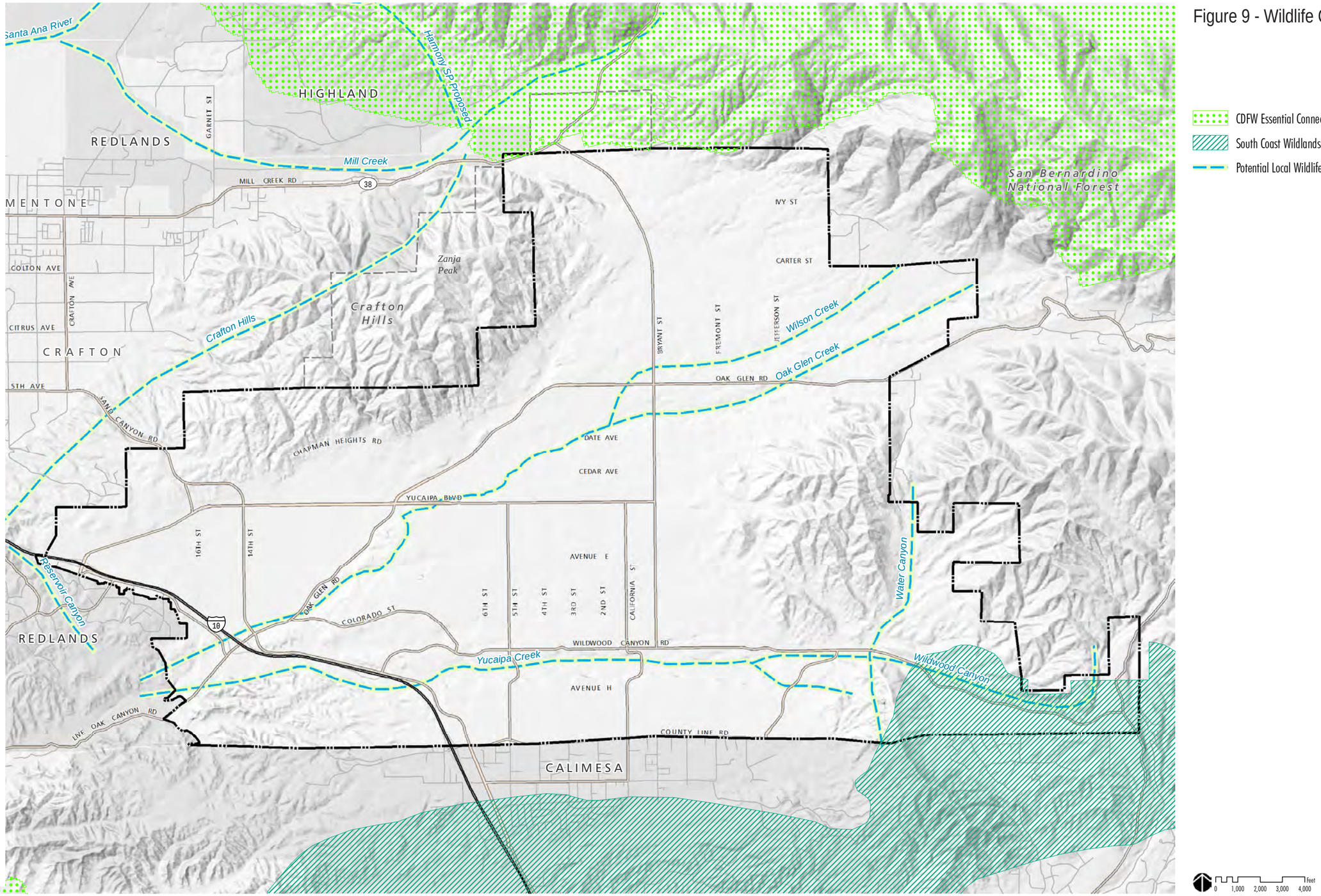
include culverts, underpasses, overpasses, drainage pipes, and tunnels that provide access across or under roads, highways, pipelines, or other physical obstacles.

As discussed above, wildlife corridors provide routes for migration and dispersal. In addition, several studies have demonstrated the importance of corridors in preventing extinctions and increasing species diversity (Fahrig and Merriam 1985, Crooks 2002, Crooks and Soulé 1999, Soulé et al. 1988). Wildlife corridors also play a very important role in linking reserves and reducing the negative effects of fragmentation. While corridors are not reserves themselves, they can be viewed as a means to effectively increase reserve size. To some wide-ranging animals such as bobcat (*Felis rufus*), coyote, and mountain lion (*Felis* concolor), even a relatively large isolated reserve may not be capable of sustaining populations. However, by allowing these and other species to disperse to and move between reserves via wildlife corridors, these animals have more space to utilize and are more likely to maintain stable populations.

A statewide comprehensive wildlife corridor analysis – The California Essential Habitat Connectivity Project – was conducted. The California Essential Habitat Connectivity Project was initiated by the CDFW and the California Department of Transportation (Caltrans) and implemented by South Coast Wildlands. Over sixty federal, state, local, tribal, and non-governmental organizations collaborated to produce a statewide assessment of essential habitat connectivity within California using the best available science, data sets, spatial analyses, and modeling techniques. The primary goal of the California Essential Habitat Connectivity Project was to identify large blocks of intact habitat or natural landscape within California and immediately adjacent areas in neighboring states and to model linkages between these natural landscape blocks that need to be maintained, particularly as linkages/corridors for wildlife movement, to provide guidance to help infrastructure, land use, and conservation planners maintain and restore a connected California, while simultaneously making infrastructure planning projects more cost efficient. The California Essential Habitat Connectivity Project provided a statewide wildlife habitat connectivity map using a Geographic Information System (GIS) based modeling approach, an assessment of the biological value of identified connectivity areas, and a strategic plan that facilitates the interpretation and use of the statewide map and outlines a methodology necessary for completing connectivity analyses at finer spatial scales for future proposed projects. The California Essential Habitat Connectivity Project includes an analysis of the South Coast Ecoregion in which the City is located (Figure 9).

Within the vicinity of the City General Plan Update Area, the California Essential Habitat Connectivity Project identified one linkage design just south of Calimesa – the San Bernardino Mountains to San Jacinto Mountains Connection. This linkage connects the extensively forested slopes of the San Bernardino Mountains with the rugged, montane habitats found in the San Jacinto Mountains. This linkage is of critical importance because it provides an important piece of the linkage between the coastal, mountain, and desert habitats and supports a high species diversity. While some smaller species – such as horned lizards, whiptails, speckled rattlesnake, and various kangaroo rats – may use the linkage on a more local level, wider-ranging species – such as mule deer, American badgers, bobcats, and mountain lions – may use it on a more regional level, moving across the entire linkage and between core habitat areas for dispersal, seasonal migrations, or to find essential resources.

Figure 9 - Wildlife Corridor



Source: Alden Environmental, Inc. 2014

2/4/2015

In addition to the San Bernardino Mountains to San Jacinto Mountains Connection, several wildlife corridors that provide both local and regional movement opportunities are known to occur within the City. Yucaipa Regional Park provides local movement potential for wildlife species and provides connectivity to Crafton Hills Open Space. Both Crafton Hills Open Space and Wildwood Canyon State Park provide broader movement opportunities within the City while also providing connectivity between these open space areas and the San Bernardino National Forest and San Gorgonio Wilderness.

In addition, the ridgelines and canyons that occur throughout the City General Plan Area could be used as travel routes by a variety of wildlife species for both local and regional movement to access food, cover, and water resources. The freeway underpasses and culverts found throughout the City General Plan Area could also provide wildlife crossing opportunities that allow some species to safely cross busy roadways.

In a built, urban environment, maintaining these parks and areas of open space as well as these potential crossing locations is crucial to maintaining wildlife movement corridors and sustaining healthy plant and wildlife populations both locally and regionally.

3.4.5 Wetland and Riparian Resources

Wetland and riparian resources within the vicinity of the City General Plan Update Area are considered sensitive biological resources and are regulated by the USACE, CDFW, and/or RWQCB pursuant to several federal and state regulations. A description of each agency's jurisdiction is provided in this section, and the potential wetland resources within and adjacent to the City are discussed as well.

United States Army Corps of Engineers Jurisdiction

In accordance with Section 404 of the CWA, the USACE has regulatory authority over the discharge of dredged or fill material into waters of the U.S. (including non-wetland waters of the U.S. and wetlands). Federal jurisdiction is dependent on a demonstrated nexus between the subject water feature and navigable waters or interstate commerce.

The USACE and EPA define wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted to life in saturated soil conditions" (USACE 1987 and 2008). To be considered a USACE jurisdictional wetland under Section 404 of the CWA, an area must possess three wetland characteristics: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology. The definition of a wetland includes the phrase "under normal circumstances" because there are situations in which the vegetation of a wetland has been removed or altered as a result of recent natural event or human activities (USACE 1987). The terms "atypical situation" and "problem area" are used to describe wetlands that exhibit these conditions. An atypical situation refers to a wetland area in which one or more wetland parameters (vegetation, soil, and/or hydrology) have been sufficiently altered by recent human activities or natural events to preclude the presence of wetland indicators of the parameter

(USACE 1987 and 2008). A problem area refers to a wetland area in which wetland indicators of one or more wetland parameters may be periodically lacking due to normal seasonal or annual variations in environmental conditions that result from causes other than human activities or catastrophic natural events (e.g., seasonal wetlands, wetlands on drumlins, prairie potholes, and vegetated flats) (USACE 1987 and 2008). Although atypical situations and problem areas may lack one or more wetland parameters, these areas may still be considered wetlands if background information on the previous condition of the area and field observations indicate that the missing wetland criteria were present before the disturbance and would occur at the site under normal circumstances.

The USACE defines non-wetland waters of the U.S. as drainages, or portions thereof, which have strong hydrology indicators such as the presence of seasonal flows and an ordinary high watermark (OHWM). An OHWM is defined as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" (USACE 1987 and 2008). Areas delineated as non-wetland waters of the U.S. may lack hydrophytic vegetation or hydric soil characteristics. Hydrophytic vegetation may be absent for various reasons such as the lack of sufficient water flow to support hydrophytic vegetation or the influence of frequent scouring due to rapid water flow. Hydric soil indicators may be missing for various reasons such as the lack of sufficient water or the presence of steep topography that precludes ponding and prohibits the development of hydric soils. Non-wetland waters of the U.S. are delineated by the lateral and upstream/downstream extent of the OHWM of the particular drainage or depression.

California Department of Fish and Wildlife Jurisdiction

In accordance with Sections 1600 to 1616 of the Fish and Game Code, the CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. These sections discuss the process by which an individual, government agency, or public utility must notify the CDFW prior to any activity that would substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW. Following such notification, the CDFW must inform the individual, agency, or utility of the existence of any fish and wildlife resources that may be substantially adversely affected by the activity. The CDFW must also include a proposal called the Streambed Alteration Agreement for measures to protect fish and wildlife resources.

The CDFW exerts jurisdiction over all waters of the State, such as streams and rivers (measured from bank to bank) and any "riparian" vegetation associated with the waters. Streams and rivers are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The term "riparian" vegetation refers to vegetation that occurs in and/or adjacent to a watercourse. Typical "riparian" vegetation includes willows, mulefat, western sycamores (*Platanus racemosa*), Fremont cottonwoods, cattails (*Typha* spp.), and other vegetation found in

moist areas and typically associated with the banks of a stream or lake shoreline. CDFW jurisdictional areas are delineated by the outer edge of riparian vegetation or from the top of one channel bank to the top of the opposite channel bank, whichever is wider. Thus, defining the limits of the CDFW jurisdiction based on riparian habitat will include wetland areas and may include areas that do not meet the USACE criteria for soils and/or hydrology. In addition, the CDFW may take jurisdiction over isolated wetlands and streambeds in cases where the USACE may not. Therefore, the CDFW jurisdiction is typically equal to or greater than the USACE jurisdiction.

Regional Water Quality Control Board

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the U.S. as considered jurisdictional by the USACE and CDFW. The RWQCB also regulates isolated wetlands, such as vernal pools, that are not regulated by the USACE. Section 401 of the CWA and the state Porter-Cologne Water Quality Control Act give the RWQCB the authority to regulate any proposed activity that may affect water quality. Water quality certification and/or a Report of Waste Discharge must be based upon a finding that the proposed discharge will comply with water quality standards.

Wetland and Riparian Resources in the City

Jurisdictional wetland and riparian resources that occur within the City General Plan Update Area (Figure 10) are based on the data from the USFWS National Wetland Inventory website (USFWS 2014) as well as from information provided in environmental documents prepared for projects located within the City General Plan Update Area. While the USFWS National Wetlands Inventory shows freshwater ponds as the only wetland vegetation community within the City (USFWS 2014), wetland and riparian resources within the City that have been identified in other documents include creeks, washes, underground water (aquifers), and other water courses as well as various riparian vegetation communities that are associated with these water courses. Given the limited water availability within the region, all wetland and riparian habitats would be protected according to federal, state, and local regulations.

Aerial imagery associated with the USFWS National Wetland Inventory as well as aerial imagery from Google Earth (2014) clearly show natural freshwater lakes/ponds as well as other natural and manmade fresh water resources (Figure 10). The largest freshwater resources that occur within the City General Plan Update Area include the three large lakes located within the Yucaipa Regional Park as well as several freshwater ponds that are located on the Yucaipa Valley Golf Course. In addition to these lakes and ponds, several man-made detention basins, such as the Wilson Creek Flood Control Basin (ECORP 2012), and stock ponds are scattered throughout the City General Plan Update Area.

Along with the freshwater lakes/ponds, detention basins, and stock ponds, the City General Plan Update Area supports several rivers, creeks, and other drainages (Figure 10). The City is located

in the Santa Ana Watershed, and is more specifically located in the approximately 40-square-mile Yucaipa sub-watershed (ECORP 2012), which generally drains from east to west from the San Bernardino Mountains into San Timoteo Creek and eventually into the Santa Ana River. The Yucaipa sub-watershed is composed of six drainages - two major drainages (Wilson Creek and Wildwood Creek) along with four smaller drainages (Yucaipa Creek, Oak Glen Creek, Gateway Wash, Chicken Springs Wash) (ERA 2007). These drainages support many biological resources, including riparian vegetation and associated wildlife species – while also supporting the majority of the water resources found in the City General Plan Update Area.

However, several of the drainages courses discussed above have insufficient hydraulic capacity and, therefore, intense storms often result in significant quantities of water and sediment being conveyed from the mountains through the developed areas in the City, thus resulting in flooding and sediment disposition within properties and in the streets. These events can not only affect the City residents but also cause environmental impacts, such as a decrease in water quality, reduction of riparian vegetation, disturbances that could encourage invasive species establishment, and/or reduction of wildlife habitat and movement opportunities.

4.0 EVALUATION OF FUTURE ENVIRONMENTAL OPPORTUNITIES, CONSTRAINTS, AND MITIGATION MEASURES

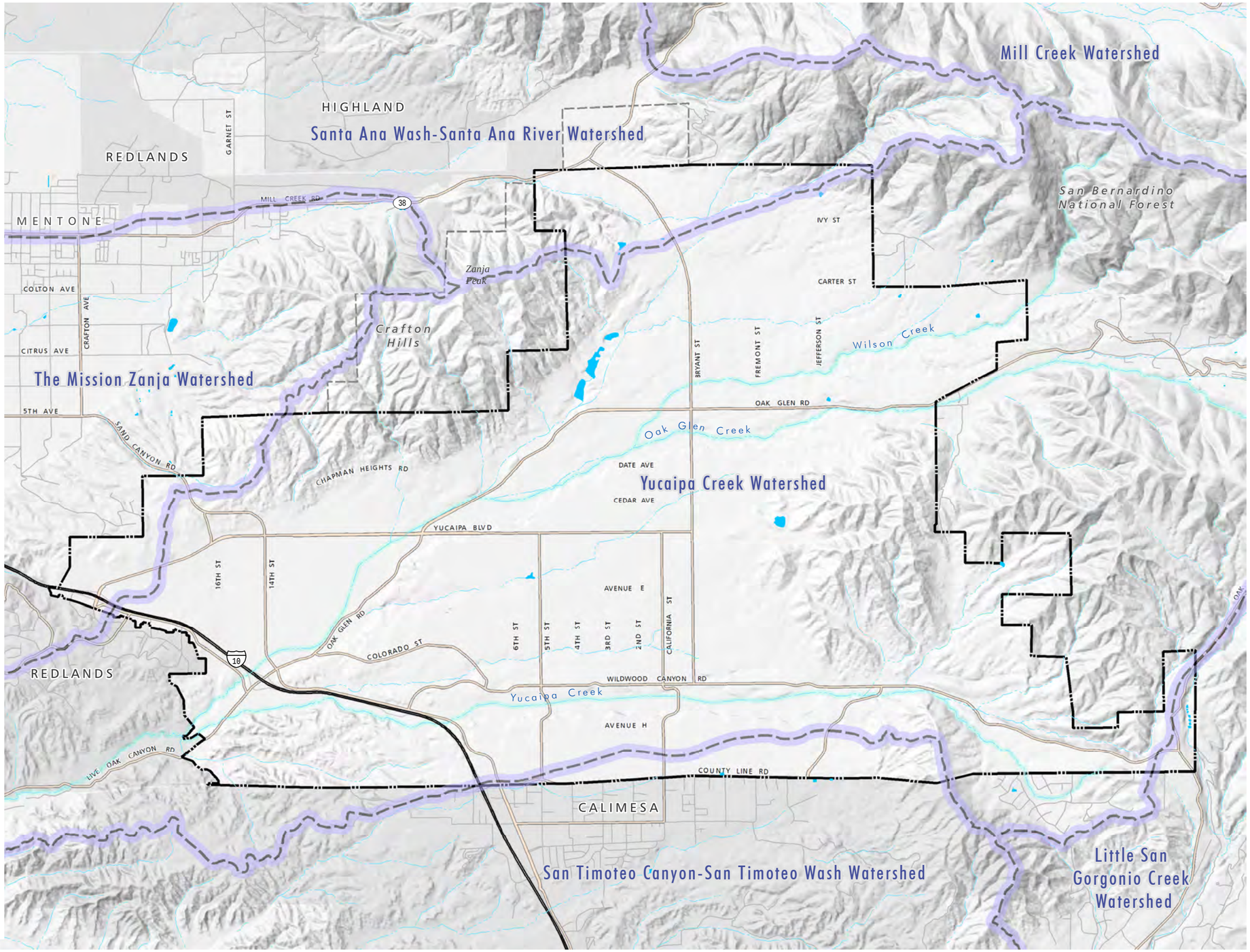
The City's opportunities to protect the natural environment within the City General Plan Update Area as well as the potential development constraints for future projects associated with the natural resources that could potentially occur are discussed in this section.

4.1 Opportunities

The City is located along Interstate 10, which extends from west to east, starting at the Pacific coast and passing through highly urbanized portions of Los Angeles and San Bernardino counties, until it turns southeast near the City of Redlands and passes through areas with less development and more open space. The City is located just southeast of the City of Redlands in an area that has both urban/developed land along with an abundance of open space, including both public and private lands as well as designated wilderness areas, national forests, state parks, and regional parks. Because it is situated in such an area, the City – through careful implementation of the General Plan – has the opportunity to preserve and enhance its valuable natural resources by managing growth so that impacts to sensitive biological resources are avoided or minimized to the extent feasible.

The City manages biological resources through implementation of the General Plan as well as other codes, ordinances, and guidelines to assure that the City utilizes all opportunities to integrate biological resources, open space, and conservation principles with future development. The City General Plan provides a variety of goals, policies, and actions that aim to protect and preserve the City's biological resources (i.e., vegetation communities, plant species, wildlife species, wildlife corridors, jurisdictional areas), open space, and conservation principles by creating a balance between the natural environment and human development. By implementing these goals, policies, and actions, as well as the measures discussed in Section 4.2, below, the

Figure 10 - City Wetland and Riparian Resources



Source: USGS NHD, 2013 & Michael Baker International, 2014

12/16/2014

City will protect special status species, the broad variety of habitats needed to support these species, local and regional wildlife movement corridors, and other natural resources in the vicinity by requiring future proposed projects to comply with federal, state, regional, and local regulations established to protect these sensitive biological resources.

4.2 Constraints and Compensatory Mitigation Measures

Local, state, and federal agencies regulate sensitive biological resources and require an assessment of their presence or potential presence to be conducted for each proposed development project site. These assessments should be conducted for all sensitive vegetation communities and special status species that have the potential to occur within or adjacent to a proposed development project site prior to the approval and implementation of that proposed development project. Because the information provided in this report is based solely on an analysis of existing literature and historical data for the region and because no new surveys were conducted to prepare this report, future development projects will require a more refined evaluation of biological resources.

Sensitive biological resources in the City General Plan Update Area include but are not limited to those discussed in this document. The City's environment is not static and may change over time as a result of development, fire, climate change, and other environmental factors. In addition, vegetation communities may become sensitive and/or species may become listed in the future. For future proposed development projects, it is the responsibility of each Project Proponent to evaluate the known and potential sensitive biological resources within the proposed development project area.

This section provides the City and future Project Proponents with guidelines to evaluate potential project-related impacts and design appropriate avoidance, minimization, and/or mitigation measures to assure impacts are below a level of significance, as defined by CEQA. These are not intended to replace the requirements as outlined in the Yucaipa Municipal Code (City 2004) but to supplement these measures. Both general and resource-specific mitigation measures – designated as Bio-1, Bio-2, and so forth – are presented, below.

4.2.1 General Measures for Impact Assessments

As part of the project approval process, each future proposed development project should include an initial site assessment to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project.

If no sensitive biological resources have a potential to occur within and/or adjacent to the proposed development project, the City may approve the proposed development project to proceed without further biological resource analyses.

If sensitive biological resources could be present within and/or adjacent to the proposed development project, the proposed development project must include an analysis to determine if sensitive biological resources would be impacted during implementation of the proposed

development project. The following general biological mitigation measures would apply to future proposed development projects that have a potential to impact sensitive biological resources.

Bio-1: Applicants for future development projects shall include a biological resources survey. The biological resources survey shall be conducted by a qualified biologist. The biological resources survey shall include, but not be limited to:

- An analysis of available literature and biological databases, such as CNDDB, to determine sensitive biological resources that have been reported historically from the proposed development project vicinity,
- A review of current land use and land ownership within the proposed development project vicinity,
- An assessment and mapping of vegetation communities present within the proposed development project vicinity,
- An evaluation of potential local and regional wildlife movement corridors,
- A general assessment of potential jurisdictional areas, including wetlands and riparian habitats

Bio-2: If the proposed development project site supports vegetation communities that may provide habitat for plant or wildlife species, a focused habitat assessment shall be conducted by a qualified biologist to determine the potential for special status plant and/or animal species to occur within or adjacent to the proposed development project area.

Bio-3: If one or more special status species has the potential to occur within the proposed development project area, focused species surveys shall be conducted to determine the presence/absence of these species to adequately evaluate potential direct and/or indirect impacts to these species.

Bio-4: If construction activities are not initiated immediately after focused surveys have been completed, additional pre-construction special status species surveys may be required to assure impacts are avoided or minimized to the extent feasible. If pre-construction activities are required, a qualified biologist would perform these surveys as required for each special status species that is known to occur or has a potential to occur within or adjacent to the proposed development project area.

Bio-5: The results of the biological survey shall be presented in a biological survey letter report for proposed development projects with no significant impacts, or in a biological technical report for proposed development projects with significant impacts that require mitigation to reduce the impacts to below a level of significance.

Bio-6: If sensitive biological resources are identified within or adjacent to the proposed development project area, the construction limits shall be clearly flagged to assure impacts to sensitive biological resources are avoided or minimized to the extent feasible. Prior to

implementing construction activities, a qualified biologist shall verify that the flagging clearly delineates the construction limits and sensitive resources to be avoided.

Bio-7: If sensitive biological resources are known to occur within or adjacent to the proposed development project area, a project-specific contractor training program shall be developed and implemented to educate project contractors on the sensitive biological resources within and adjacent to the proposed development project area and measures being implemented to avoid and/or minimize impacts to these species. A qualified biologist shall develop and implement the contractor training program.

Bio-8: If sensitive biological resources are present within or adjacent to the proposed development project area and impacts may occur from implementation of construction activities, a qualified biological monitor may be required during a portion or all of the construction activities to assure impacts to the sensitive biological resources are avoided or minimized to the extent feasible. The specific biological monitoring requirements shall be evaluated on a project by project basis. The qualified biological monitor shall be approved by the City on a project by project basis based on applicable experience with the sensitive biological resources that may be impacted by the proposed development project activities.

Bio-9: If birds that are covered under the MBTA are identified within or adjacent to the proposed development project area, the proposed development project may result in direct or indirect impacts to these species, especially during breeding season. If impacts cannot be avoided, potential impacts during the breeding season may be considered significant depending on the species and the extent of the impact. To ensure that active nests are not impacted, pre-construction general nesting bird surveys shall be conducted within all suitable nesting habitat that may be impacted by active construction during the general avian breeding season (February 1 through August 31). The pre-construction surveys shall be conducted no more than 7 days prior to initiation of construction. If no active avian nests are identified within the proposed development project area or within a 300-foot buffer of the proposed development project area, no further mitigation is necessary. If active nests of avian species covered by the MBTA are detected within the proposed development project area or within a 300-foot buffer of the proposed development project area, construction shall be halted until the young have fledged, until a qualified biologist has determined the nest is inactive, or until appropriate mitigation measures that respond to the specific situation have been developed and implemented in consultation with the regulatory agencies.

4.2.2 Measures for Impacts to Jurisdictional Areas

Impacts to jurisdictional areas could be considered significant under CEQA depending on the extent of the proposed impact. Survey requirements and mitigation measures for unavoidable impacts to jurisdictional areas resulting from future proposed development projects are discussed below.

Bio-10: If the proposed development project has the potential to affect jurisdictional resources, a qualified biologist shall conduct a jurisdictional delineation following the methods outlined in

the 1987 USACE Wetland Delineation Manual (USACE 1987) and the Regional Supplement to the USACE Wetland Delineation Manual: Arid West Region (USACE 2008) to map the extent of wetlands and non-wetland waters, determine jurisdiction, and assess potential impacts. The results of the delineation shall be presented in a wetland delineation letter report and shall be incorporated into the CEQA document(s) required for approval and permitting of the proposed development project.

Bio-11: If a proposed project would impact jurisdictional features, permits and authorizations shall be obtained from the USACE, CDFW, and/or RWQCB. The regulatory agency authorization(s) would include impact avoidance and minimization measures as well as mitigation measures for unavoidable impacts. Specific avoidance, minimization, and mitigation measures for impacts to jurisdictional resources shall be determined through discussions with the regulatory agencies during the proposed development project permitting process and may include monetary contributions to a mitigation bank or habitat creation, restoration, or enhancement.

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Appendix E Cultural Resources Assessment

Appendices

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

CULTURAL RESOURCES ASSESSMENT FOR THE CITY OF YUCAIPA GENERAL PLAN UPDATE, SAN BERNARDINO COUNTY, CALIFORNIA

Prepared for:
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Sherri Gust
Registered Professional Archaeologist and Qualified Principal Paleontologist

November 2014

Project Number: 2430
Type of Study: Cultural and Paleontological Resources Programmatic Assessment
USGS 7.5' Quadrangles: Redlands, Yucaipa, and Forrest Falls
Area: City of Yucaipa: 18090.5 acres; Sphere of Influence: 19753.6 acres
Key Words: Holocene alluvium and Pleistocene landslide deposits, Quaternary alluvium, Pleistocene alluvium, Pleistocene San Timoteo Formation, Miocene Potato Sandstone, Miocene Mill Creek Formation, Oligocene, Mesozoic and Precambrian Rocks, Serrano, prehistoric archaeological sites, historical archaeological sites, historical built resources, ranching, Chinese vegetable cultivation, quartz/gold mining, fruit production, development

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MANAGEMENT SUMMARY

The City of Yucaipa is located in the southwest portion of San Bernardino County, California. The objective of this Paleontological and Cultural Resources Assessment is to provide a programmatic assessment of cultural and paleontological resources in support of the General Plan Update Environmental Documents. The City of Yucaipa and its sphere of influence includes 19,753 acres.

The area has twenty four rock units including Holocene to Pleistocene alluvial deposits, Miocene sediments, and Oligocene volcanics, with Oligocene, Mesozoic and Precambrian granitic and metamorphic basement rocks. Based on the record search from the San Bernardino County Museum, fossils are known from at least two localities in the Mill Creek Formation within the City. Other sensitive units include the San Timoteo Formation.

A search for archaeological and historical records was completed by the Central Coast Information Center (CCIC) of the California Historic Resources Inventory System (CHRIS) on August 1 and 8, 2014. The records search covered the entire project area. The record search indicates a total of 136 cultural resources investigations have been completely previously within parts of the project area. There are 49 cultural resources within the City. These include 21 prehistoric resources, four historical archaeological resources, one multi-component (both prehistoric and historical archaeological) site, and 24 historic built environment resources.

A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on August 8, 2014. The Morongo Band of Mission Indians replied by phone and stated that they know of site within the Yucaipa area and that they would like to have input in the General Plan process. The San Manuel Band of Mission Indians responded by email and stated that the tribe will request consultation on this project and requested a map of the previously recorded sites and copies of the site records. These were provided to him.

Fossils are known from the Mill Creek Formation/Potato Sandstone within City boundaries. The only other rock unit sensitive both at and below the surface is the San Timoteo Formation. A sensitivity map was developed for this update. Paleontological resources may be encountered during any excavations of more than six feet below original ground surface in these rocks. Very deep excavations have potential to encounter Pleistocene fossils under the younger alluvial sediments.

Cultural resources including prehistoric archaeological sites, historical archaeological sites and historical built resources are known in the City. A sensitivity map was developed for this update based on existing site records but other cultural resources may exist that have not been recorded.

The City has sensitivity for prehistoric and historical archaeological resources along with historic buildings and structures. Based on archaeological site records, three zones of prehistoric use

have been delineated: the Yucaipa Creek, Oak Glen Creek and Wildwood Canyon villages; however, they may be parts of one, large village.

Historical archaeological sites which include building remnants and refuse deposits are known in multiple areas of the City. Historic ranches and residences have a high potential to contain buried refuse deposits and buried privy deposits as indoor plumbing and trash collection developed in the 1930s and 1950s respectively.

Few historic buildings are currently recorded and on file with the San Bernardino Archaeological Information Center. The Yucaipa Valley Historical Society has a list of more than one hundred historically important buildings most of which, including Casa Blanca, do not have California Site Record forms on file. Recording these historical buildings should be a City priority.

Mitigation measure are proposed to reduce the level of impacts to a less than significant level.

INTRODUCTION

The City of Yucaipa is located within the Yucaipa Valley in the southwestern portion San Bernardino County, California (Figure 1). The objective of this Cultural Resources Assessment is to review available information on known resources within the City in support of the General Plan Update Environmental Documents. The City of Yucaipa's (City) General Plan is a policy document for the long-range comprehensive development of the City. As a policy document, the General Plan provides the legal basis for all subdivision, zoning and related ordinances, and also the legal basis for the initiation and authorization for all public improvements and projects that may be proposed in the City's General Plan Updates and various Specific Plans.

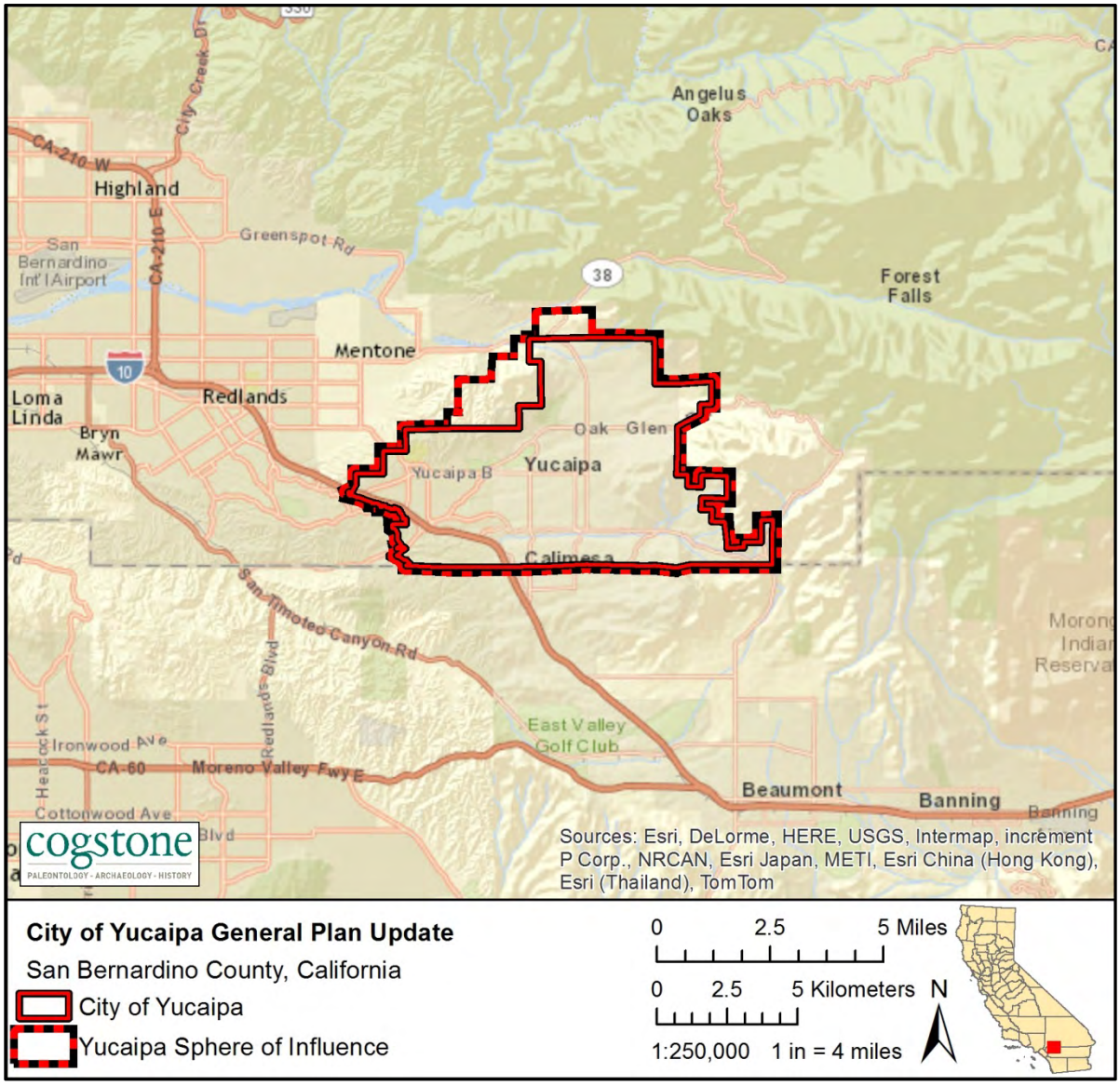

Figure 1. Project vicinity

PROJECT DESCRIPTION

The proposed project is an update to the City of Yucaipa General Plan. The Yucaipa General Plan Update is intended to shape development in the City and its sphere of influence (SOI) over the next 20-plus years. The City is located on three USGS quadrangle and multiple townships, ranges and section (Table 1, Figure 2).

Table 1. Township, Range and Section

7.5' Topographic Quadrangle	Township	Range	Section(s)
Redlands, California	1 South	2 West	31
	2 South	2 West	6
Yucaipa, California	1 South	1 West	19, 20, 29-32
		2 West	13, 14, 22-29, 31-36
	2 South	1 West	5-8, 17, 18
		2 West	1-5, 8-13, 15, 16
Forest Falls, California	1 South	1 West	20, 21, 28, 29, 32
Forest Falls, California	2 South	1 West	3-5, 9-11

Statement of Objectives

The General Plan Update is guided by a set of community values and priorities developed by the Yucaipa City Council with input from the community. The following objectives are integrated into the General Plan Update's policies and goals:

- Small-town rural character with strong neighborhood identities
- Scenic vistas, wild lands, ravines, and hillsides
- Quality businesses that bring quality jobs and retail opportunities
- Educational opportunities that prepare the community for the future
- Health, safety, and wellbeing of our residents
- Excellent infrastructure, community services, and public facilities
- Vibrant Historic District, and unique local artistic and cultural events
- Parks, trails, open space, and recreational opportunities for all ages
- Spirit of community service, pride, and mutual respect
- Fiscally responsible and responsive governance

Proposed General Plan Elements

State law requires that General Plan address, at minimum, these seven topics:

- Land Use

- Housing
- Circulation
- Open Space
- Conservation
- Noise
- Public Safety

These topics will be included in a more customized format for the Yucaipa General Plan Update.

Proposed Land Use Designations

Existing and proposed land uses are summarized in the following tables (Table 2, 3, 4; Figure 3). The update proposes increases of roughly 10 thousand residential units and households and about seven million sq. feet of additional commercial space.

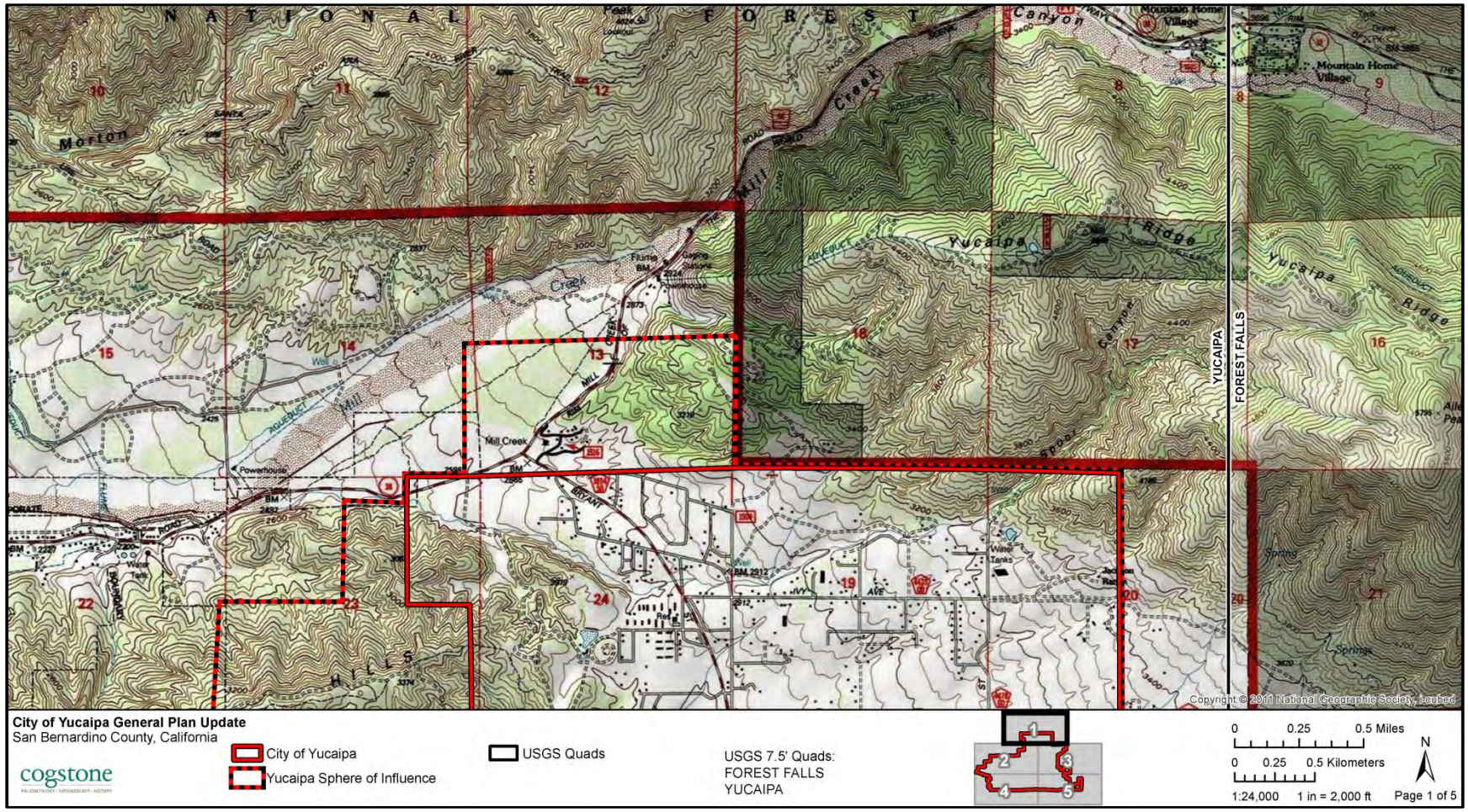

Figure 2a. City of Yucaipa Study Area Map 1

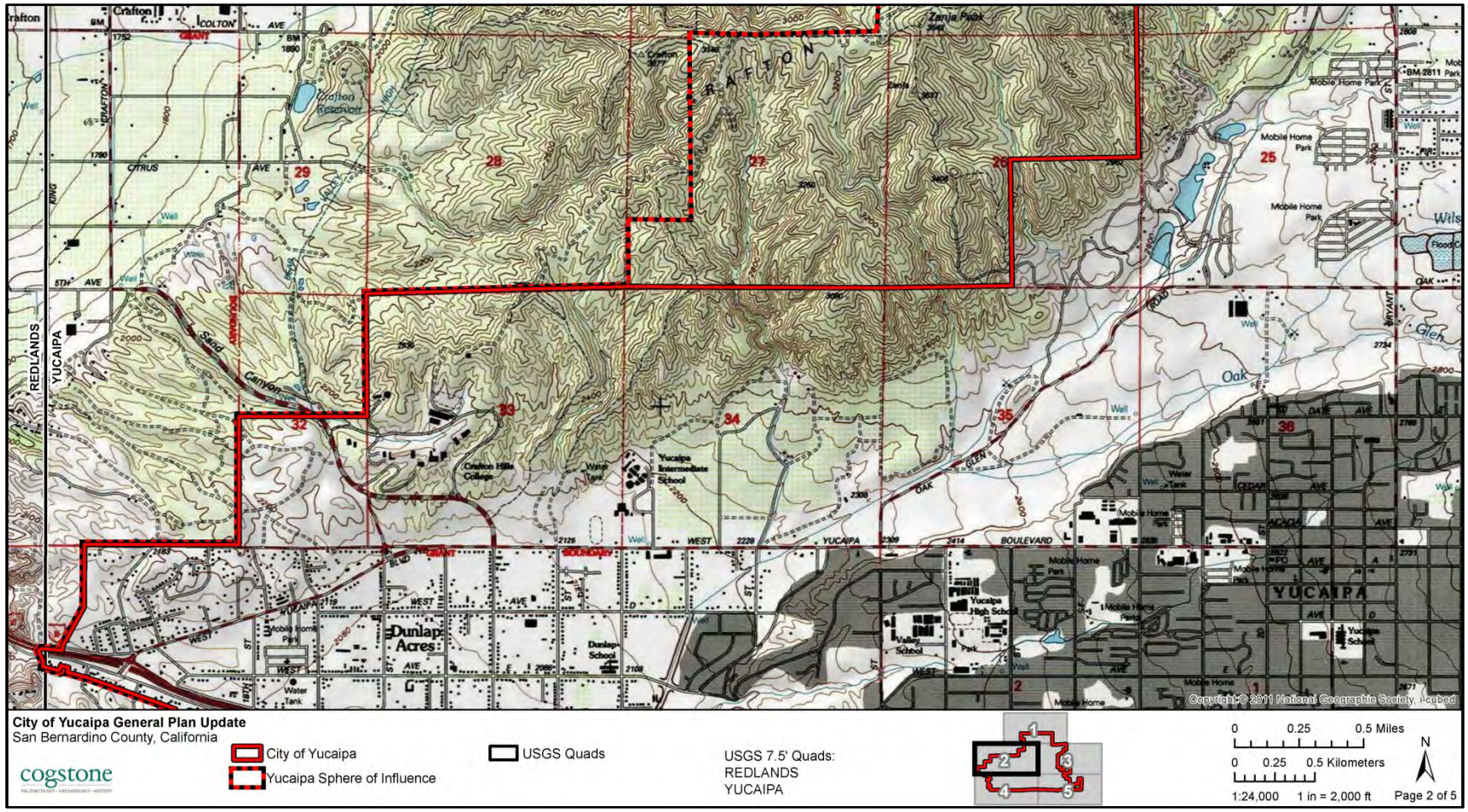

Figure 2b. City of Yucaipa Study Area Map 2

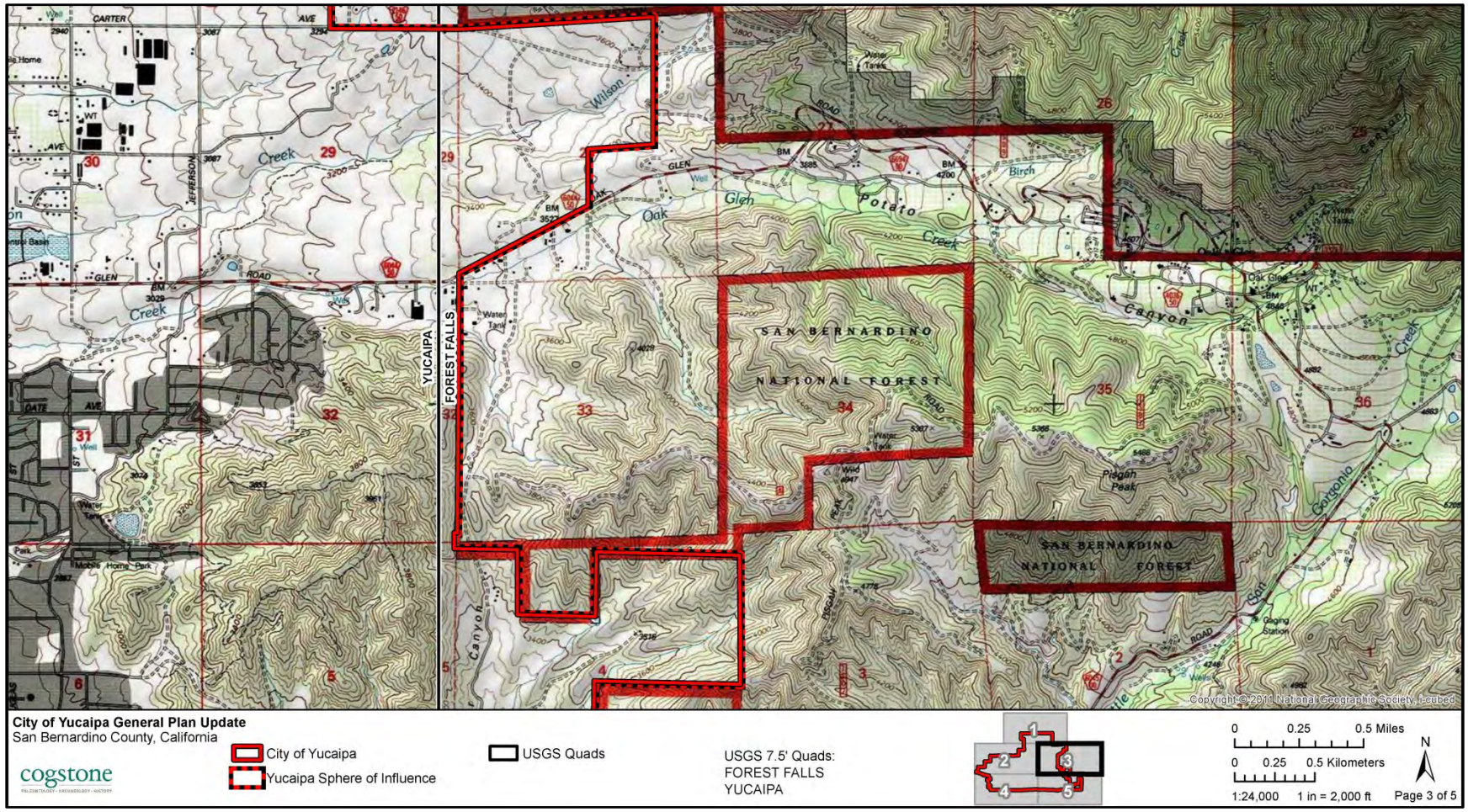

Figure 2c. City of Yucaipa Study Area Map 3

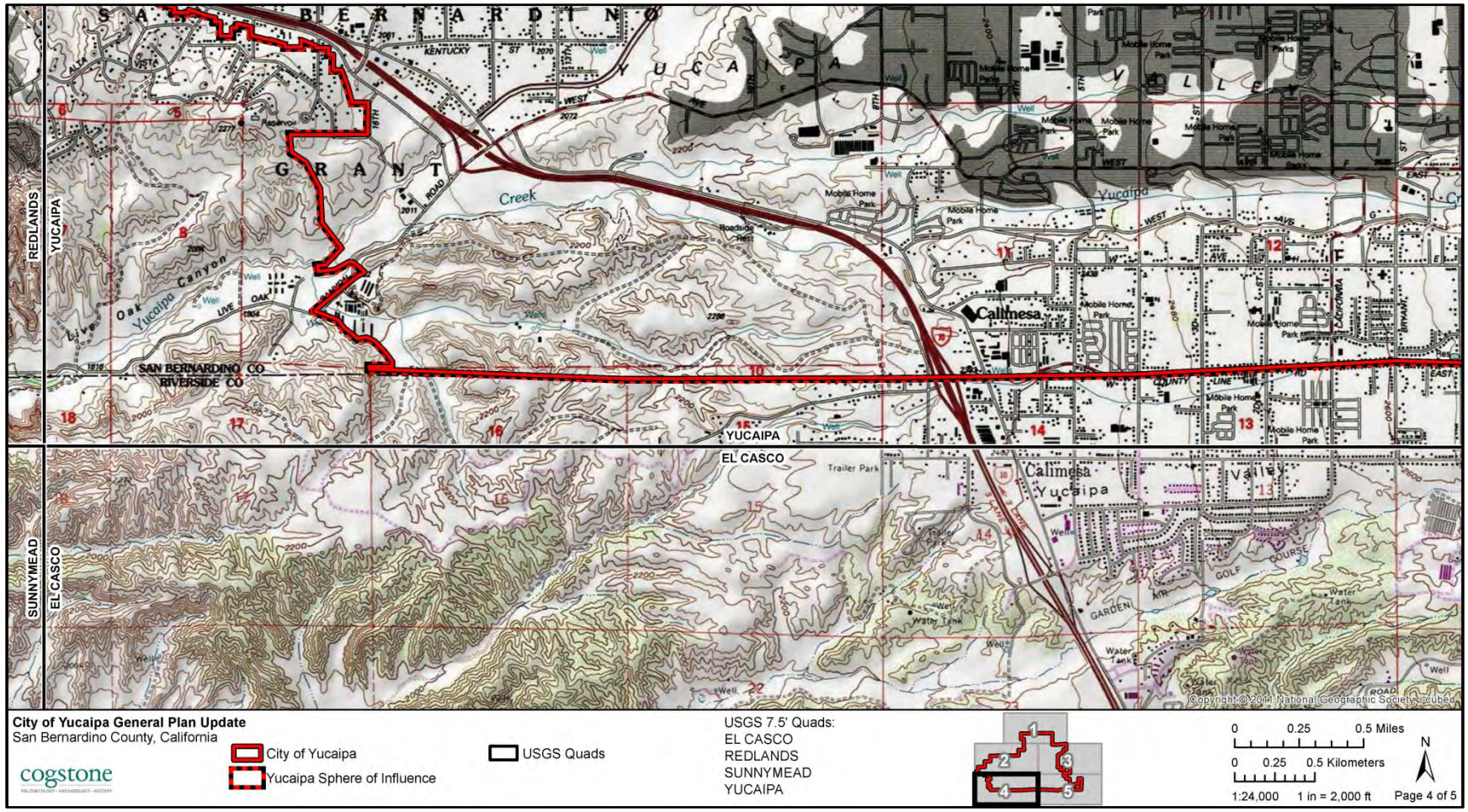

Figure 2d. City of Yucaipa Study Area Map 4

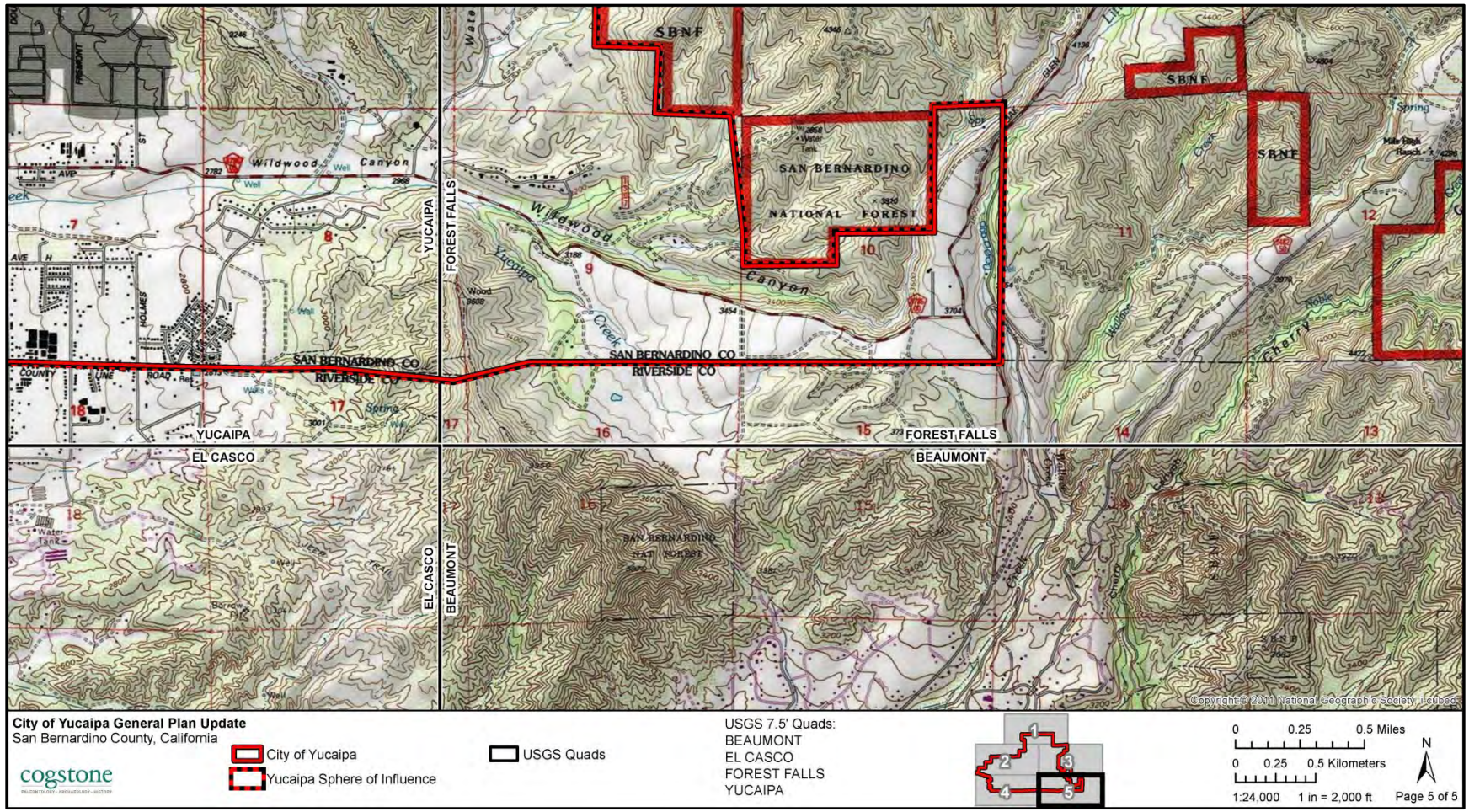

Figure 2e. City of Yucaipa Study Area Map 5

Table 2. Existing Land Use

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	**18,090**	**19,228**	**18,132**	**47,830**	**2,750,926**	**6,888**
Agriculture	173	—	—	—	—	—
Commercial and Service	269	—	—	—	2,391,804	4,783
Education	365	—	—	—	—	1,352
Facilities	177	—	—	—	—	100
General Office	12	—	—	—	118,194	182
Industrial	89	—	—	—	240,928	375
Multi-Family Residential	101	862	813	2,352	—	—
Open Space and Recreation	3,064	—	—	—	—	—
Other Utilities	79	—	—	—	—	—
Rural Residential	2,729	5,260	4,960	11,547	—	—
Single Family Residential	3,803	13,106	12,359	33,931	—	96
Transportation, Communications, and Utilities	6	—	—	—	—	—
Under Construction	160	—	—	—	—	—
Vacant	4,804	—	—	—	—	—
Water Utilities	516	—	—	—	—	—
Right-of-Way	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	**1,663**	**2**	**2**	**5**	—	—
Facilities	20	—	—	—	—	—
Open Space and Recreation	1,332	—	—	—	—	—
Rural Residential	20	2	2	5	—	—
Vacant	280	—	—	—	—	—
Right-of-Way	11	—	—	—	—	—
Grand Total	**19,753**	**19,230**	**18,134**	**47,835**	**2,750,926**	**6,888**

Table 3. Current Plan Summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	**18,090**	**29,628**	**27,958**	**76,169**	**8,530,405**	**16,921**
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,354	135	128	351	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	787	315	297	783	—	—
Rural Living-1 (RL-1)	2,663	2,663	2,511	6,907	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,890	4,158	3,921	10,733	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,192	5,246	4,947	13,568	—	—
Residential Single-72C (RS-72C)	570	3,386	3,193	8,350	—	—
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,054	6,316	5,953	15,965	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	1,750,294	2,135
General Commercial (CG)	386	—	—	—	3,344,247	6,799
Neighborhood Commercial (CN)	49	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,561	3,386
Business Park (BP)	26	—	—	—	575,996	576
Community Industrial (IC)	97	—	—	—	513,987	627
Institutional (IN)	2,477	—	—	—	500,000	2,488
Planned Development (PD)	1,247	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	—	—	—	—	—	—

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Open Space (OS)	903	—	—	—	—	—
Park (P)	—	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	**1,663**	**2**	**2**	**6**	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	**19,753**	**29,630**	**27,960**	**76,175**	**8,530,405**	**16,921**

Table 4. Proposed Plan summary

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
City of Yucaipa	**18,090**	**30,075**	**28,378**	**77,322**	**9,581,104**	**18,488**
Rural Living-40 (RL-40)	41	1	1	3	—	—
Rural Living-20 (RL-20)	20	1	1	3	—	—
Rural Living-10 (RL-10)	1,280	128	121	332	—	—
Rural Living-5 (RL-5)	240	48	45	124	—	—
Rural Living-2.5 (RL-2.5)	638	255	241	628	—	—
Rural Living-1 (RL-1)	2,477	2,477	2,335	6,422	—	—
Residential-1 (R-1)	16	16	15	41	—	—
Residential-2 (R-2)	121	242	228	627	—	—
Residential Single-20M (RS-20M)	1,951	4,292	4,047	11,082	—	—
Residential-4 (R-4)	199	795	750	2,061	—	—
Residential Single-10M (RS-10M)	1,328	5,845	5,511	15,119	—	—
Residential Single-72C (RS-72C)	568	3,377	3,185	8,327	—	—

Category	Acres	Residential Units	Households	Population	Nonresidential Square Feet	Employment
Residential-8 (R-8)	50	398	375	1,033	—	—
Multiple Residential-10M (RM-10M)	421	1,854	1,748	4,858	—	—
Multiple Residential-72C (RM-72C)	1,050	6,292	5,931	15,897	—	—
Residential-24 (R-24)	40	961	906	2,618	—	—
Multiple Residential-24 (RM-24)	21	493	465	1,343	—	—
Retail Commercial (CR)	175	—	—	—	2,435,125	2,970
General Commercial (CG)	384	—	—	—	3,710,114	7,531
Neighborhood Commercial (CN)	49	—	—	—	322,320	716
Service Commercial (CS)	175	—	—	—	1,523,562	3,386
Business Park (BP)	26	—	—	—	575,997	576
Community Industrial (IC)	97	—	—	—	513,987	627
Institutional (IN)	798	—	—	—	500,000	2,488
Planned Development (PD)	740	2,604	2,473	6,802	—	194
Public Facilities (PUB)	45	—	—	—	—	—
Open Space Planned Development (OS-PD)	507	—	—	—	—	—
Open Space (OS)	2,185	—	—	—	—	—
Park (P)	617	—	—	—	—	—
Floodway (FW)	92	—	—	—	—	—
Right-of-Way (ROW)	1,743	—	—	—	—	—
Yucaipa Sphere of Influence	**1,663**	**2**	**2**	**6**	—	—
Rural Living-10 (RL-10)	13	1	1	3	—	—
Rural Living-5 (RL-5)	7	1	1	3	—	—
Open Space (OS)	1,632	—	—	—	—	—
Right-of-Way (ROW)	11	—	—	—	—	—
Grand Total	19,753	30,077	28,380	77,328	9,581,104	18,488
Increase from Existing Conditions	0	10,847	10,246	29,493	6,830,178	11,600
Change Compared to the Current General Plan	0	447	420	1,153	1,050,699	1,567

PROJECT PERSONNEL

Cogstone Resource Management Inc. (Cogstone) conducted this study. Sherri Gust served as Project Manager and Principal Investigator for the Project, supervised all work, wrote portions of and edited this report. Gust is a Registered Professional Archaeologist and Qualified Principal Paleontologist. She has a M.S. in Anatomy (Evolutionary Morphology) from the University of Southern California, a B.S. in Anthropology from the University of California at Davis, and over 35 years of experience in California.

Kim Scott wrote the geological background and paleontological sections of this report. Scott has a M. S. in Biology with an emphasis in paleontology from California State University, San Bernardino and over 18 years of experience in California paleontology and geology. Dustin Keeler prepared historic setting and record search results sections of the report. Keeler is a RPA and has a Ph.D. and M.A. in Anthropology from State University of New York at Buffalo, a B.A. in Anthropology from Arizona State University, cross-training in paleontology, and over 12 years of experience. Andre Simmons prepared the GIS maps throughout this report. Simmons has a B.A. in Anthropology, cross-training in paleontology and more than three years of G.I.S. experience. Short resumes are provided (Appendix A).

REGULATORY ENVIRONMENT

Most development projects in the City are subject to state laws and any City conditions. Should projects with federal funding be proposed, those projects would be performed under the requirements of federal laws.

STATE REGULATIONS

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA declares that it is state policy to "take all action necessary to provide the people of this state with...historic environmental qualities." It further states that public or private projects financed or approved by the state are subject to environmental review by the state. All such projects, unless entitled to an exemption, may proceed only after this requirement has been satisfied. CEQA requires detailed studies that analyze the environmental effects of a proposed project. In the event that a project is determined to have a potential significant environmental effect, the act requires that alternative plans and mitigation measures be considered.

CEQA includes historic and archaeological resources as integral features of the environment. If paleontological resources are identified as being within the proposed project area, the sponsoring agency must take those resources into consideration when evaluating project effects. The level of consideration may vary with the importance of the resource.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archeological resources.

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

To be eligible for listing in the California Register, a resource must meet at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States
2) Associated with the lives of persons important to local, California or national history
3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values
4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource’s physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource’s period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register, if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data.

PUBLIC RESOURCES CODE

Section 50987.5 states that no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any … vertebrate paleontological site, including fossilized footprints, …, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

SENATE BILL 18 AND ASSEMBLY BILL 52

Senate Bill 18 took effect in 2005 and requires government to government consultation between municipalities (the City) and Native American tribes regarding any proposed general plan, specific plan or amendments to existing documents of these types. Assembly Bill 52 takes effect July 1, 2015 and requires inclusion of a new section titled Tribal Cultural Resources which will include heritage sites information provided by tribes in CEQA documents. It also requires consultation with tribes at an early stage, such as notice to proceed with an environmental document.

FEDERAL REGULATIONS

NATIONAL HISTORIC PRESERVATION ACT

The National Historic Preservation Act (NHPA) is the primary federal law governing the preservation of cultural and historic resources in the United States. The law establishes a national preservation program and a system of procedural protections which encourage the identification and protection of cultural and historic resources of national, state, tribal and local significance. Primary components of the act include:

a) Articulation of a national policy governing the protection of historic and cultural resources.
b) Establishment of a comprehensive program for identifying historic and cultural resources for listing in the National Register of Historic Places.
c) Creation of a federal-state/tribal-local partnership for implementing programs established by the act.
d) Requirement that federal agencies take into consideration actions that could adversely affect historic properties listed or eligible for listing on the National Register of Historic Places, known as the Section 106 Review Process.
e) Establishment of the Advisory Council on Historic Preservation, which oversees federal agency responsibilities governing the Section 106 Review Process.
f) Placement of specific stewardship responsibilities on federal agencies for historic properties owned or within their control (Section 110 of the NHPA).

Section 106, as noted above (item d), requires the head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency shall afford the Advisory Council on Historic Preservation a reasonable opportunity to comment with regard to such undertaking.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The National Register recognizes resources of local, state and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The National Register is administered by the National Park Service, which is part of the U. S. Department of the Interior.

To be eligible for listing in the National Register, a resource must meet at least one of the following criteria:

A. Is associated with events that have made a significant contribution to the broad patterns of our history
B. Is associated with the lives of persons significant in our past
C. Embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction
D. Has yielded, or may be likely to yield, information important in history or prehistory

To retain historic integrity a property will always possess several and often, most of the aspects of integrity. These are location, design, setting, materials, workmanship, feeling and association.

DEFINITION OF SIGNIFICANCE FOR PALEONTOLOGICAL RESOURCES

Only qualified, trained paleontologists with specific expertise in the type of fossils being evaluated can determine the scientific significance of paleontological resources. Fossils are considered to be significant if one or more of the following criteria apply:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life;
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

As so defined, significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important (Scott and Springer 2003; Scott et al. 2004).

BACKGROUND

GEOLOGIC SETTING

The City of Yucaipa is in one of the most tectonically active regions of North America. To the northwest of the project, the San Andreas Fault Zone travels up Cajon Pass where it is the boundary between the Pacific Plate and the North American Plate. The Transverse Ranges are a result of these two plates grinding past each other and "catching" along the bend in the San Andreas. The Pacific Plate is composed of numerous blocks that can move independently.

The Transverse Range Province are an east-west trending series of steep mountain ranges and valleys, oblique to the normal northwest trend of coastal California, hence the name "Transverse." The province extends offshore to include San Miguel, Santa Rosa, and Santa Cruz islands. Its eastern extension, the San Bernardino Mountains, has been displaced to the south along the San Andreas Fault. Intense north-south compression is squeezing the Transverse Ranges, and as a result this is one of the most rapidly rising regions of the earth (Wagner 2002).

STRATIGRAPHY

Geologic mapping by Morton and Miller (2006) and Dibblee (2008) shows the area as having twenty four rock units with seventeen subunits. These include Holocene to Pleistocene alluvial deposits, Miocene sediments, and Oligocene volcanics, with Oligocene, Mesozoic and Precambrian granitic and metamorphic basement rocks (Figure 3).

HOLOCENE DEPOSITS (LESS THAN 11,700 YEARS OLD)

Very young axial channel deposit (Qa); late Holocene

These late Holocene (less than 5,000 years old) axial channel deposits are associated with modern river channels. Sediments are sands intermixed with pebble conglomerates (Morton and Miller 2006). Within the City, these sediments are mapped along Oak Glen Creek, and on the northeast side of Crafton Hills and tributaries of Wildwood Creek (Figures 7, 8, 9, 11).

Very young alluvial fan deposits (Qf); late Holocene

These late Holocene (less than 5,000 years old) sediments are the unconsolidated, active portions of modern alluvial fans. Most areas lack soil development at the surface but can be capped by weak soils south of the San Bernardino Mountains (Morton and Miller 2006). As much of Yucaipa is alluvial fan, these sediments are found within multiple areas of the PSA (Figures 7, 8, 9, 10, 11).

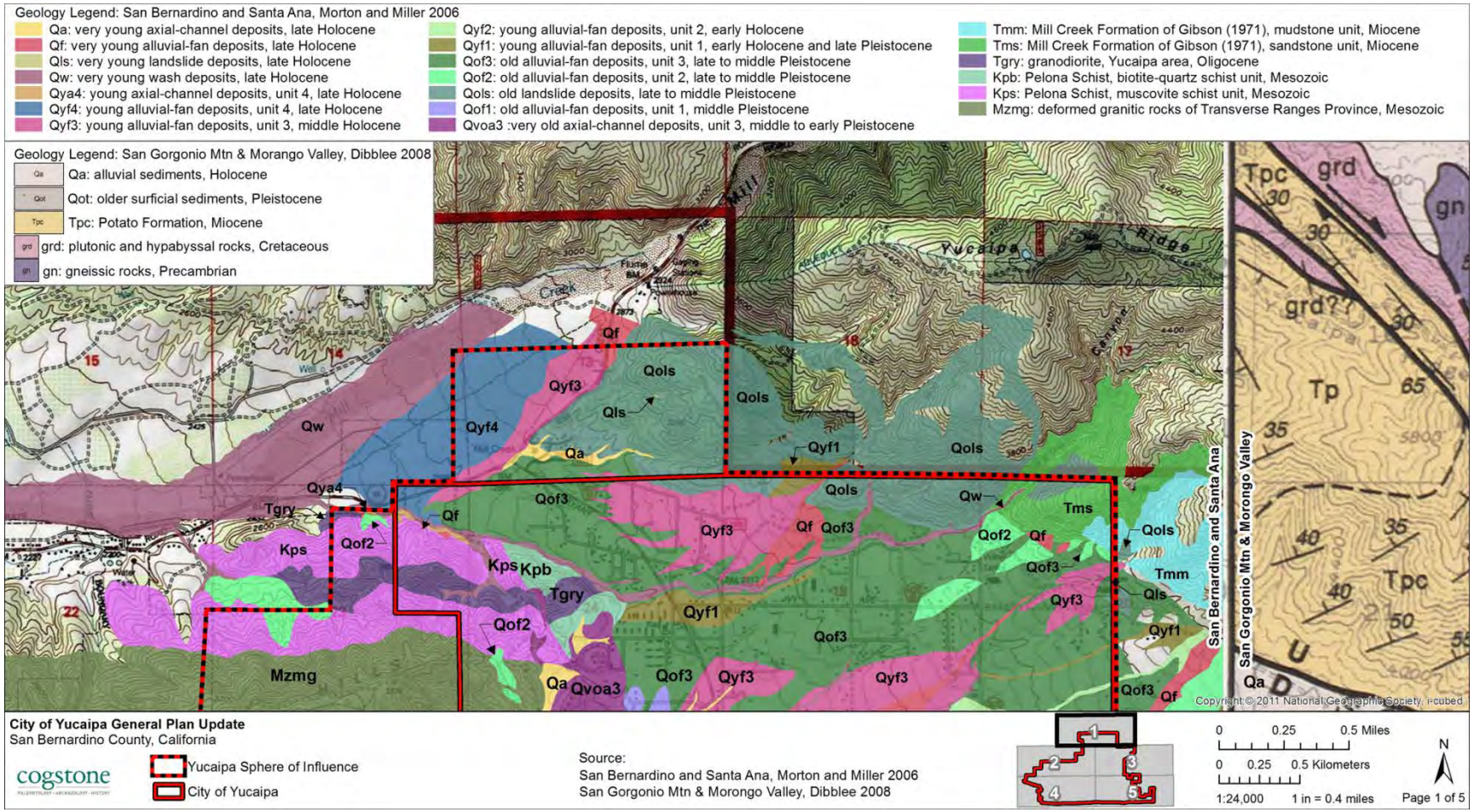

Figure 3a. Geology Map 1 of 5

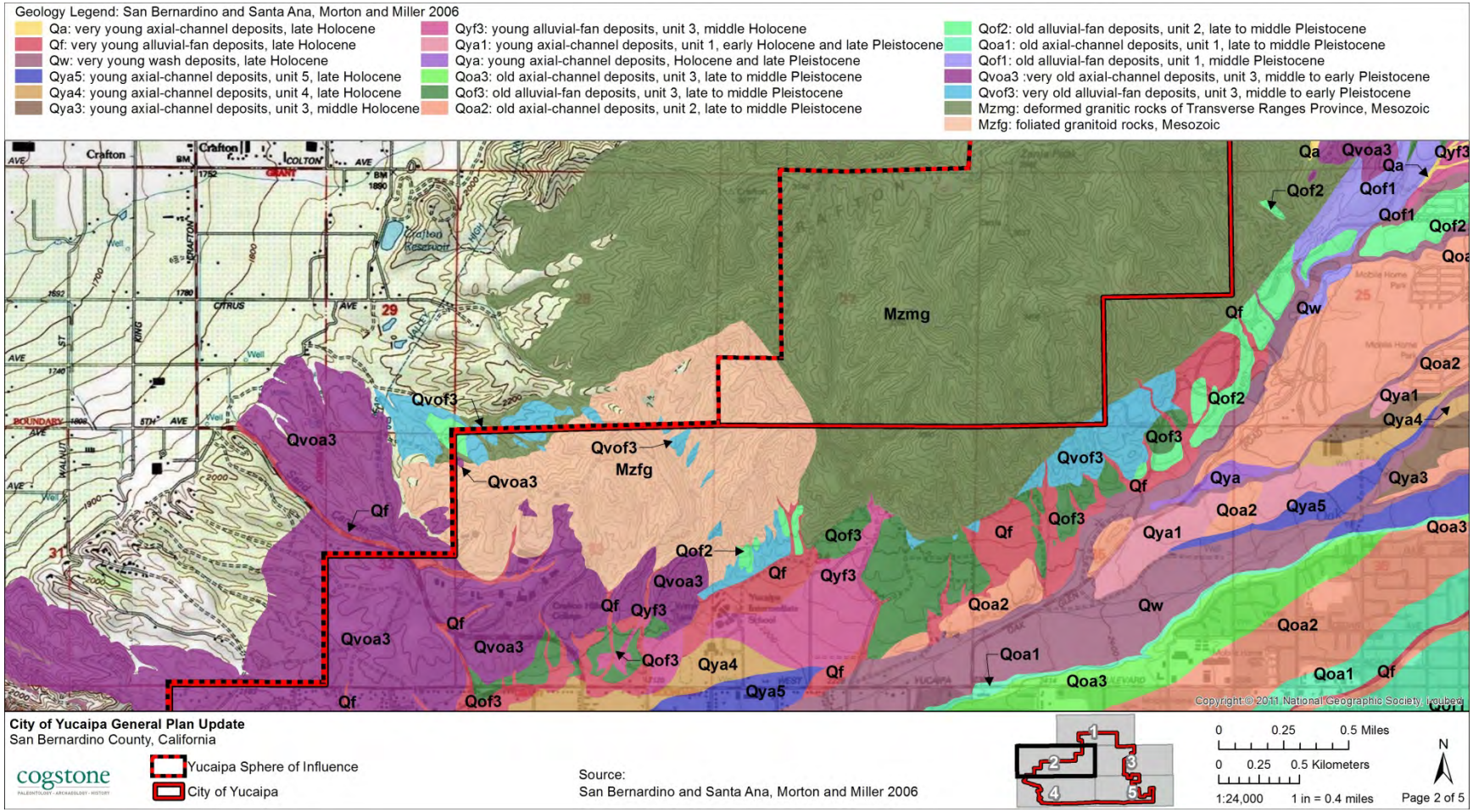

Figure 3b. Geology Map 2 of 5

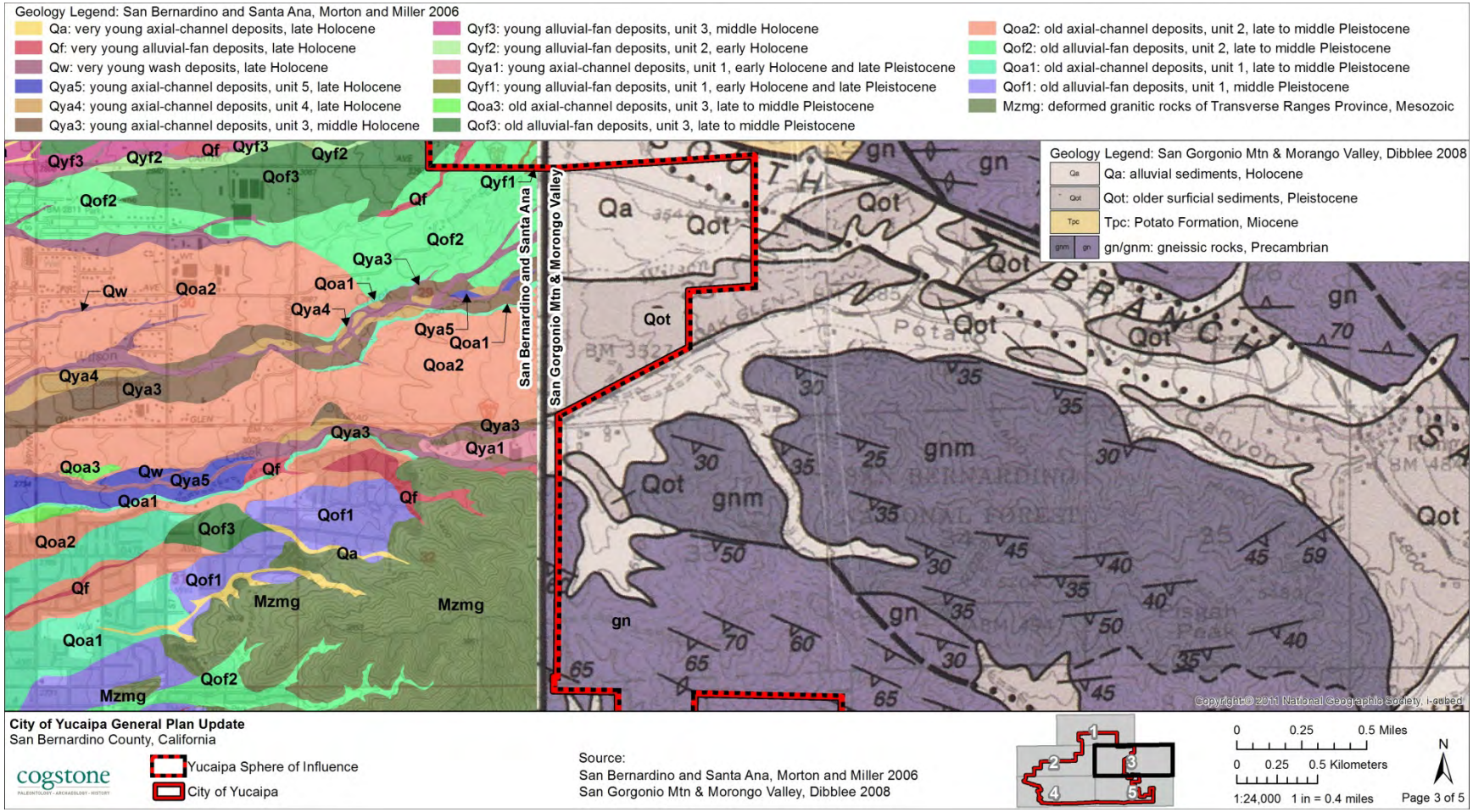

Figure 3c. Geology Map 3 of 5

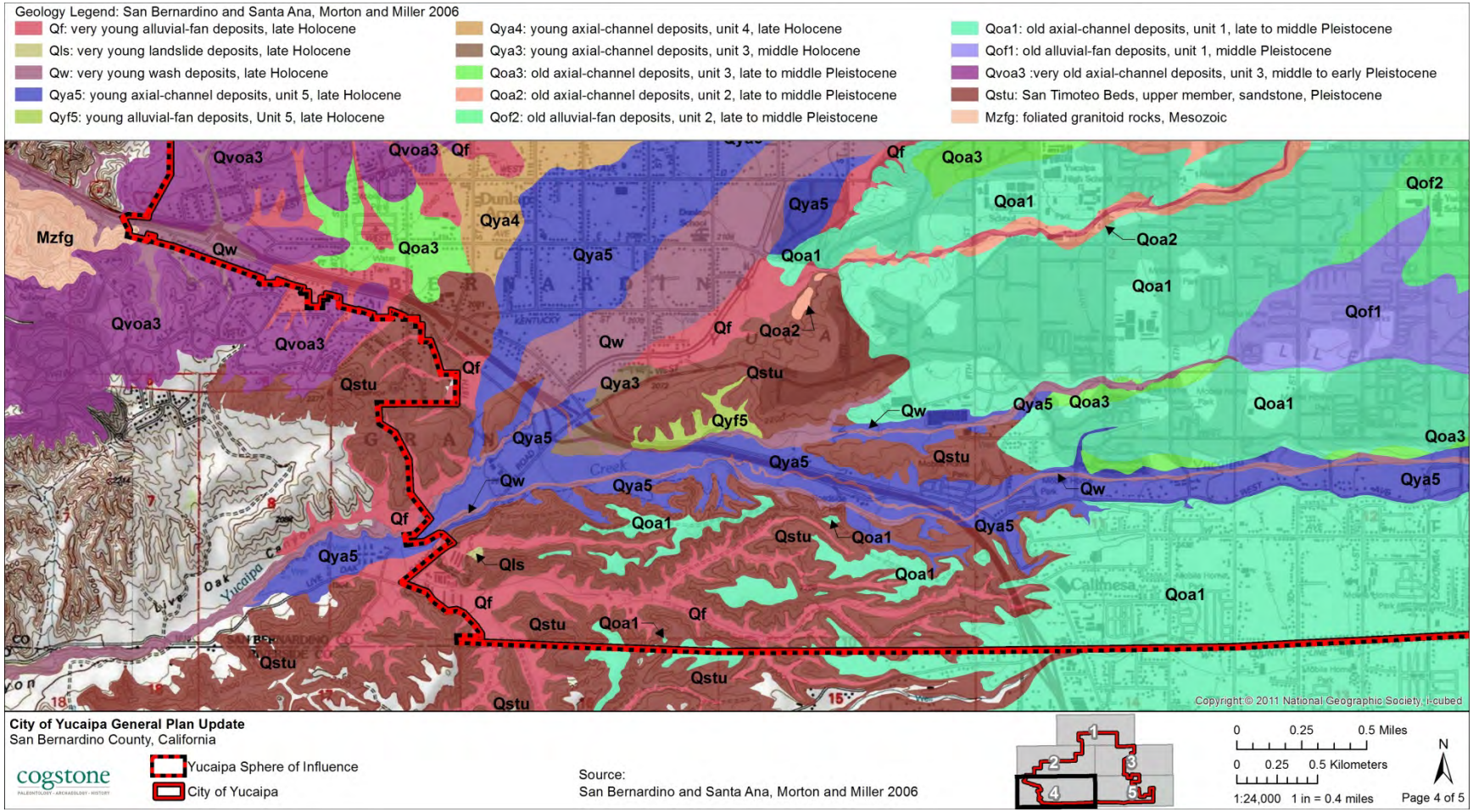

Figure 3d. Geology Map 4 of 5

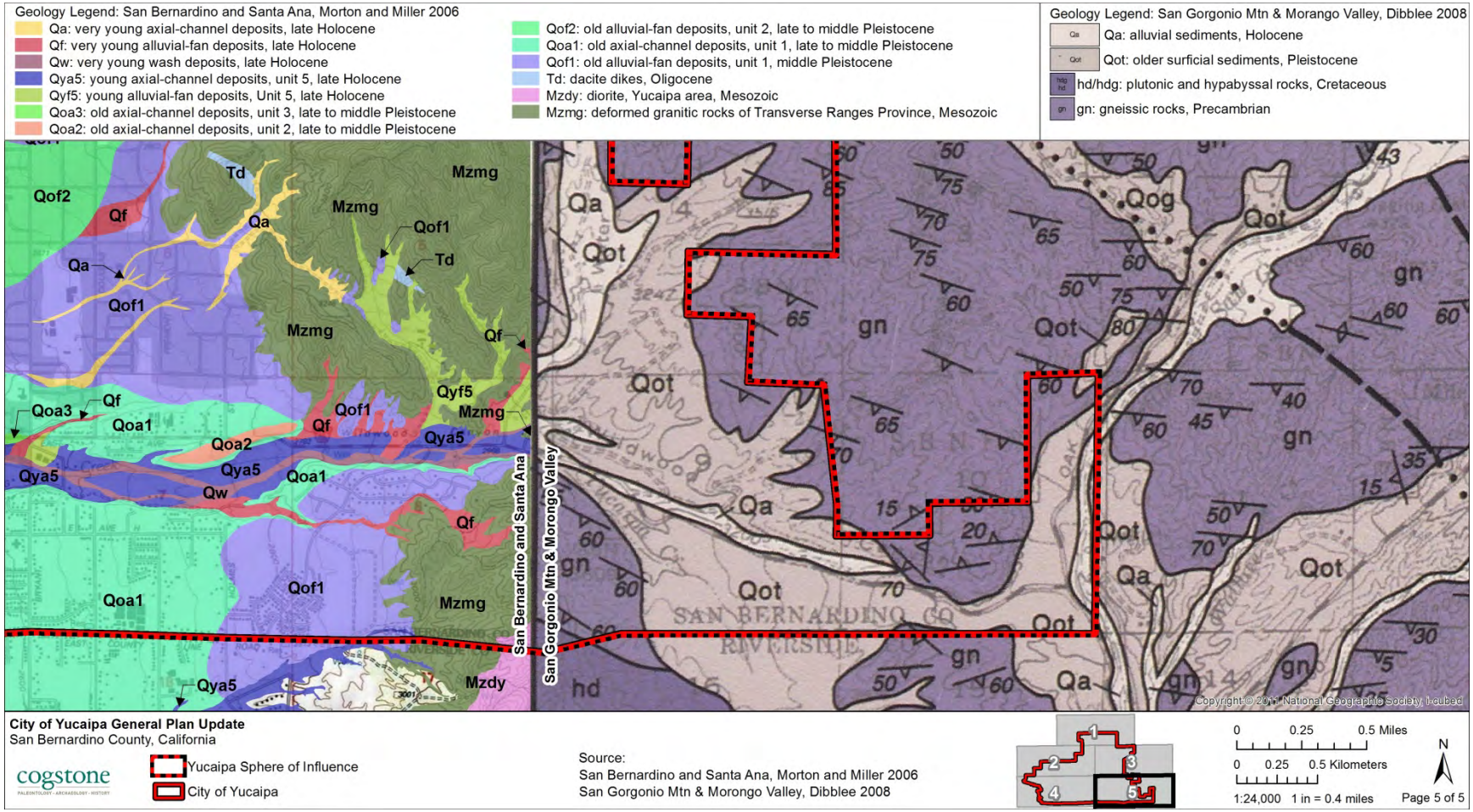

Figure 3e. Geology Map 5 of 5

Very young landslide deposits (Qls); late Holocene

The chaotically mixed debris caused by slope failure off local hills are late Holocene (less than 5,000 years old) in age. These landslides are undissected and may or may not be active (Figures 7, 10; Morton and Miller 2006).

Very young wash deposits (Qw); late Holocene

Morton and Miller (2006) mapped the channels of the PSA as Quaternary very young wash deposits (Figures 7, 8, 9, 10, 11) and estimated their age to be late Holocene (less than 5,000 years old). Sediments consist of unconsolidated sands, gravels and cobbles in active washes. These modern channels often cut down to reveal older sediments in their sidewalls. Many of these channels have been moving through the same area for thousands of years, increasing the likelihood of burying and preserving fossils. This often means that older sediments are present as terrace deposits adjacent to the channels or within a few feet of the modern land surface.

Young axial channel deposits (Qya) subunits 5, 4, 3, 1; late Holocene to late Pleistocene

These late Holocene to late Pleistocene (less than 40,000 years old), slightly to moderately consolidated axial channel deposits consist of sands to small cobbles adjacent to stream deposits (Figures 7, 8, 9, 10, 11). Units are differentiated by soil development, terrace riser position, and degree of erosion (Morton and Miller 2006).

Locally the axial channels are divided into four subunits. Subunits 4 and 5 (Qya_4 and Qya_5) are late Holocene in age (less than 5,000 years old). Subunit 5 is the youngest of the four subunits and is described as being late Quaternary valley fill. Sediments are white to light grey (10YR 8/1 and 7/1) to very pale brown (10YR 8/3 – 8/4 to 7/3), thin to thick bedded, very fine to medium grained sand interbedded with dark colored organic-rich layers and pebbly fine sand. Forms benches along Yucaipa Creek and is commonly capped by weak A/C soils of the San Emigdio fine sandy loam (Morton and Miller 2006).

Subunit 4 (Qya_4) sediments are pale brown to very pale brown (10YR 6/3 to 8/3), fine to coarse grained sand with pebbly or small cobble sand. Forms thin veneers on wide and shallow valley terraces incising into subunit 3. Also occurs as low terrace risers about 1 m (3.3 ft) above active washes and as inactive channels adjacent to Mill and Yucaipa creeks. Capped by weak to moderate $A/AC/C_{ox}$ soils of the Hanford coarse sandy loam and the Tujunga loamy sand (Morton and Miller 2006).

Subunit 3 (Qya_3) is middle Holocene in age (ranges from 5,000-7,500 years old). This subunit is described as probably being no more than 2 to 5 m (6.6 – 16.4 ft) thick having pale brown to very pale brown (10YR 6/3 to 7/3 -7/4 – 8/4), fine to coarse grained sand with pebbly or small cobble sand. Capped by weak to moderate $A/AC/C_{ox}$ soils of the Tujunga loamy sand and gravelly loamy sand. Occurs as low terrace risers about 1 to 2 m (3.3 – 6.6 ft) above active

washes. In the Yucaipa area this subunit represents an aggradational event adjacent to high standing older alluvial deposits where fluvial sediments back filled the Yucaipa Valley (Morton and Miller 2006).

The oldest subunit is Qya_1 and ranges from early Holocene to late Pleistocene in age (7,500 - 40,000 years old). These pale brown to very pale brown (10YR 6/3 to 8/3) fine to very coarse grained sands to pebbly sands transition to cobble sands nearer to the source area. The unit is probably less than 5 m (16.4 ft) thick and is capped by weak to moderate $A/AC/B_{cambic}/C_{ox}$ soils of the Greenfield and Tujunga loamy sand and sandy loamy. Occurs as terrace risers several meters above active washes. In the Yucaipa area this subunit represents an aggradational event adjacent to high standing older alluvial deposits where fluvial sediments back filled the Yucaipa Valley (Morton and Miller 2006).

Young alluvial fan deposits (Qyf) subunits 5, 4, 3, 2, 1; late Holocene to late Pleistocene

These late to middle Holocene (less than 7,500 years old), slightly to moderately consolidated alluvial fan deposits consist of silts, sands, and pebble to boulder conglomerates off the San Bernardino Mountains. Especially in the upper third of the fans, clasts are primarily of older Quaternary units and local bedrock (Figures 7, 8, 9, 10, 11; Morton and Miller 2006).

Locally the fan is divided into five subunits. Subunits 4 and 5 (Qyf_4 and Qyf_5) are late Holocene in age (less than 5,000 years old). Subunit 5 is the youngest of the three subunits and is described as having slightly consolidated to unconsolidated, coarse grained sand to boulder deposits with undissected to slightly dissected surfaces (Morton and Miller 2006).

Subunit 4 is slightly older than subunit 5 based on relative positions in the terrace sequences as well as superposition and overlap relations of younger fans. Subunit 4 also differs from subunit 5 in that the fans are slightly to moderately dissected (Morton and Miller 2006).

Subunit 3 (Qyf_3) is middle Holocene in age (ranges from 5,000-7,500years old). This subunit is described as having slightly to moderately consolidated, coarse grained sand to boulder deposits with slightly to moderately dissected surfaces and low amplitude rolling surfaces of swales and ridges parallel to fan axes. These surfaces are cut by recent washes (Qw) that are in many places too small to map, however in other areas younger washes (Qyw) cut as much as 4 m (13 ft) (Morton and Miller 2006).

Subunit 2 (Qyf_2) is early Holocene in age (ranges from 7,500-11,000 years old). These slightly consolidated, coarse grained sand to boulder deposits have moderately dissected surfaces. This unit primarily occurs as small fans adjacent to the mountains (Morton and Miller 2006).

The oldest unit, subunit 1 (Qyf_1) is early Holocene to late Pleistocene in age (ranges from 7,500-40,000 years old). This subunit is described as having slightly to moderately consolidated, silt to coarse grained sand to boulder deposits with moderately dissected surfaces. Well-developed S_5 soils are present on the south side of the San Bernardino Mountains. In the San Bernardino Valley area this subunit represents a major filling event between the Pleistocene and Holocene (Morton and Miller 2006).

Quaternary alluvial sediments (Qa); Holocene

Dibblee (2008) combines these Holocene (less than 11,700 years old) alluvial fan and channel deposits of Morton and Miller (2006) into one Quaternary alluvial unit. Silts to boulder sized clasts deposited in floodplains, valleys and canyons are included in this unit (Figures 9, 11).

PLEISTOCENE DEPOSITS (11,700 YEARS TO 2.6 MILLION YEARS OLD)

Old axial channel deposits (Qoa) subunits 3, 2, 1; late to middle Pleistocene

These late to middle Pleistocene (ranges from 11,700 years to 1 million years old), moderately to well consolidated axial channel deposits consist of silts to small cobbles adjacent to active or inactive streams and rivers (Figures 7, 8, 9, 10, 11). Sediments are capped by moderately to well-developed soils with A/AB/ B/Cox profiles that include a Bt horizon. Units are differentiated by soil development and terrace riser position. Old axial channel deposits unconformably caps the San Timoteo Formation (Morton and Miller 2006).
Locally the old axial channel deposits are divided into three subunits (1, 2, and 3). Subunit 3 (Qoa_3) occurs as thin veneers of sand to pebbly sand on wide and shallow valley terraces incising into subunit 2 (Qoa_2). The Greenfield soils capping this unit include a thin to moderate Bt horizon (Morton and Miller 2006).

Subunits 1 and 2 (Qoa_1, Qoa_2) filled the Yucaipa Valley with deposits from Oak Glen and Yucaipa creeks and their tributaries. Subunit 2 consists of moderately dissected, interfingering sands and larger clasts capped by Ramona soils with a Bt horizon up to 50 cm (1.6 ft) thick. In Oak Creek Valley this subunit is more than 10 m (33 ft) thick and unconformably caps subunit 1. Beneath the City of Yucaipa this unit is more restricted and occurs as a thin veneer on wide and shallow valley incised into subunit 1 (Morton and Miller 2006).

Subunit 1 differs from subunit 2 in that it consists of interfingering sands and pebble to boulder beneath subunit 2. Subunit 1 is also capped by Ramona soils with a Bt horizon up to 150 cm (4.9 ft) thick and was derived from Yucaipa and Oak Glen creeks and their converging tributaries which flowed southwest into Live Oak Canyon (Morton and Miller 2006).

Old alluvial fan deposits (Qof) subunits 3, 2, 1; late to middle Pleistocene

These late to middle Pleistocene (ranges from 11,700 years to 1 million years old), moderately to well consolidated alluvial fan deposits consist of reddish brown silts, sands, and pebble to boulder conglomerates off the San Bernardino Mountains (Figures 7, 8, 9, 10, 11). Sediments are capped by moderately to well-developed soils with A/AB/ B/Cox profiles that include a Bt horizon. Units are differentiated by dissection, soil development and terrace riser position (Morton and Miller 2006).

Locally the old alluvial fan deposits are divided into three subunits (1, 2, and 3). Subunit 3 (Qof_3) occurs as moderately dissected interfingering sand and larger clasts flanking Yucaipa Ridge and the San Bernardino Mountains west of the mouth of Mill Creek. The Greenfield soils capping this unit include a Bt horizon a few tens of centimeters thick. Surfaces are cut by deep canyons but have smooth, undulating surfaces. Distinguished from similar units by overlap relations at fan margins and surface dissection (Morton and Miller 2006).

Subunit 2 (Qof_2) consists of moderately dissected interfingering sand and larger clasts flanking Yucaipa Ridge, the Crafton Hills, and the San Bernardino Mountains west of the mouth of Mill Creek. The Ramona soils capping this unit include a Bt horizon as much as 50 cm (1.6 ft) thick. This unit is distinguished from similar units by overlap relations at fan margins and surface dissection (Morton and Miller 2006).

Subunit 1 (Qof_1) occurs as moderately dissected interfingering sand and larger clasts flanking Yucaipa Ridge, the Crafton Hills, and the San Bernardino Mountains west of the mouth of Mill Creek. The Ramona soils capping this unit include a Bt horizon as much as 50 to 150 cm (1.6 – 4.9 ft) thick (Morton and Miller 2006).

Old landslide deposits (Qols); late to middle Pleistocene

The chaotically mixed debris caused by slope failure off local hills are late to middle Pleistocene (ranges from 11,700 years to 1 million years old) in age. These landslides are moderately dissected and probably inactive under current climactic and tectonic regime. In the Yucaipa area slides consist almost entirely of Mill Creek Formation (Figure 7; Morton and Miller 2006).

Quaternary very old axial channel deposits (Qvoa) subunit 3; middle to early Pleistocene

The middle to early Pleistocene (ranges from 1 to 2.6 million years old), well consolidated, moderately to well indurated, very old axial channel deposits of subunit 3 ($Qvoa_3$) consist of reddish brown, silty, fine to coarse grained sands with scattered pebble to cobble horizons (Figure 7, 8, 10). Surfaces are highly pigmented and the soils capping this unit include A/AB/B profiles. Subunit 3 overlies subunit 2 as a unit that is a few meters thick (Morton and Miller 2006).

Quaternary very old alluvial fan deposits (Qvof) subunit 3; middle to early Pleistocene

The middle to early Pleistocene (ranges from 1 to 2.6 million years old), well consolidated, crudely stratified, massive to faintly laminated, very old alluvial fan deposits of subunit 3 ($Qvof_3$) consist of light yellowish brown (10YR 6/4 to 5/4) lithic arkose of poorly sorted fine to very coarse grained sand (Figure 8). The Ramona soils capping this unit include A/AB/ B profiles that include as much as 1 to 2 m (3.3 to 6.6 ft) thick. Subunit 3 overlies subunit 2 as a unit that is a few meters thick (Morton and Miller 2006).

Quaternary older terrace gravels (Qot); Pleistocene

Dibblee (2008) describes these Pleistocene (ranges from 11,700 years old to 2.6 million years old) older terrace gravels as light reddish to yellowish brown, unsorted, poorly bedded, sands to boulders. The older units occur as exposed higher remnants while younger deposits occur at lower levels (Figures 9, 11).

San Timoteo Formation, upper member (Qstu); Pleistocene

These primarily fluvial Pleistocene (ranges from 11,700 years old to 2.6 million years old) deposits of very fine to coarse grained sandstones interbedded with pebble to small cobble conglomerates are found on the southern edge of the PSA (Figure 10). Sandstones are typically light yellowish grey while coarser material ranges from light grey to pale yellow to light yellowish brown. Conglomerates consist of subangular to subrounded clasts of nearby basement rocks.

MIOCENE DEPOSITS (5.3 TO 23 MILLION YEARS OLD)

Mill Creek Formation (Tmm, Tms); Miocene

This Miocene (ranges from 5.3 to 23 million years old) nonmarine formation unconformably overlies gneiss and gneissic granitoid rocks (Figure 7). Originally grouped with the Potato Sandstone by Vaughn (1922) Gibson (1964, 1971) renamed these rocks and broke them into five interfingering subunits that are restricted to the area between the San Bernardino and Wilson Creek branches of the San Andreas Fault Zone (Morton and Miller 2006).

Mudstone unit (Tmm)

These greenish grey, greenish brown and brown, mudstones, siltstones, and claystones with some sandstones are thin to medium bedded. Beds appear massive but do include faint to prominent laminations. Unit also includes some flat pebble conglomerates, mudcracks and potentially some mudchip brecchia (Morton and Miller 2006).

Sandstone and volcanic clast bearing units (Tms)

The sandstone unit consists of yellowish grey, grey, and pale brown, massive to laminated beds of sandstones and some mudstones. Other structures include cross-laminations and graded bedding with some convolute laminations and pillow and ball structures from local debris flows or flooding compressing the water from the underlying sediments (Morton and Miller 2006).

These ledge forming, pale brown to light grey, fine to coarse grained sandstones and pebble to cobble bearing sandstones weather to pale tan. The moderately well to well sorted, medium to thick bedded rocks are characterized as containing rounded to subrounded pebbles and small cobbles of volcanics including latite, quartz latite, basaltic andesite, and andesite as well as clasts of apelite, granitoid rocks, and gneiss. Lenticular beds with lenses ranging from tens to hundreds of meters long also are found in this unit (Morton and Miller 2006).

Potato Sandstone (Tpc); Miocene

This unit may or may not be found in the eastern portion of the PSA (Figure 9). Described by Vaughan (1922) the Miocene (ranges from 5.3 to 23 million years old) Potato Sandstone is named for Potato Canyon in San Bernardino County. The unit forms the part of the ridge between Potato Canyon and Mill Creek east of Wilson Creek. Dibblee (2008) described the basal conglomerate of the Potato Sandstone as a hard, bedded, pinkish-grey to buff unit of pebbles to cobbles in arkosic sandstone.

OLIGOCENE ROCKS (23 TO 33.9 MILLION YEARS OLD)

Dacite dikes (Td); Oligocene

These light colored, fine grained, occasionally horneblende bearing, dacite dikes are thought to be related to the Oligocene granodiorite of Telegraph Peak (Figure 11; Morton and Miller 2006).

Granodiorite dikes of the Yucaipa area (Tgry); Oligocene

This early Oligocene medium to locally fine grained biotite granodiorite to biotite monzogranite has been dated to 27.2±0.6 million years old. This unit is usually massive and intrudes as dikes into the Pelona Schist on the north side of Crafton Hills. This unit may be offset from the 26.3 million year old granodiorite of Telegraph Peak or may be a similar local intrusion related to the Oligocene granodiorite of Telegraph Peak (Figure 7; Morton and Miller 2006).

MESOZOIC ROCKS (66 TO 201.3 MILLION YEARS OLD)

Plutonic and hypabyssal rocks (hd); Cretaceous

Dibblee (2008) mapped these Cretaceous (66 to 145 million years old), massive to rarely gneissoid, dark grey to black, medium to coarse grained, hornblende diorite rocks on the eastern side of the PSA. Minerals within the rocks are mostly plagioclase and hornblende with epidote veinlets (Figures 9, 11).

Diorite of the Yucaipa area ($M_z$dy); Mesozoic

Slightly foliated, quartz diorite and biotite-hornblende diorite is medium to coarse grained and massive in texture. Outcrops are found only at the southeastern corner of the PSA (Figure 11; Morton and Miller 2006).

Foliated granitoid rocks ($M_z$fg); Mesozoic

Foliated granitic rocks are mapped along the northwestern and eastern sides of the PSA (Figures 8, 10). Primarily granodiorite to tonalite, these fine to coarse grained, foliated granitic rocks also range in to monzogranite and quartz diorite (Morton and Miller 2006).

Mylonitic and cataclastic granitic rocks ($M_z$mg); Mesozoic

Deformed mylonitic and cataclastic granitic rocks are mapped along the northwestern and eastern sides of the PSA (Figures 7, 8, 9, 11). The fine to coarse grained rocks are composed of granodiorite, tonalite and quartz diorite. These rocks are separated from the underlying Pelona Schist by the Vincent Thrust Fault in the Crafton Hills (Morton and Miller 2006).

Pelona Schist, biotite quartz schist unit (Kpb); Mesozoic

The thinly layered, fine grained, crenulated biotite schist and biotite quartzite unit is found on the northern edge of Crafton Hills. This unit is tentatively included within the Pelona Schist, but the association is uncertain as it differs from the typical Pelona Schist by the abundance of biotite. Additionally the layering appears to be relict bedding instead of the transposed layering of most of the rest of the Pelona Schist. Other minerals include white mica, detrital zircon and potassium feldspar. This unit is intruded by Oligocene granodiorite dikes (Figure 7; Morton and Miller 2006).

Pelona Schist, muscovite schist unit (Kps); Mesozoic

A relatively homogenous, well layered, fissile, spotted muscovite schist, this unit locally has quartz rich layers and masses of talc and/or tremolite (Figure 7; Morton and Miller 2006).

PRECAMBRIAN ROCKS

Precambrian gneissic rocks (gn)

Dibblee (2008) maps light to dark grey gneiss ranges from laminated gneiss to gneissoid quartz diorite or granodiorite on the eastern side of the PSA (Figures 9, 11). Minerals are finely to coarse grained and are faintly laminated to banded.

NATURAL SETTING

The project area is in the Yucaipa Valley in the southern foothills of the San Bernardino Mountains, within the Transverse Ranges Geomorphic Province (Figure 4). Note the Santa Ana River to the northwest of the City, Hog (now Wildwood) Canyon and creek near the southern boundary and San Timoteo Canyon to the southwest. In addition there are unnamed streams trending northeast to southwest to a marsh in the area of lowest elevation north of Liveoak Canyon. Areas close to the waterways would have been preferred village locations.

Inland sage scrub composed of white sage, monkey flower, California buckwheat, rock rose, Yerba santa, birds-foot, buckthorn and nightshade are characteristic in modern times. In prehistoric times, water was much more abundant locally and a variety of vegetation communities including riparian, oak woodland, chaparral, and mixed chamise-chaparral-scrub would have been present.

PREHISTORIC SETTING

Prehistoric Cultures

Approaches to prehistoric frameworks have changed over the years from being based on material attributes to radiocarbon chronologies to association with cultural traditions. Archaeologists defined a material complex consisting of an abundance of milling stones (for grinding food items) with few projectile points or vertebrate faunal remains dating from about 7-3 thousand years before the present as the “Millingstone Horizon” (Wallace 1955). Later, the “Millingstone Horizon” was redefined as a cultural tradition named the Encinitas Tradition (Warren 1968) with various regional expressions including Topanga and La Jolla. Use by archaeologists varied as some adopted a generalized Encinitas Tradition without regional variations, some continued to use “Millingstone Horizon” and some used Middle Holocene (the time period) to indicate this observed pattern (Sutton and Gardner 2010:1-2).

Recently the fact that generalized terminology is suppressing the identification of cultural, spatial and temporal variation and the movement of peoples throughout space and time was noted. These factors are critical to understanding adaptation and change (Sutton and Gardner 2010:1-2).

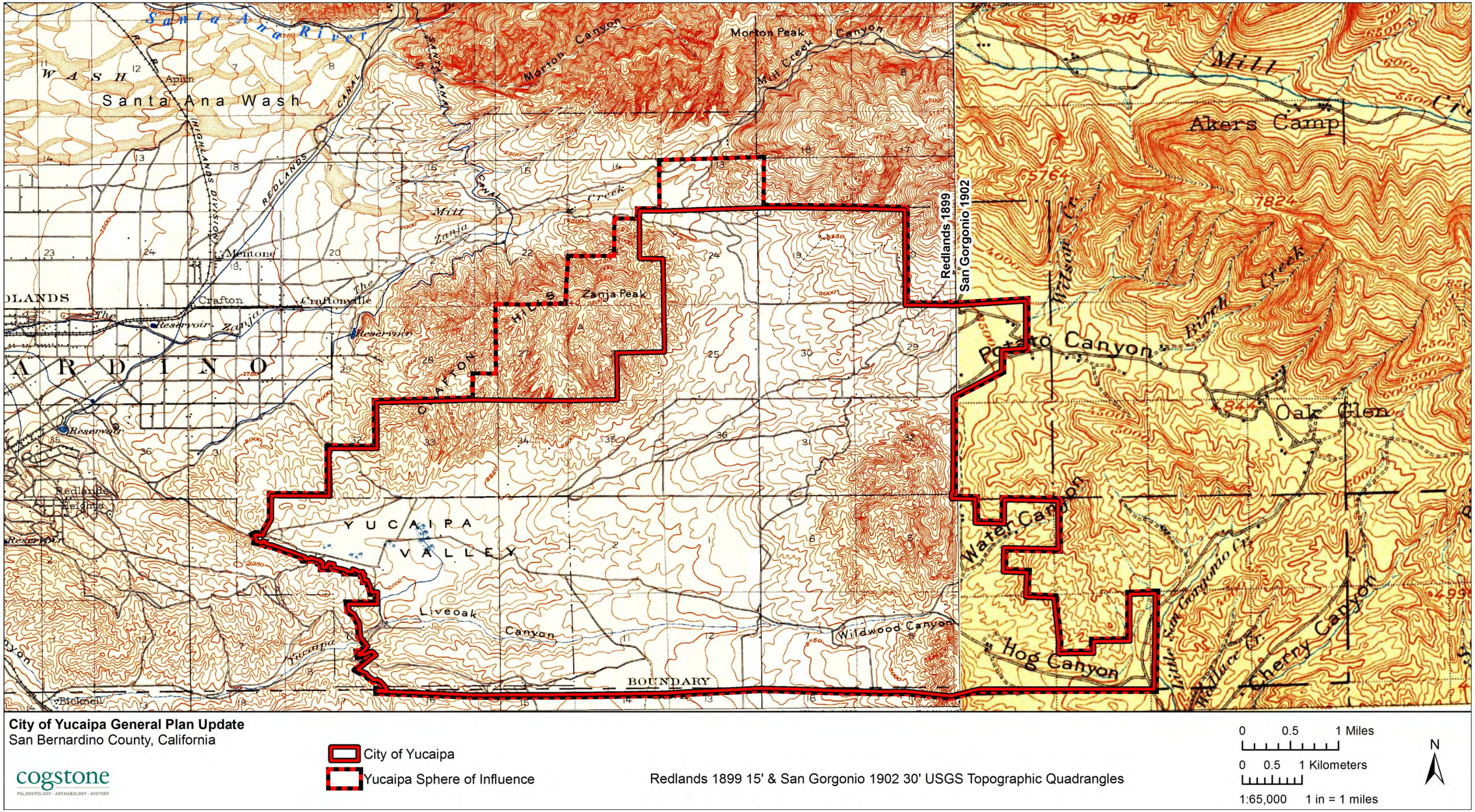

Figure 4. Historic Topographic Map of Yucaipa

The Encinitas Tradition characteristics are abundant metates and manos, crudely made core and flake tools, bone tools, shell ornaments, very few projectile points with subsistence focusing on collecting (plants, shellfish, etc.). Faunal remains vary by location but include shellfish, land animals, marine mammals and fish. [Sutton and Gardner 2010:7]

The Encinitas Tradition has been redefined to have four patterns (Sutton and Gardner 2010: 8-25). These are (1) Topanga in coastal Los Angeles and Orange counties, (2) La Jolla in coastal San Diego County, (3) Greven Knoll in inland San Bernardino, Riverside, Orange and Los Angeles counties, and (4) Pauma in inland San Diego County.

About 900 BP Greven Knoll III groups in the project area adopted new cultural traits which transformed them into Palomar groups. The Palomar Tradition characteristics include bow and arrow technology, new rock art styles, new settlement and subsistence systems, and Takic languages.

The Palomar Tradition is defined to have two patterns (Sutton 2011). These are (1) San Luis Rey in the southern coastal area and (2) Peninsular in the inland areas of the northern Peninsular Ranges (e.g., San Jacinto and Santa Rosa mountains) and northern Coachella Valley.

Project Area Cultures

The latest cultural revisions for the project area define traits for time phases of the Greven Knoll pattern of the Encinitas Tradition applicable to inland San Bernardino, Riverside, Los Angeles and Orange counties (Sutton and Gardner 2010; Table 4). This pattern is subsequently replaced in the project area by the Peninsular pattern of the Palomar Tradition later in time (Sutton 2011; Table 5).

Greven Knoll sites tend to be in valleys such as the project area. These inland peoples did not switch from manos/metates to pestles/mortars like coastal peoples (c. 5,000 years before present); this may reflect their closer relationship with desert groups who did not exploit acorns. The Greven Knoll toolkit is dominated by manos and metates throughout its 7,500 year extent. In Phase I other typical characteristics were pinto dart points for atlatls or spears, charmstones, cogged stones, absence of shell artifacts and flexed position burials (Table 4). In Phase II, Elko dart points for atlatls or spears and core tools are observed along with increased indications of gathering. In Phase III, stone tools including scraper planes, choppers, hammerstones are added to the tool kit, yucca and seeds are staple foods, animals bones are heavily processed (broken and crushed to extract marrow) and burials have cairns above (Table 4). [Sutton and Gardner 2010] Early Peninsular sites tend to be near sources of freshwater in valleys, some of which are now desert.

Table 4. Cultural Patterns and Phases

Phase	Dates BP	Material Culture	Other Traits
Greven Knoll I	8,500 to 4,000	Abundant manos and metates, Pinto dart points for atlatls or spears, charmstones, cogged stones and discoidals rare, no mortars or pestles, general absence of shell artifacts	No shellfish, hunting important, flexed inhumations, cremations rare
Greven Knoll II	4,000 to 3,000	Abundant manos and metates, Elko dart points for atlatls or spears, core tools, late discoidals, few mortars and pestles, general absence of shell artifacts	No shellfish, hunting and gathering important, flexed inhumations, cremations rare
Greven Knoll III (formerly Sayles complex)	3,000 to 900	Abundant manos and metates, Elko dart points for atlatls or spears, scraper planes, choppers, hammerstones, late discoidals, few mortars and pestles, general absence of shell artifacts	No shellfish, yucca and seeds as staples, hunting important but bones processed, flexed inhumations under cairns, cremations rare
Peninsular I	900 to 750	Appearance of small points (Cottonwood points &, Desert Side-notched) for arrows; shaft straighteners; pottery; few stone ornaments or stone pipes; appearance of shell ornaments; use of glass from Coso, Obsidian Butte, Bagdad, and unknown sources; bedrock metates but few mortars and pestles	Adoption of a lacustrine-based subsistence system; movement of people into the northern Coachella Valley from the interior valleys as Lake Cahuilla filled; establishment of major villages along the Lake Cahuilla shoreline; primary pit cremations
Peninsular II	750 to 300	Addition of Tizon Brown pottery, ceramic pipes, and ceramic figurines (rare); same obsidian sources; addition of stone fish traps as lake levels fluctuated/declined	Lacustrine based subsistence; appearance of the Peninsular Funerary Complex, with secondary cremations placed in “containers” and associated mourning ceremonies
Peninsular III	300 to 150	Continued use of Cottonwood and Desert Side-notched points. Tizon Brown pottery and addition of Colorado Buff; primary use of Obsidian Butte; addition of new figurine types; addition of some cultigens and Euroamerican material culture (e.g., glass beads and metal tools)	Adoption of terrestrial-based subsistence system; full-time villages near springs; movement of some people west into the northern Peninsular Ranges as Lake Cahuilla became desiccated; use of domesticated species obtained from River Yumans and Euroamericans; primary pit cremation as the principal mortuary practice, retention of mourning ceremonies

Note: adapted from Sutton and Gardner 2010 and Sutton 2011

Peninsular I is marked by small points for arrow, appearance of bedrock mortars indicating use of acorns, pottery, increased shell ornaments, pit cremations, continued hunting and gathering of terrestrial resources and exploitation of lacustrine resources including new technologies for decoys, traps and/or nets (Table 4). Peninsular II phase has some important new material traits including brownware pottery, ceramic pipes, ceramic figurines and secondary burials in

containers (Table 4). The Peninsular III phase reflects the archaeological signature of the ethnographic groups that had become established in Peninsular I and II and some Euroamerican material culture and subsistence resources were adopted (Table 4). [Sutton 2011]

ETHNOGRAPHIC CONTEXT

Ethnographically the project area appears to have been inhabited by the Mountain Serrano even though it is within the boundaries of traditional Cahuilla territory as defined by Bean (178:576). Kroeber (1908:34) relates that natives identified Yucaipa as Serrano but San Timoteo Canyon (due south) as Cahuilla. The Mountain Serrano inhabited the San Bernardino Mountains from Cajon Pass eastward but also the valleys immediately adjacent to the mountains, both north and south with poorly defined boundaries (Bean and Smith 1978:570). The Cahuilla territory was bordered by the San Bernardino Mountains to the north, Borrego Springs and the Chocolate Mountains to the south, the Colorado Desert to the east and the San Jacinto Plain near Riverside to the west (Bean 1978:575. Given the territory's close proximity to the Cocopa- Maricopa Trail that linked the Colorado Desert with the Pacific Coast, interactions with surrounding tribes were extensive (Bean 1978:575).

Serrano and Cahuilla organization and culture were very similar and the descriptions that follow apply to both. Villages were usually located near water and food sources (Bean and Smith 1978:570, Bean 1978:575). Each village was organized into two clans, wildcat and coyote. A clan consisted of three to ten lineages and was the largest political unit. Each clan spoke a different dialect and the individuals who comprised each lineage participated in communal defense, subsistence and ritual activities. Individual lineages had rights to land; however, a majority of the clan territory was available to all. Houses varied in size from simple brush shelters to dome-shaped or rectangular structures that could be up to 20 feet long [Bean and Smith 1978:571-572, Bean 1978:577-580]

Subsistence included hunting, gathering, and some agriculture. Adult men were responsible for hunting, butchering, and skinning game. Game animals included deer, mountain sheep, antelope, rabbits, game birds and small birds and rodents. The diverse habitat allowed for a large variety of flora that was used for food, manufacture, or medicine. The most important were acorns, mesquite and screw beans, piñon nuts, and various cacti. This was supplemented with seeds, fruits, berries, tubers, roots, and greens. [Bean and Smith 1978:571, Bean 1978:576]

The term Yuciapa is reported to have been derived from the Cahuilla word Yukcapa which means Big Head and refers to a large rock on the trail to Yucaipa Valley (Willits 1971:3) and as having been derived from the Serrano word Guachama which means wet or marshy land (Gudde 1998:432). This marsh area is evident on historic topographic maps (refer to Figure 4).

LOCAL VILLAGES

The Yucaipa Valley was home to a minimum of three Native American villages associated with permanent streams and/or the prehistoric marsh: (1) Yucaipa Creek Village that extended from about Interstate 10 north to the current Western Heights Water reservoir, (2) Oak Glen Creek Village and (3) Wildwood Canyon Village. The first was occupied into historic times and contains Euroamerican, as well as, native artifacts. Is is entirely possible that all of these are components of one very large village with use areas along all of the major water sources.

HISTORIC SETTING

In historic times, the San Bernardino Valley was first visited by Pedro Fages, explorer and Spanish Military Commander of California, in 1772, and by Father Francisco Garces, a missionary priest, in 1774. Naming did not occur until 1810 when Franciscan missionary Francisco Dumatz of the San Gabriel Mission named the valley San Bernardino in observance of the feast day of St. Bernardine of Siena. The original Estancia ranch outpost of the Mission San Gabriel was built in 1819 in what is now Redlands as an outpost for cattle grazing activities. The Mission range lands including what is now Yucaipa. Many Serrano and some Cahuilla were incorporated into the Mission San Gabriel asistencia in Redlands from 1820 to 1834 (Bean and Smith 1978:570).

After secularization of the Mission in 1834, the local mission lands continued to be ranched by Ygnacio Palomares and other. However the lands, including part of Yucaipa, were not granted to these citizens but rather to the Antonio Maria Lugo in 1841 as the Rancho San Bernardino. The Rancho, a total of 37,700 acres encompassing the entire San Bernardino Valley, was granted to raise stock and establish a colony. Only the southwestern corner of modern Yucaipa was part of this grant (Figure 5). Shortly thereafter, the valley boasted 4,000 head of cattle and Lugo relatives were settled throughout the area. A nephew, Diego Sepulveda, made Yucaipa his home until his family sold all their lands in 1851. The land was sold to a group of Mormon colonists led by Amasa Lyman and Charles Rich. [Yucaipa Historical Society 2007:7]

Their settlement was not successful and the Mormon colonists sold the land in 1857 to James Waters. He is believed to have forcibly removed the Serrano remaining in the valley between 1863-66 to the Morongo Reservation to gain access to the site and its water resources. With control of this area he was able to attract settlers and the area became known as the “breadbasket of southern California”. Cattles, horses and hogs were ranched, grains farmed and dairies constructed. [Yucaipa Historical Society 2007:7-8, Schuiling 1984:106-107; Figure 6]

In 1869 Waters sold the ranch to John Dunlap who expanded the agricultural operations. Dunlap farmed grain and cattle and leased land to former Chinese railroad workers beginning about 1870 to cultivate vegetables (Willits1971:12). They built a bunkhouse to live in on the leased land. At the peak, China Gardens farmed about 300 acres (Willits 1971:12). A dozen of the Chinese traveled by horse and wagon several times each week as far as San Bernardino to market the produce (Archer 1976: 43). Chinese were hired by the Bear Valley Water Company to dig ditches and waterways in Redlands and farmers hired Chinese to help harvest grain and fruit. After passage of the Geary Act in 1892 which requires all Chinese to carry a residence permit, San Bernardino County Sheriffs rounded up the Yucaipa Chinese and deported them back to China (Archer 1976: 43). The Dunlaps built a house known as Casa Blanca in 1882 and the first school in the area (Willits 1971: 13).

In 1884, Octavius Gass patented a quartz mine on the Yucaipa side of the Crafton Hills (about where Crafton Hills Community College is now; Archer 1976: 41). This is the only historic mine known in Yucaipa. About 1890, the Yucaipa Quartz Mill was constructed on the creek at the site of the old Indian village (Yucaipa Creek) and used a 20 foot diameter water wheel to power crushing quartz to extract gold (Archer 1976: 43).

In the early 20th century, Yucaipa ranchers began cultivating apples and within a few years over 4,000 acres were in production. Cultivation then expanded to include citrus, peaches and plums (Willits 1971: 13).

In the early 20th century land companies began to develop Yucaipa. Streets, homes, churches and business began to populate Yucaipa. The areas east of town were planted with cherries and apples. The apples were replaced by peach, plum and walnut groves by the 1930s. A 1938 aerial shows town development in the center and extensive agricultural fields and groves (Figure 7).

The Stater family also opened their first store during the Depression Era in Yucaipa, in 1937. The rural way of life continued until after 1945 when tracts of homes began to appear. Poultry and rabbit ranching were added as new industries and a downtown business district appeared (Yucaipa Historical Society 2007:7-8, Schuiling 1984:107)

The last half of the twentieth century brought increasing urbanization to Yucaipa. This included a hospital, expanded fire service, roads and parks. Ranches and orchards were redeveloped as housing tracts and more schools built. Crafton Hills College opened, a bridge was built at Interstate 10 and a new sewer plant constructed spurring more residential development. Yucaipa incorporated as a city in 1989. [Yucaipa Historical Society 2010:7-8]

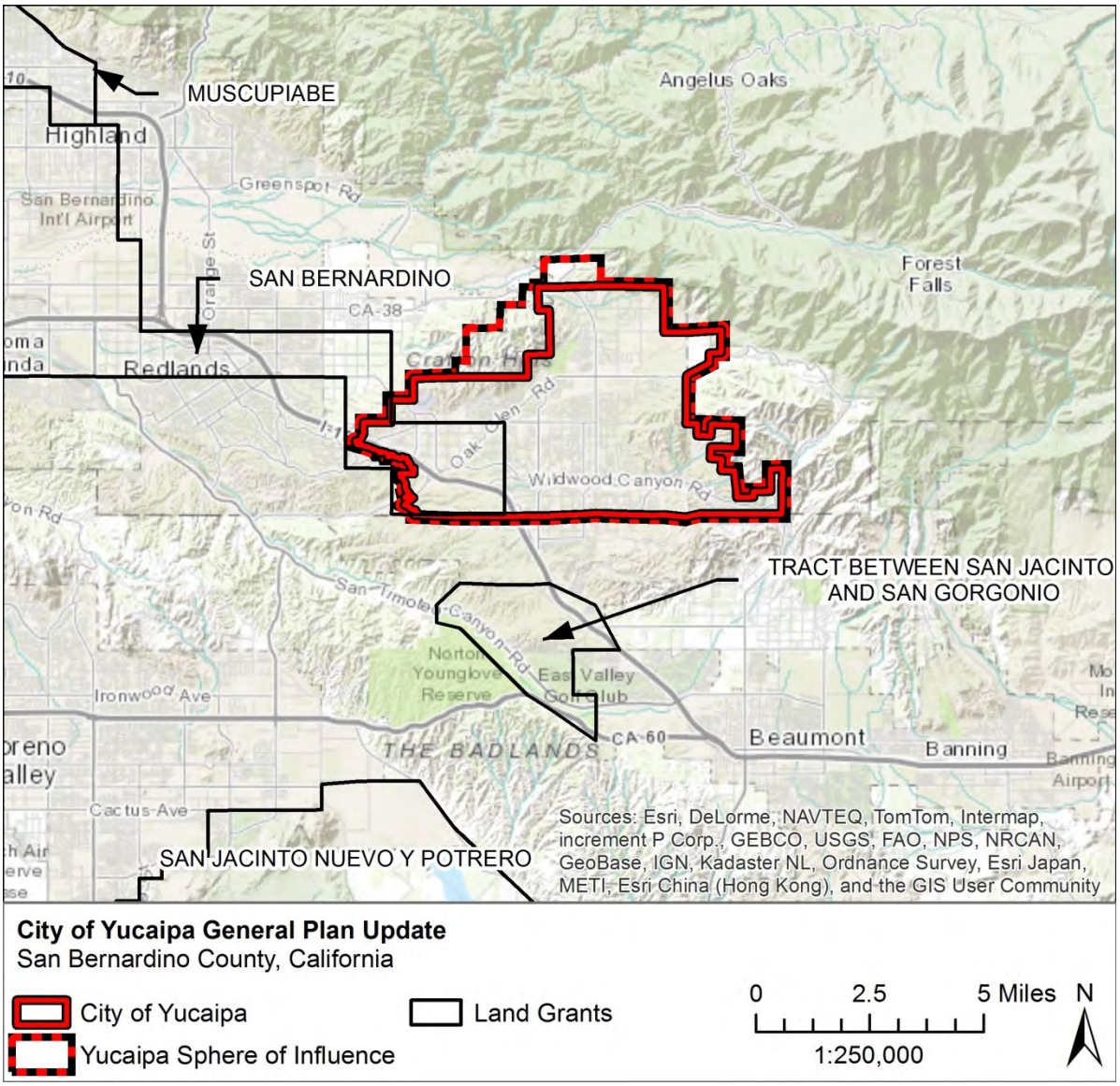

Figure 5. Land Grant Map

These changes are illustrated by aerials from 1959, 1968 and 2014 (Figure 8-10). In 1959 the growth of the town to the south and west is evident with agricultural uses being retained in the north. By 1968, the town expanded more and the northern area began to be infilled with residences. By 2014, the City has substantially expanded.

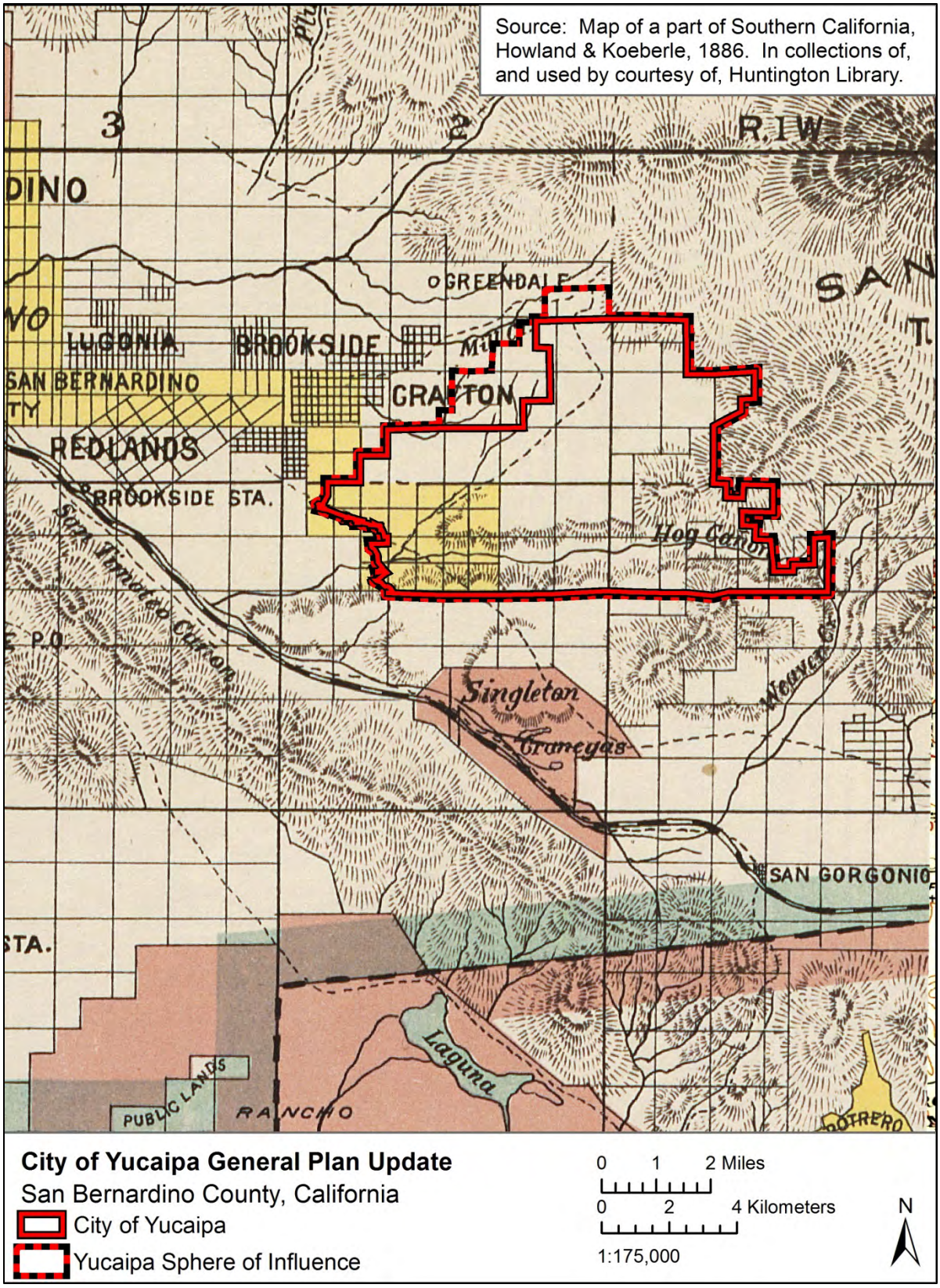

Figure 6. 1886 Map of Yucaipa

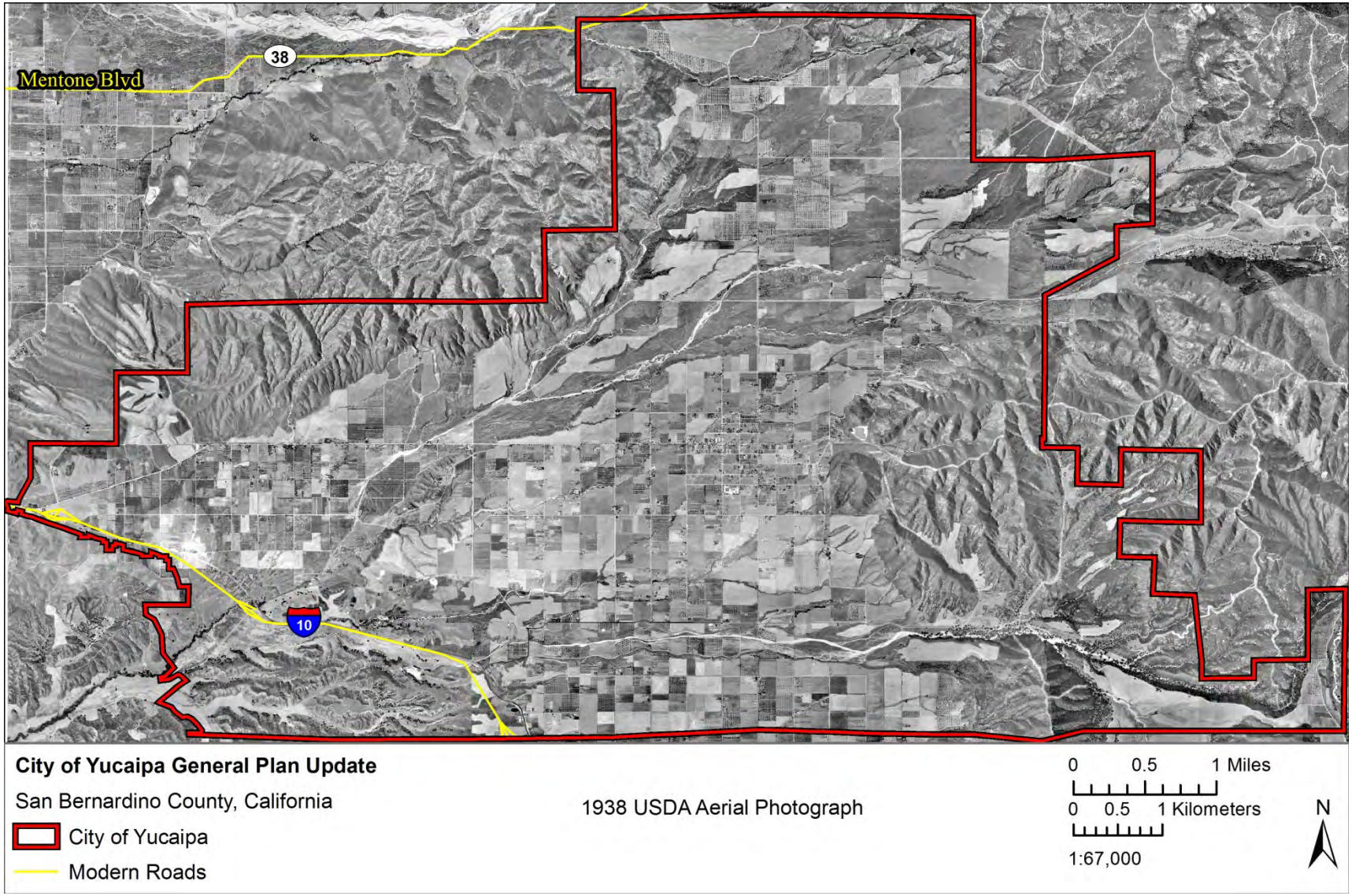

Figure 3. 1938 Aerial

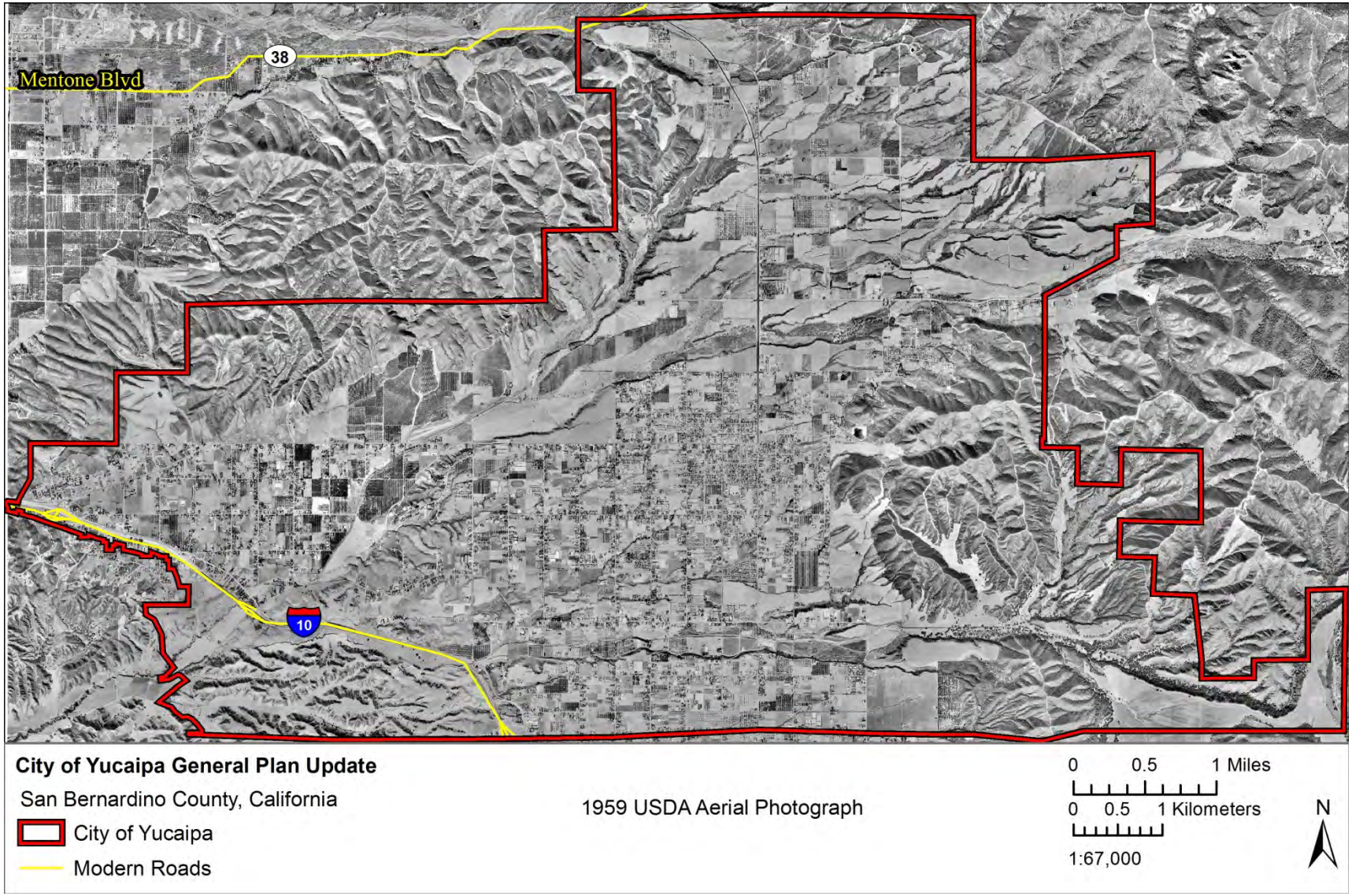

Figure 4. 1959 Aerial

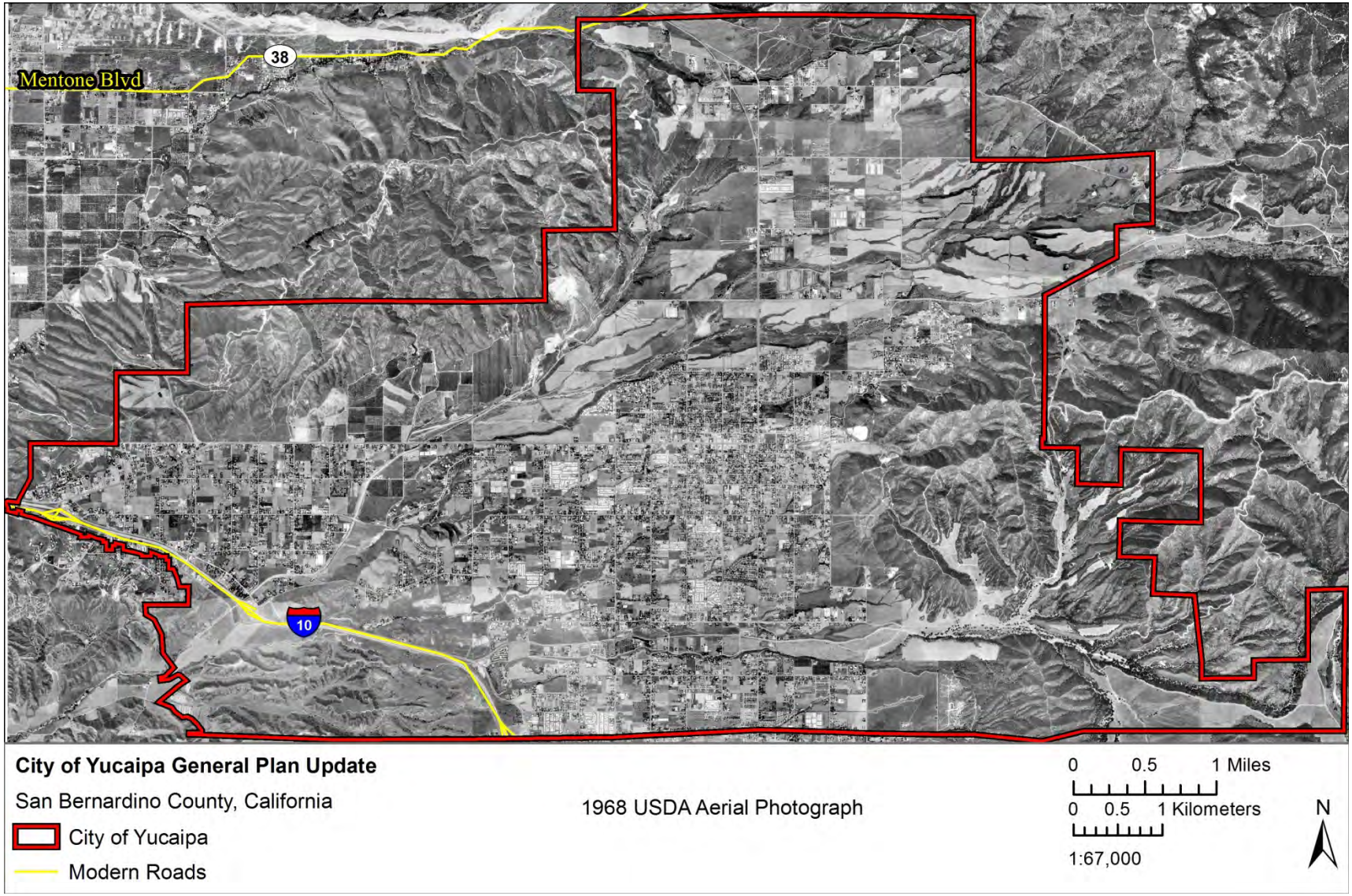

Figure 5. 1968 Aerial

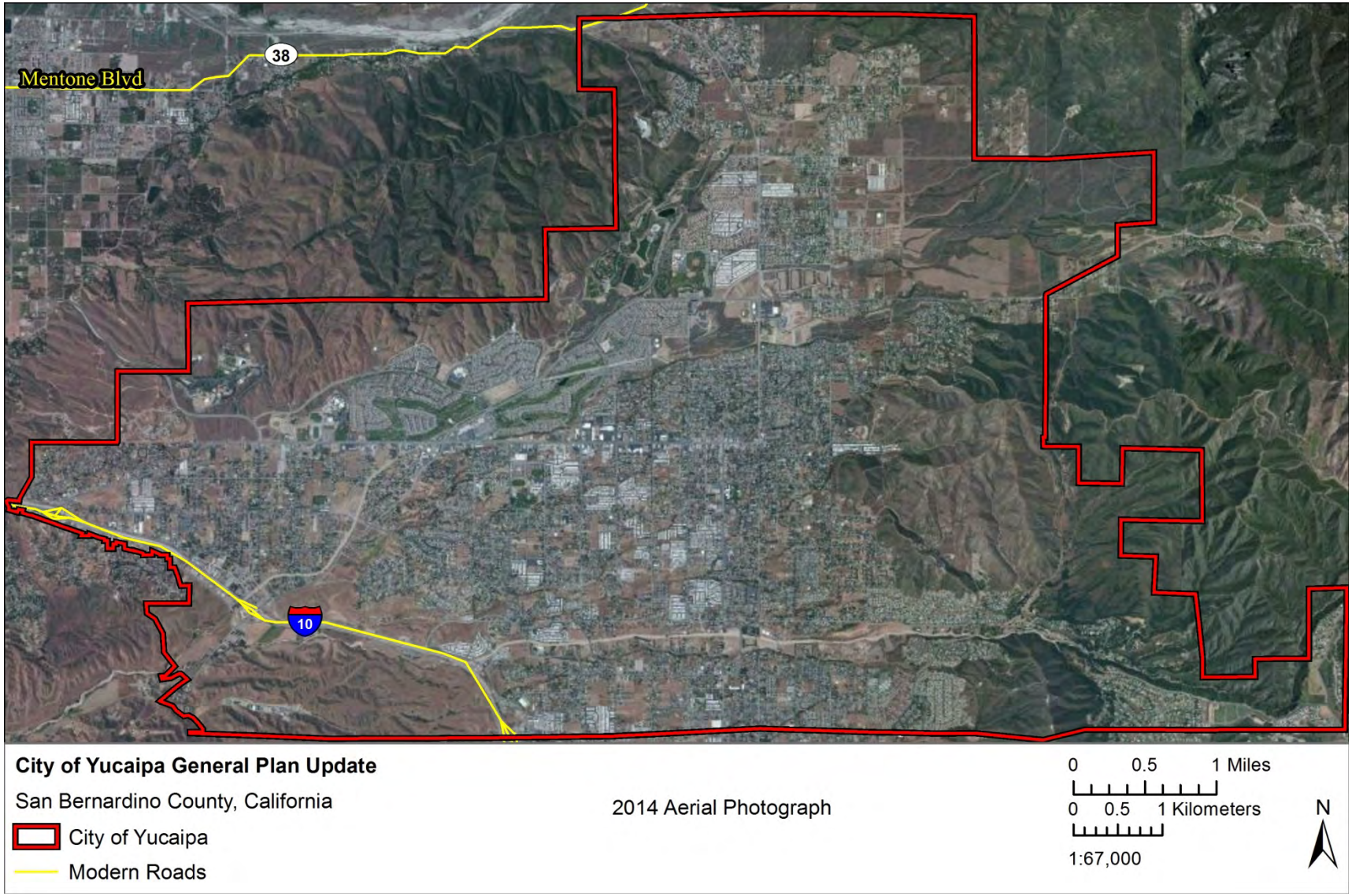

Figure 6. 2014 Aerial

RECORDS SEARCHES

PALEONTOLOGICAL RECORDS SEARCH

Searches for paleontological records were completed by the San Bernardino County Museum (SBCM; Scott 2014), as well as published, unpublished, and online resources (Axelrod 1979, 1990; Jefferson 1991a, 1991b, 2002, 2003; Hay 1927; Natural History Museum of Los Angeles County Invertebrate Paleontology 2014; Paleobiology Database 2014; University of California Museum of Paleontology (UCMP) 2014). A copy of the SBCM records search is provided (Appendix B).

The closest known fossil localities are (1) a bison fossil from Beaumont (southwest of the City; Table 5), (2) a wide variety of land and freshwater animals from the San Timoteo Formation (southeast of the City; Table 6) and (3) an assemblage of fossil plants from the Mill Creek Formation/Potato Sandstone (northeast edge of the City; Table 7).

HOLOCENE DEPOSITS

No fossils are known from any of the Holocene deposits as they are all too young to contain fossils. The following units are Holocene in age:

- Very young axial channel deposit (Qa); late Holocene (Morton and Miller 2006)
- Very young alluvial fan deposits (Qf); late Holocene (Morton and Miller 2006)
- Very young landslide deposits (Qls); late Holocene (Morton and Miller 2006)
- Very young wash deposits (Qw); late Holocene (Morton and Miller 2006)
- Young axial channel deposits (Qya) subunits 5, 4, 3; late to middle Holocene (Morton and Miller 2006)
- Young alluvial fan deposits (Qyf) subunits 5, 4, 3, 2; late to early Holocene (Morton and Miller 2006)
- Quaternary alluvial sediments (Qa); Holocene (Dibblee 2008)

PLEISTOCENE DEPOSITS

Pleistocene deposits have the potential to produce fossils between 11.7 thousand years and 2.6 million years old. An ancient bison is reported from Beaumont in unnamed Pleistocene sediments (Table 5). Additionally the San Timoteo Formation is well known for fossils and five localities are present in this upper member of this formation near to the PSA (Table 6). Fossils of the Shutt Ranch local fauna are middle Pleistocene (Irvingtonian II North American Land Mammal Age (NALMA)) ranging from 780,000 to 990,000 years old (Albright 1997, 1999a, 1999b). The member also contains early Pleistocene fossils from the Shutt Ranch and El Casco local faunas that are approximately 1.8 million years old (Irvingtonian I NALMA;

Repenning 1987; Morton and Miller 2006, and M. O. Woodburn oral comm. to Morton and Miller 2003). Two of the species found at the El Casco locality are type specimens, that is, the first occurrence of these animals in the fossil record is at this locality.

The following units are Pleistocene in age:

- Young axial channel deposits (Qya) subunit 1; early Holocene and late Pleistocene (Morton and Miller 2006)
- Young alluvial fan deposits (Qyf) subunit 1; early Holocene and late Pleistocene (Morton and Miller 2006)
- Old axial channel deposits (Qoa) subunits 3, 2, 1; late to middle Pleistocene (Morton and Miller 2006)
- Old alluvial fan deposits (Qof) subunits 3, 2, 1; late to middle Pleistocene (Morton and Miller 2006)
- Old landslide deposits (Qols); late to middle Pleistocene (Morton and Miller 2006)
- Quaternary very old axial channel deposits (Qvoa) subunit 3; middle to early Pleistocene (Morton and Miller 2006)
- Quaternary very old alluvial fan deposit (Qvof) subunit 3; middle to early Pleistocene (Morton and Miller 2006)
- Quaternary older terrace gravels (Qot); Pleistocene (Dibblee 2008)
- San Timoteo Formation, upper member (Qstu); Pleistocene (Morton and Miller 2006)

Table 5. Fossil localities in the late Pleistocene deposits

Note: † indicates extinct species

Common name	Taxon	Locality; Reference(s)
Ancient bison	† *Bison antiquus*	Older alluvium, Beaumont, Riverside County; Rancholabrean. Fossil is housed at the American Museum of Natural History (AMNH; Jefferson 2002).

Table 6. Fossil localities in the Pleistocene San Timoteo Formation

Note: † indicates extinct species

Common name	Taxon	Locality; Reference(s)
stickleback (fish)	*Gasterosteus* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. From El Casco, Olive Dell or Shutt Ranch locality (Jefferson 2003).
giant ground sloth	† *Megalonyx* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. El Casco locality, Irvingtonian I age; Age estimate: 1.5 ± 0.3 Ma BP (Reynolds and Roeder 1986, 1991); 1.9 to about 0.9 Ma BP (Repenning 1987); fossils housed
small wolf	† *Canis priscolatrans* (*C. edwardii)*	
short-faced bear	† *Arctodus* sp.	
weasel family	Mustelidae	
Merriam's tapir	† *Tapirus merriami*	

Common name	Taxon	Locality; Reference(s)
horse	† *Equus* (*Equus*) sp.	at AMNH, SBCM (Jefferson 2003).
horse	† *Equus* (*Hemionus*) sp.	
yesterday's camel	† *Camelops hesternus*	
El Casco deer	† *Odocoileus cascoensis* (type)	
rabbit family	Leporidae	
woodrat	† *Neotoma* sp. (prealbigula)	
woodrat	† *Neotoma* sp. (prefucipes)	
woodrat	† *Neotoma* sp. (prelepida)	
muskrat	† *Ondatra annectens*	
bog lemming	† *Mictomys kansasensis*	
El Casco coendou	† *Coendou cascoensis* (type)	
bony fish	Osteichthyes	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Highland Springs Road locality, Irvingtonian age; fossils housed at SBCM (Jefferson 2003).
deer	*Odocoileus* sp.	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Olive Dell locality, early Irvingtonian II age; 1.5 ± 0.3 Ma BP (Reynolds and Reeder 1986, 1991); 0.9 to 0.4 ± 0.25 Ma BP (Repenning 1987); fossils housed at SBCM; USGS M1449 (Jefferson 2003). .
rabbit family	Leporidae	
Gidley's pocket gopher	† *Thomomys* sp. cf. *T. gidleyi*	
kangaroo rat	† *Prodipodomys* sp. cf. *P. idahoensis*	
pinyon mouse	*Peromyscus* sp. cf. *P. turei*	
woodrat	† *Neotoma* sp. (prefucipes)	
California vole	*Microtus californicus*	
cricetid rodent	† *Allophaiomys* sp. (large-size)	
giant ground sloth	† Edentata	Upper San Timoteo Formation, San Timoteo Badlands, Riverside County. Shutt Ranch locality, Irvingtonian age, Age estimate: 1.3 ± 0.5 Ma BP. Fossils housed at SBCM (Jefferson 2003).
small wolf	† *Canis* sp. cf. ?*Canis priscolatrans* (*C. edwardii)*	
weasel family	Mustelidae	
primitive elephant family	† Gomphotheriidae	
deer family	Cervidae	
chipmunk	*Eutamias* sp.	
pocket gopher	*Thomomys* sp.	
kangaroo rat	*Dipodomys* sp.	
pocket mouse	*Perognathus* sp.	
deer mouse	*Peromyscus* sp.	
woodrat	† *Neotoma* sp. (prefucipes)	
woodrat	† *Neotoma* sp. (prelepida)	
California vole	*Microtus californicus*	
cottontail rabbit	*Sylvilagus* sp.	
jack rabbit	*Lepus* sp.	
shrew	*Sorex* sp.	

MIOCENE DEPOSITS

Plant and animal fossils are known from the Mill Creek Formation (originally included in the Potato Sandstone). Based on the plant flora present Axelrod (1990) estimated the formation to be approximately 13 million years old (Table 7). The following units are Miocene in age:

- Mill Creek Formation, mudstone unit (Tmm), Miocene (Morton and Miller 2006)
- Mill Creek Formation, sandstone unit and volcanic clast bearing unit (Tms), Miocene (Morton and Miller 2006)
- Potato Sandstone (Tps), Miocene (Dibblee 2008)

Table 7. Fossil localities in the middle Miocene Mill Creek Formation

Note: † indicates extinct species

Common name	Taxon	Locality; Reference(s)
Mexican stone pine	*Pinus cf. cemhroides*	A flora is recorded "from the highest part of the Mill Creek beds (= Potato Sandstone) east of Redlands, California. The flora is preserved in fine sandstone associated with coarse conglomeratic sandstone and shaley interbeds on the crest of the ridge south of Mill Creek at an elevation close to 1,525 m (5,000 ft). The formation coarsens to the east where conglomerates increase in frequency, the clasts become larger, and the sandstones become more massive and conglomeratic, indicating that their source lay farther east." (Axelrod 1979); Potato Sandstone estimated to be about 13 million years old (Axelrod in Hildebrand 1990).
early Tecate cypress	†*Cupressus preforbesii*	
early Fremont's cottonwood	†*Populus prefremontii*	
Sonora cottonwood	†*Populus sonorensis*	
Mount Eden willow	†*Salix edenensis*	
Hesperia willow	†*Salix hesperia*	
willow	†*Salix laevigatoides*	
Pliocene oak	†*Quercus pliopalmeri*	
blue holly leaf oak	*Quercus cf. turhinella*	
Fremont's barberry	*Mahonia cf. fremontii*	
magnolia	*Magnolia cf. schiedeana*	
sycamore	†*Platanus paucidentata*	
acacia	*Acacia cf. anisophylla,*	
acacia	*Acacia cf. pringlei*	
Anaverde kidneywood	†*Eysenhardtia anaverdiana*	
ancient mountain mahogany	†*Cercocarpus antiquus*	
balloon plant	*Cardiospermum cf. halicacabum*	
torote	†*Bursera cf. laxiflora*	
pronghorn family	Antilocapridae	Mill Creek, originally RV7403-15971- now UCMP 31971; Fossil is housed at the University of California Museum of Planetology, (UCMP 2014)

OLIGOCENE AND OLDER DEPOSITS

No fossils are known from any of the Oligocene or older deposits as they are all metamorphic or plutonic in origin. The following units are Oligocene or older in age:

- Oligocene Rocks (between 23 and 33.9 million years old)
  - dacite dikes (Td), Oligocene (Morton and Miller 2006)
  - granodiorite dikes, Yucaipa area (Tgry), Oligocene (Morton and Miller 2006)
- Mesozoic Rocks (between 66 and 201.3 million years old)
  - plutonic and hypabyssal rocks (hd), Cretaceous (Dibblee 2008)
  - Pelona Schist, biotite quartz schist unit (Kpb), Mesozoic (Morton and Miller 2006)
  - Pelona Schist, muscovite schist unit (Kps), Mesozoic (Morton and Miller 2006)
  - diorite, Yucaipa area ($M_z$dy), Mesozoic (Morton and Miller 2006)
  - foliated granitoid rocks ($M_z$fg), Mesozoic (Morton and Miller 2006)
  - mylionitic and cataclastic rocks ($M_z$mg), Mesozoic (Morton and Miller 2006)
- Precambrian Rocks (more than 550 million years old)
  - gneissic rocks (gn), Precambrian (Dibblee 2008)

ARCHAEOLOGICAL AND HISTORICAL RECORDS SEARCH

CALIFORNIA HISTORIC RESOURCES INVENTORY SYSTEM

A search for archaeological and historical records was completed at the San Bernardino Archaeological Information Center (SBAIC) of the California Historic Resources Inventory System (CHRIS) on August 1 and 8, 2014. The City boundaries and sphere of influence were searched. There are 49 cultural resources within the City. These include 21 prehistoric resources, four historical archaeological resources, one multi-component (both prehistoric and historical archaeological) site, and 24 historic built environment resources (Table 8). The record search indicates a total of 136 cultural resources investigations have been completely previously (Appendix C).

Table 8. Recorded Cultural Resources

Primary No. (P-36-)	Class	Type	Description	Quad
428	Native	Prehistoric	Habitation with midden, metates, manos, hammerstones	Yucaipa
429	Native	Prehistoric	Several burials, pottery, cooking rocks, debitage, manos	Yucaipa
908	Native	Prehistoric	Habitation, metate, mano, burned stone, points, hammerstones, pottery	Yucaipa
909	Native	Prehistoric	Habitation: mano, metate, black painted stone, discoidal	Yucaipa
911	Native	Prehistoric	Food Processing Area: Mano, metate, hammerstone	Yucaipa
912	Native	Prehistoric	Burial with shell beads, debitage	Yucaipa
913	Native	Prehistoric	Cremations and burials, clay objects, debitage, manos, broken stone tools, potteryer	Yucaipa
915	Native	Prehistoric	Discoidals, metates, manos, hammerstone	Yucaipa
1000	Native	Multi-component	Habitation with flaked and ground stone tools, pottery, worked shell, points, and faunal remains; also trade beads, tinned cans, square nails, ceramicss, glass bottle, shell buttons	Yucaipa
1001	Native	Prehistoric	Habitation: midden, metates, manos, debitage, scrapers	Yucaipa
1053	Native	Prehistoric	Milling tool : metate Isolate	Yucaipa
2303	Native	Prehistoric	Food Processing: milling station	Forest Falls
2304	Native	Prehistoric	Food Processing: milling station	Forest Falls
2305	Native	Prehistoric	Food Processing: milling station	Forest Falls
2365	Native	Prehistoric	Habitation: 18 rock shelters, house rings, stone pile figures, knife, debitage, choppers, metates, manos, hammerstones	Yucaipa
2624	Native	Prehistoric	Metates	Yucaipa
2631	Native	Prehistoric	Food Processing: metates, hammerstone, core, fire-affected rock	Forest Falls
3027	Built	Ranch complex, late 19th C.	Concrete house, outhouse, chicken coop, tin shed, rock wall & concrete foudations B. ca. 1899	Forest Falls
5475	Native	Prehistoric	Habitation: mano, metates	Yucaipa
5826	Native	Prehistoric	Habitation: rock rings, metates, manos, scrapers, cores, hammerstones, debitage	Yucaipa
6118	Built	Ranch adobe, mid 19th C.	Yucaipa Adobe ca. 1850s: bottle glass, ceramics, buttons, catridge cases, nails, window glass, faunal remains	Yucaipa

Primary No. (P-36-)	Class	Type	Description	Quad
6197	Built	Ranch conmplex. Late 19th C.	Ranch: T. J. Wilson house & carraige house, Pearl Prudholm House, Yucaipa Gun Club, water system remnants, hog pends, shed, turkey pen, concrete butchering house	Forest Falls
6336	Built	Ranch conmplex. Late 19th C.	Ranch: late 19th C to 1952; house, well, windmill, animal pen, introduced trees; milk glass, crockery, iron water pipe, red brick	Yucaipa
7798	Built	Ranch water system, 20th C.	Water system with cisterns and pipeline	Forest Falls
7799	Built	Ranch comlex, mid 20th C.	Hi Up Ranch (McCullough 1938-1940)/Porter Ranch: house, barn, check dams, irrigation system, metal water tanks, well	Forest Falls
8134	Built	Ranch water system, late 19th C.	Concrete irrigation box	Yucaipa
10322	Built	Ranch complex, mid 20th C.	Ranch (1930s-50s?): concrete pads, concrete block walls, concrete block pedestal; well pump, concrete stand pipe, lumber, plywood, electrical boxes, metal pipes	Yuciapa
10605	Built	Ranch water system, 20th C.	Ranch: Rock and cement cistern	Yuciapa
11247	Historical Archaeological	Refuse Dump, early 20th C.	1920s-1930s Refuse deposit: bottle glass, canning jars, milk bottle, medicine bottle, electric light cover, procelain insultor, shoe, auto lamp socket and 1928 license plate	Yuciapa
11260	Historical Archaeological	Mining Pit	Mine-related prospecting pit	Yuciapa
12128	Historical Archaeological	Refuse Dump, mid 20th C.	post-1945 roadside dump: milk cans, sanitary cans, coffe can, glass jug, bottles, earthenware	Yuciapa
13963	Built	House, mid 20th C.	Post-1945 homestead house constructed from railroad cars and bird coops	Yuciapa
13964	Built	Built	Chapman Ranch: ca: 1935 two adobe buildings with corrugated tin roofs, 3 wood frame tin buildings, smudge pots and other ranch equipment	Yuciapa
13965	Built	Airport, mid 20th C.	Post-1945 airport hanger and runway; glass, metal, tin	Yuciapa
13966	Built	Ranch house 1932	Chapman Ranch Craftsman Bungalow ca. 1932; associate citrus grove	Yuciapa

Primary No. (P-36-)	Class	Type	Description	Quad
13967	Built	Ranch complex, late 19th C.	Chapman Ranch: ca. 1890 adobe barbecue and two seat privy; also buried cistern; metal, mails, ironstone	Yuciapa
13968	Built	Industrial facility, mid 20th C.	Chapman Ranch: ca. 1950 industrial cement batch plant with access road and non-native trees	Yuciapa
13969	Built	Ranch storage, mid 20th C.	Chapman Ranch: 1950 equipment storage building	Yuciapa
13975	Built	Industrial facility, mid 20th C.	Post-1945 lime rock crusher-extraction facility & refuse dump	Yuciapa
14490	Built	Refuse Dump, mid 20th C.	Post-1945 neighborhood dump: soda, bleach, water and furniture polish bottles, ceramic dishes, butchered animal bone, remnants of 1954 Plymouth Tow-Door Special Deluxe Sedan, appliances, car parts and building materials	Yuciapa
18748	Built	Community Building	Yucaipa Woman's Clubhouse b. 1922	Yucaipa
21110	Built	Commercial Building, 1935	1935 Commercial building: two story building and two sheds; formerly a pool supply, auto sales, La Posada Inn	Yuciapa
22238	Native	Prehistoric	Milling slab isolate	Forest Falls
22623	Historical Archaeological	Refuse Dump, mid 20th C.	Post-1945 refuse deposit: glass, metal, auto jack, ceramics, cans	Yucaipa
22624	Native	Prehistoric	Mano isolate	Yucaipa
23368	Built	Ranch water system, 20th C.	Rock and concrete retention dam	Yucaipa
23369	Built	Ranch water system, 20th C.	Diversion canal/berm lined with rock	Yucaipa
24031	Built	Road	Roadway: main link between Redlands and Yucaipa prior to I-10	Yucaipa
26222	Built	Industrial facility, late 20th C.	ca. 1970 SCE electrical substation facility	Yucaipa

OTHER SOURCES CONSULTED

Table 9. Other Sources Consulted

Source	Results
National Register of Historic Places (NRHP; 1979-2002 & supplements)	Negative
Historic USGS Topographic Maps	The 1899 Redlands map shows several structures throughout Yucaipa Valley and in Liveoak and Wildwood Canyons. The 1902 San Gorgonio map shows several structures in Potato, Water and Hog Canyons
Historic US Department of Agriculture Aerial Photographs	Show gradual development of the City
California Register of Historical Resources (CRHR; 1992-2010)	Yucaipa Woman's Club Clubhouse Yucaipa Rancheria Yucaipa Adobe California Department of Forestry (Yucaipa Station)
California Historical Landmarks (CHL; 1995 & supplements to 2010)	NO. 528 YUCAIPA ADOBE 32183 Kentucky St, Yucaipa NO. 620 YUCAIPA RANCHERIA 32183 Kentucky St, Yucaipa
California Points of Historical Interest (CPHI; 1992 to 2010)	California Department of Forestry Yucaipa Station Yucaipa Women's Clubhouse
Caltrans Historic Bridge Inventory (Caltrans 2014)	Nineteen bridges are located within the city and all are category 5; ineligible for listing
Local Historical Register Listings	None
Yucaipa Valley Historical Society	List of more than 100 historical structures; most important are considered to be: Casa Blanca Cherrycroft (Pass) School Yucaipa Adobe Yucaipa Women's Club Grower's Co-op Yucaipa Bank Mousley Museum
Bureau of Land Management (BLM) General Land Office Records	See next table

Cogstone staff accessed online Bureau of Land Management (BLM) General Land Office (GLO) patent records and found the names of 61 patentees for 139 individual land patents (BLM GLO 2014). The land grant listing is provided in Appendix D. The earliest land grant was in 1858 and the last in 1997 (Table 10). The State of California was the first to patent land in the Yucaipa area and the County of San Bernardino was the last patentee. Jose Delcarmen Lugo, Jose Maria Lugo and Vicente Sepulveda were the first private grantees in 1865 patenting over 35 thousand acres. By 1875 the State of California had patented more than 227 thousand acres. Between 1879 and 1924 the Southern Pacific Railroad patented more than 1.5 million acres.

Table 10. Lands Patents through time

Year	No. Grantees	Acres
1858-1869	11	366,294.2
1870-1879	33	678,559.9
1880-1889	13	148,036.6
1890-1899	51	844,395.4
1900-1909	11	1,629.8
1910-1930	13	24,669.5
1960-1997	7	1,970.4

NATIVE AMERICAN CONSULTATION

A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on August 8, 2014. On August 12, 2014 the Commission replied that there are no known sacred lands within a half mile. The NAHC provided a list of seven Native American tribes or individuals to contact for further information (Appendix E).

Cogstone sent letters to the seven Native American contacts on August 14, 2014 requesting any information related to cultural resource or heritage sites within or adjacent to the Project site. On August 25, 2014, William Madrigal, Jr., Cultural Resource Manager for the Morongo Band of Mission Indians, replied by phone and stated that they know of sites within the Yucaipa area and that they would like to have input in the General Plan process. Daniel McCarthy, Cultural Resources Manager of the San Manuel Band of Mission Indians, responded by email on August 27, 2014 (Appendix E). He stated that the tribe will request consultation on this project and requested a map of the previously recorded sites and copies of the site records. These were provided to him. No other responses were received.

PALEONTOLOGICAL SENSITIVITY

A multilevel ranking system was developed by professional resource managers as a practical tool for evaluating potential for paleontological resources. This is the Potential Fossil Yield Classification system (PFYC; BLM 2007; Appendix F).

Using the PFYC system, geologic units are classified based on the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts. This ranking is not intended to be applied to specific paleontological localities or small areas within units. Although significant localities may occasionally occur in a geologic unit, a few widely scattered important fossils or localities do not necessarily indicate a higher PFYC value; instead, the relative abundance of localities is intended to be the major determinant for the value assignment. The system has five numbered scores from 1 to 5 but score 3 is subdivided into a and b (Appendix F).

Sensitivity of the rock units is summarized (Table 11) and illustrated using a double color scheme with green for non-sensitive rocks and purple for sensitive rocks (Figure 11). The Quaternary alluvium is assigned a PFYC value of 2 with a low sensitivity for fossil resources due to the young age of the sediments. However, these units do cover older, fossiliferous units. Pleistocene deposits range in sensitivity based on the depositional environment and the coarseness of the deposit. So fossils may be found at the base of an alluvial fan on the valley floor where sediments consist of silts and sands, but may never be found near the top of the same unit where the deposits are sands to boulders. In general however, these units are assigned a PFYC value of 3a with a moderate but patchy sensitivity for fossil resources as the location of the fossils is variable and the potential for a specific area will need to be assessed on a case by case basis by a paleontologist during a site visit. Of the Miocene deposits, the Mill Creek Formation and the Potato Sandstone are assigned a PFYC value of 3a with a moderate but patchy sensitivity. All older rocks are granitic or metamorphic so assigned a PFYC value of 1 with a very low sensitivity for fossil resources.

Table 11. Paleontological Sensitivity Rankings

PFYC ranking	5: very high	4: high	3a: moderate-patchy	3b: moderate-undemonstrated	2: low	1: very low
Rock Units (Morton and Miller 2006)						
Late Holocene deposits (Qa, Qf, Qls, Qw)					X	
Holocene axial channels (Qya) subunits 5, 4, 3					X	
Holocene alluvial fans (Qyf) subunits 5, 4, 3					X	
Early Holocene to late Pleistocene axial channels (Qya) subunit 1			X			
Early Holocene to late Pleistocene alluvial fans (Qyf) subunit 1			X			
Late to middle Pleistocene axial channels (Qoa) subunits 3, 2, 1			X			
Late to middle Pleistocene alluvial fans (Qof) subunits 3, 2, 1			X			
Late to middle Pleistocene landslides (Qols)					X	
Middle to early Pleistocene axial channels (Qvoa) subunit 3			X			
Middle to early Pleistocene alluvial fans (Qvof) subunit 3			X			
Pleistocene San Timoteo Formation, upper member (Qstu)			X			
Miocene, Mill Creek Formation, mudstone unit (Tmm)			X			
Miocene, Mill Creek Formation, sandstone and volcanic clast bearing unit (Tms)			X			
Oligocene dacite dikes (Td)						X
Oligocene granodiorite rocks (Tgry)						X
Mesozoic granitic and dioritic rocks ($M_z$dy, $M_z$fg, $M_z$mg)						X
Mesozoic Pelona Schist (Kpb, Kps)						X
Rock Units (Dibblee 2008)						
Holocene alluvial sediments (Qa)					X	
Pleistocene terrace gravels (Qot)					X	
Miocene, Potato Sandstone (Tpc)			X			
Cretaceous plutonic and hypabyssal rocks (hd)						X
Precambrian gneissic rocks (gn)						X

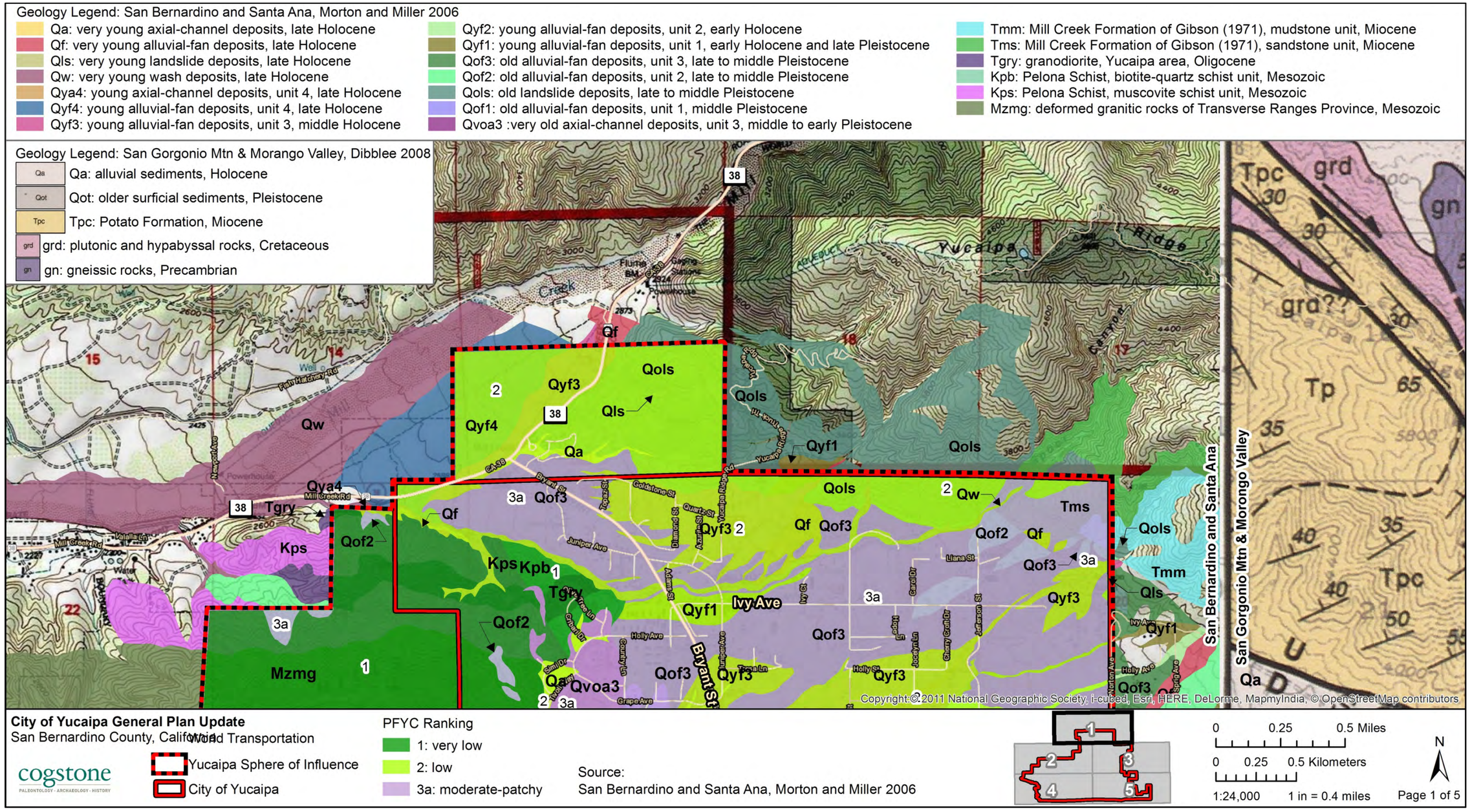

Figure 7a. Paleontological Sensitivity Map 1 of 5

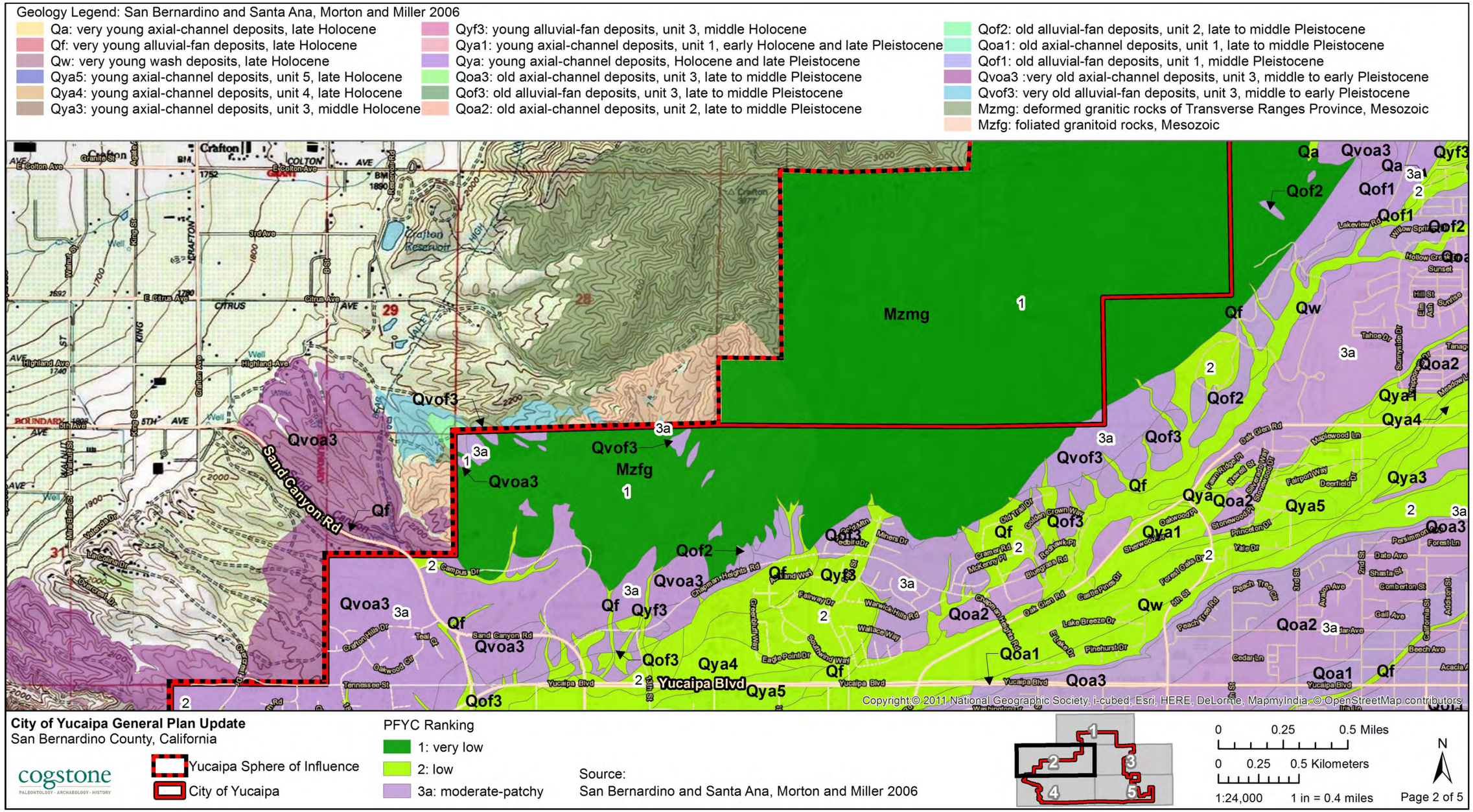

Figure 11b. Paleontological Sensitivity Map 2 of 5

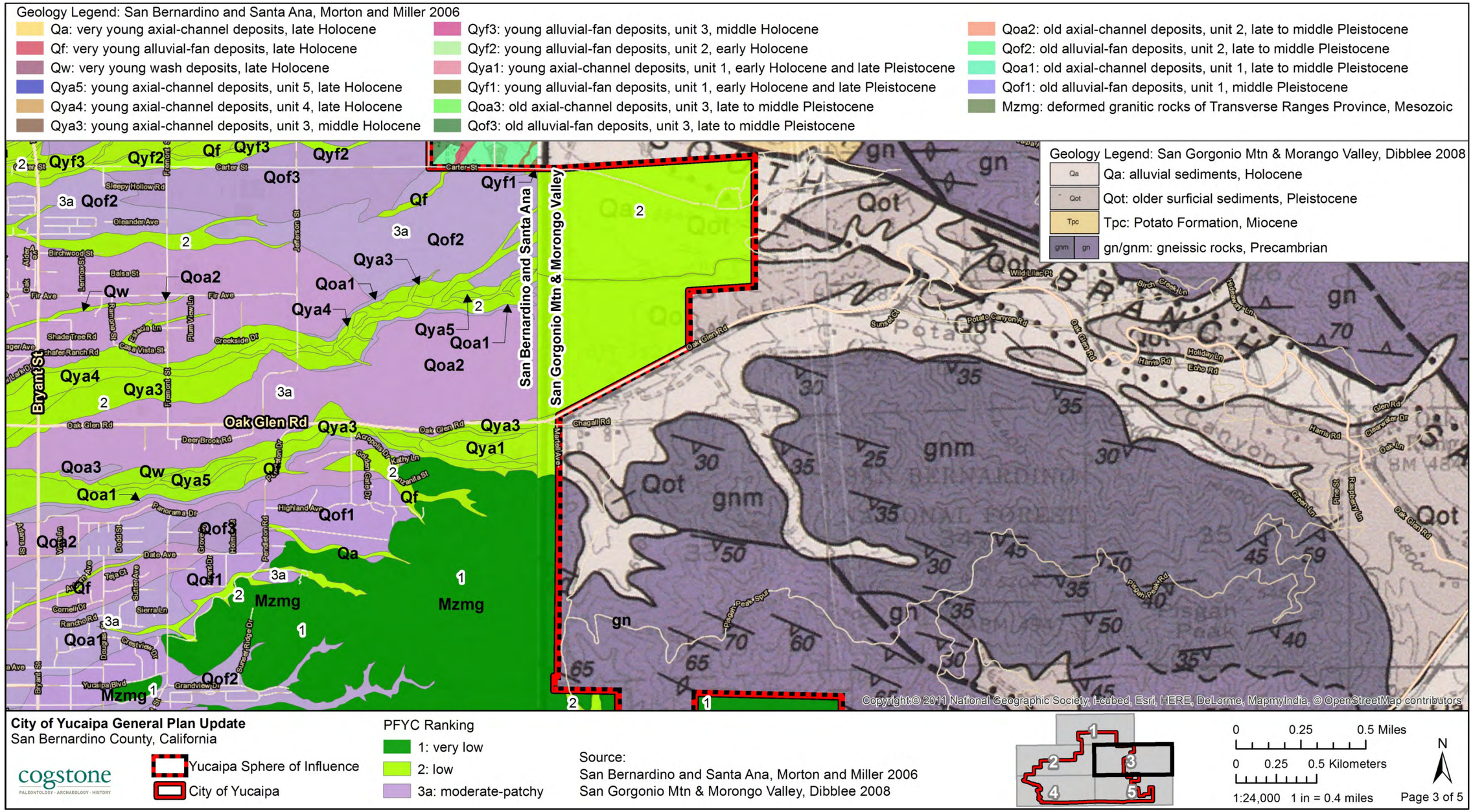

Figure 8. Paleontological Sensitivity Map 3 of 5

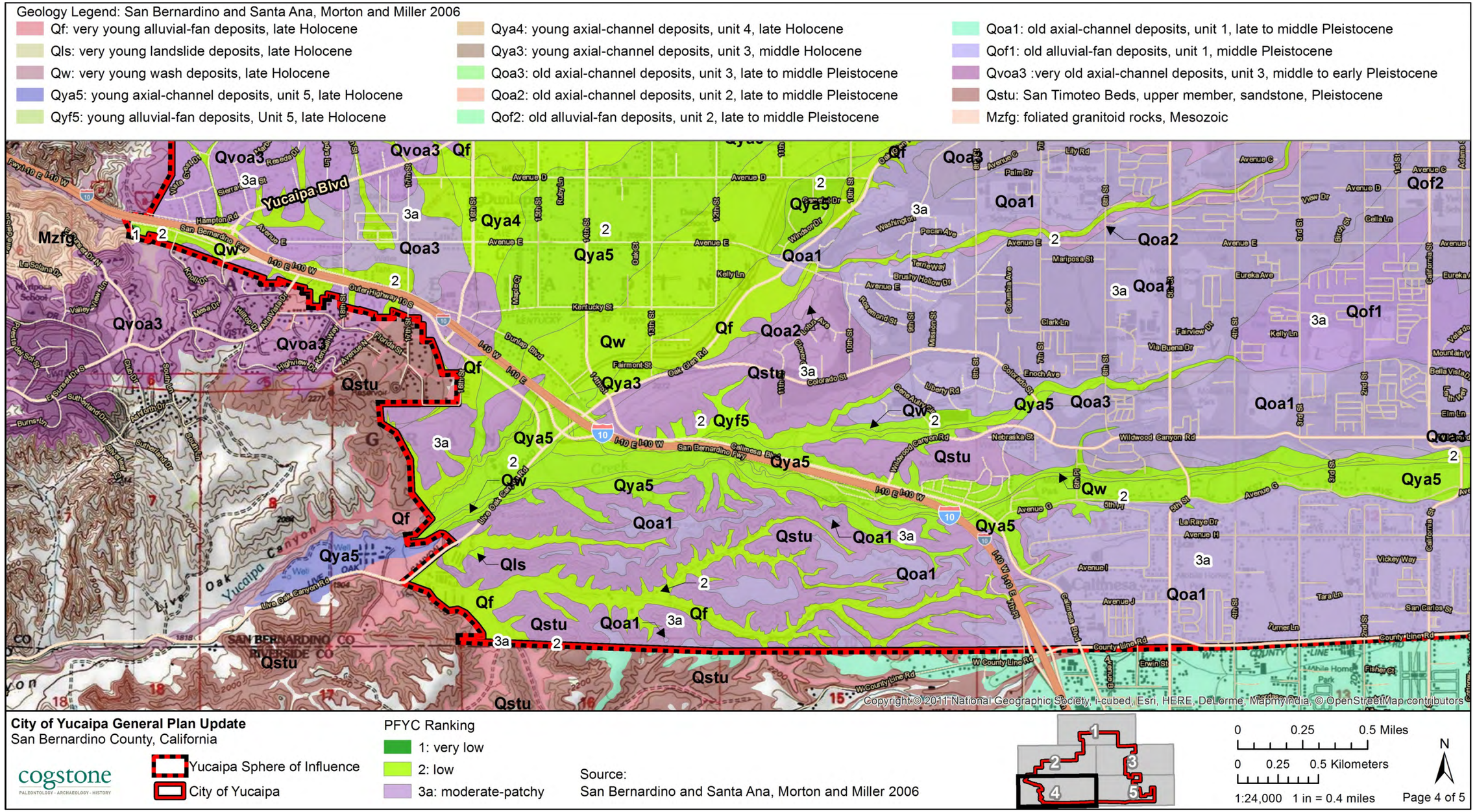

Figure 11d. Paleontological Sensitivity Map 4 of 5

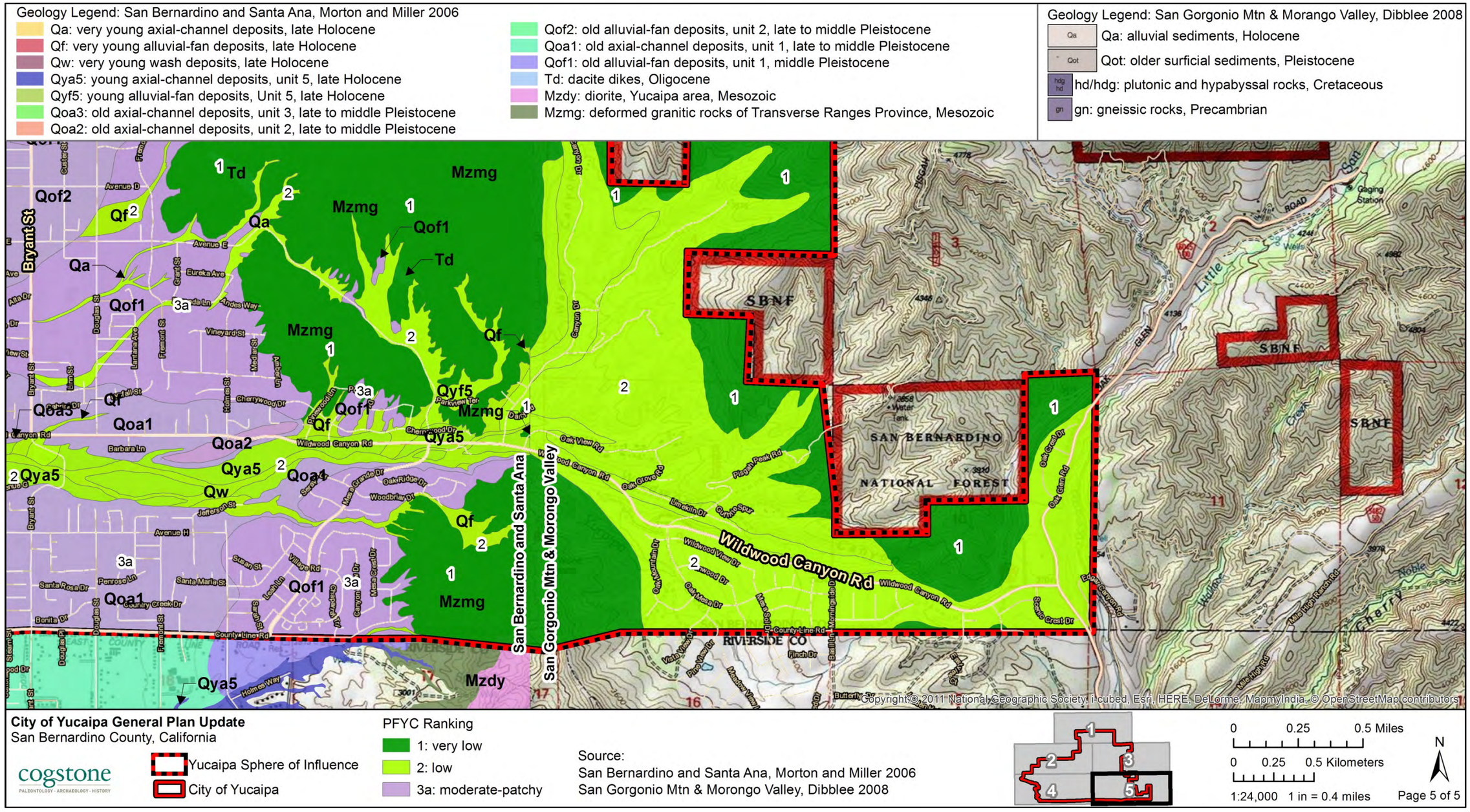

Figure 11e. Paleontological Sensitivity Map 5 of 5

CULTURAL SENSITIVITY

The City has sensitivity for prehistoric and historical archaeological resources along with historic buildings and structures. Based on archaeological site records, three zones of prehistoric use have been delineated (Figure 12). We have called these the Yucaipa Creek, Oak Glen Creek and Wildwood Canyon villages; however, they may be parts of one, large village.

Historical archaeological sites which include building remnants and refuse deposits are known in multiple areas of the City (Figure 12). Only refuse deposits destroyed by previous development are shown. Historic ranches and residences have a high potential to contain buried refuse deposits and buried privy deposits as indoor plumbing and trash collection developed in the 1930s and 1950s respectively.

Few historic buildings are currently recorded and on file with the San Bernardino Archaeological Information Center (Figure 12). The Yucaipa Valley Historical Society has a list of more than one hundred historically important buildings most of which, including Casa Blanca, do not have California Site Record forms on file. Recording these historical buildings should be a City priority.

CONCLUSIONS

Fossils are known from the Mill Creek Formation/Potato Sandstone within City boundaries. The only other rock unit sensitive both at and below the surface is the San Timoteo Formation. Paleontological resources may be encountered during any excavations of more than six feet below original ground surface in these rocks. Very deep excavations have potential to encounter Pleistocene fossils under the younger alluvial sediments.

Cultural resources including prehistoric archaeological sites, historical archaeological sites and historical built resources are known throughout the City. A sensitivity map was developed for this update based on existing site records but other cultural resources exist that have not been recorded.

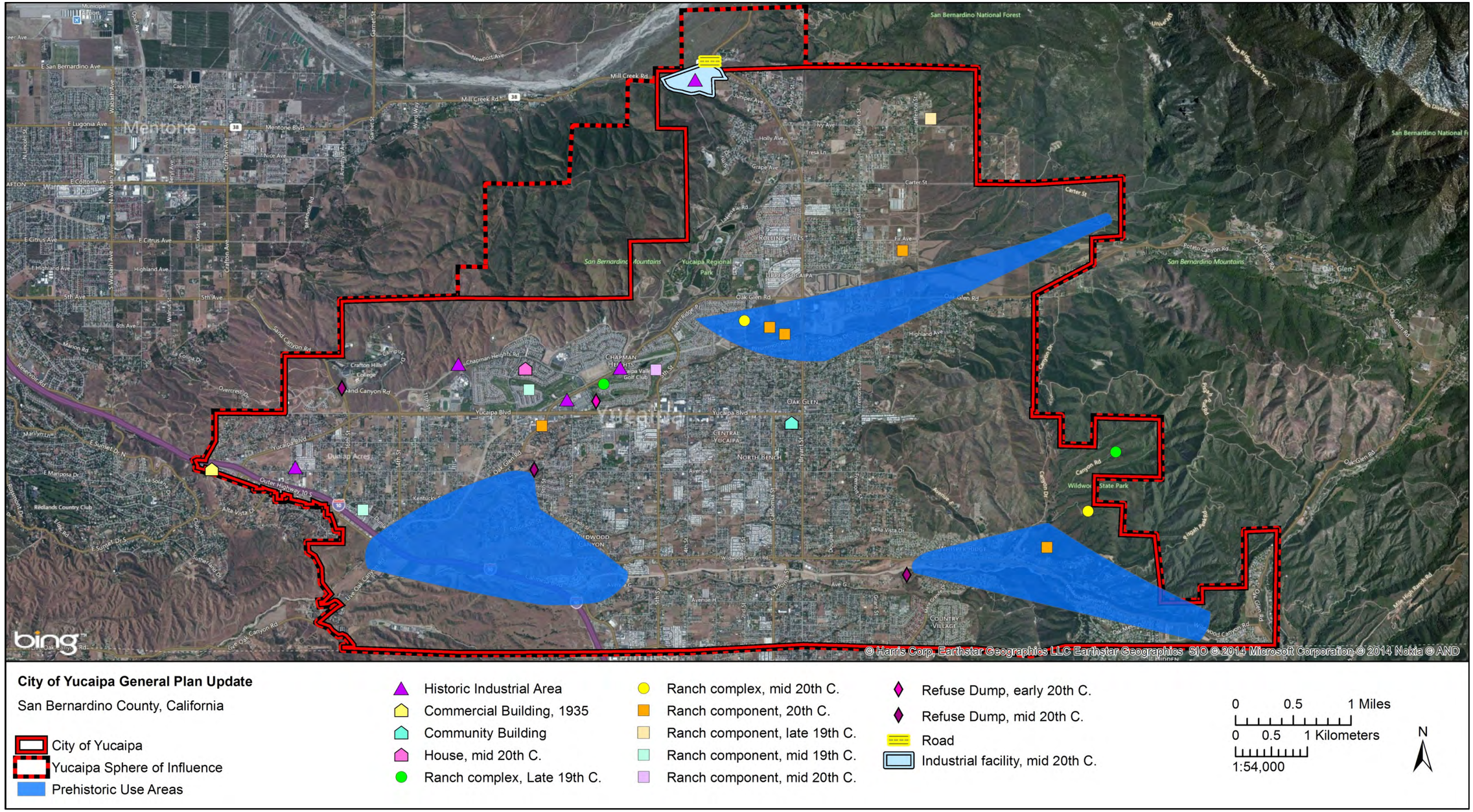

Figure 12. Cultural Resources Sensitivity Map

PROPOSED MITIGATION MEASURES

CULTURAL RESOURCES MITIGATION

- For each new proposed project, a cultural resources assessment consisting of a record search at the San Bernardino Archaeological Information Center, sacred lands search requested from the Native American Heritage Commission, Native American consultation, field survey, impact analysis and recommendations, prepared by a qualified professional, shall be required with project submittal. The format of the report and standards for evaluation shall follow the Archaeological Resources Management Reports Recommended Contents and Format (http://ohp.parks.ca.gov/pages/1054/files/armr.pdf).

- Any resources present will be evaluated for eligibility for the California Register of Historical Resources; including buildings and structures. If known resources meeting eligibility criteria cannot feasibly be preserved in place, then the information they contain will be preserved through implementation of appropriate data recovery programs in conjunction with the Yucaipa Valley Historical Society and Serrano Tribes (San Manuel and Morongo). The concerns of the Native American community shall be fully considered in the planning process.

- If human remains are discovered, all work must halt immediately in compliance with state law, with notification to the County Coroner, the City, and Serrano Tribes. If the Coroner determines the remains are prehistoric, then the Coroner will notify the Native American Heritage Commission who will appoint a Most Likely Descendent to represent the ancestral remains. The recommendations of the Native Americans will be fully considered before any treatment is implemented.

- Site record forms and reports of assessments, test excavations and data recovery programs shall be filed reviewed by City Planning staff (or consultants) prior to filing with the San Bernardino Archaeological Information Center. Preliminary reports verifying that all necessary archaeological and historical field work has been completed shall be required prior to project grading and/or building permits. Final reports shall be submitted and approved prior to project occupancy limits.

- Any artifacts collected or recovered as a result of cultural resource investigations shall be catalogued per San Bernardino County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved.

- When avoidance or preservation of an archaeological site or historic structure is proposed as a form of mitigation, a program detailing how such long-term avoidance or preservation is assured shall be developed and approved prior to conditional approval.

- All cultural resources work done in the City shall include submission of GIS shapefiles with metadata for City Planning use.

PALEONTOLOGICAL RESOURCES MITIGATION

- Each new proposed project shall be evaluated to determine if it falls into an area of paleontological sensitivity (see sensitivity maps). Any project in an area of moderate to high sensitivity or unknown sensitivity shall require monitoring by qualified professionals since most fossils so that fossils exposed during grading can be recovered and preserved. Fossils include large and small vertebrate fossils; the latter recovered by screen washing of bulk samples.

- Fossil recovered as a result of monitoring shall be catalogued per San Bernardino County Museum guidelines and adequately curated in an institution with appropriate staff and facilities for their scientific information potential to be preserved.

- A report of findings with an itemized accession inventory shall be prepared as evidence that monitoring has been successfully completed and shall be submitted and approved prior to the granting of occupancy permits. The adequacy of paleontological reports shall be determined in consultation with the Curator of Earth Science of the San Bernardino County Museum

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2011b Paleontology literature and records review, State Route 91 Adams Project, City of Riverside, Riverside County, California. On file with Cogstone, Orange County, California.

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APPENDIX A: QUALIFICATIONS

SHERRI GUST, RPA
Principal Investigator for Archaeology and Paleontology

EDUCATION

1994 M. S., Anatomy (Evolutionary Morphology), University of Southern California, Los Angeles

1979 B. S., Anthropology (Physical), University of California, Davis

SUMMARY QUALIFICATIONS

Ms. Gust is a Registered Professional Archaeologist and Qualified Principal Paleontologist with more than 34 years of experience in cultural resources management and consulting in California. She has managed more than 650 projects at Cogstone and has a reputation for professional work, regulatory compliance and client satisfaction. She has conducted technical studies and prepared cultural resources chapters for CEQA/EIR compliance documents for project-level and program-level Specific Plans, General Plans, Master Plans, and Zoning Amendments for mixed-use, residential, commercial and industrial developments. Ms. Gust holds current BLM permits for cultural and paleontology in California and is certified by all counties and cities in California that maintain lists. She is accepted as a principal investigator for both prehistoric and historical archaeology by the State Office of Historic Preservation's Information Centers. Her expertise also includes historical archaeology of California (statewide) and prehistoric archaeology in the central and southern California coastal and inland areas. She has expertise in the paleontology of the western United States including research, survey, assessment of impacts/effects, significance criteria and determinations, management plans, mitigation implementation, fossil identification and analysis. Tasks personally performed include research, record searches, survey, assessment of impacts/effects, application of NRHP/CRHR significance criteria and archaeological site evaluation, management plans, mitigation implementation, research designs, treatment plans, human osteological identification and analysis, faunal identification and analysis and archaeological site damage assessments.

SELECTED PROJECTS

Town of Yucca Valley, General Plan Update EIR, San Bernardino County, CA. Prepared a Paleontological and Cultural Resources Assessment to support the General Plan Update EIR. Of the 25,470 acre Town area, 1,038 acres are public lands administered by the BLM. Sub to The Planning Center. Principal Investigator. 2011-2012

Los Alamitos General Plan Update, Los Alamitos, Orange County, CA. Conducted a paleontological and cultural resources technical study to support an update of the General Plan environmental documents. Sub to The Planning Center. 2011

Historic Town Center Master Plan Update EIR, **San Juan Capistrano, Orange County, CA.** Conducted a survey and assessment to determine the potential effects on cultural resources of potential changes to the Historic Town Center Master Plan area in support of a project-level EIR. Supervised archaeological and paleontological record searches, research, and survey plus Native American consultation for the 31-acre town center. Evaluated resources, including updated site records and impact assessment. Sub to the Templeton Planning Group. Principal Archaeologist and Paleontologist. 2011

Chino Hills General Plan EIR, City of Chino Hills, San Bernardino County, CA. Performed archaeological and paleontological programmatic technical study including record searches, Native American consultation, and prepared assessment report for the City of Chino Hills under subcontract to Comprehensive Planning. This study was conducted to provide available information on paleontological and cultural resources to support an update of the General Plan program-level environmental documents. The City consists of 28,723 acres. The work was performed on behalf of the City of Chino Hills. Sub to Comprehensive Planning Services. Principal Archaeologist. 2010

Paradise Valley Specific Plan, Glorious Land Company, unincorporated Riverside County, CA. The project involves construction of a resort community, which will include a variety of residential developments, recreational opportunities, commercial and industrial facilities and associated infrastructures. Of the 5, 411-acre project area, 2,151 acres are slated for development (planned development area), leaving the remaining 3,260 acres as open space. Determined the potential impacts to paleontological, archaeological, and historical resources.

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

KIM SCOTT
Field & Lab Director for Paleontology

EDUCATION

2013 M.S. Biology with paleontology emphasis, California State University San Bernardino
2000 B.S., Geology with paleontology emphasis, University of California, Los Angeles

SUMMARY QUALIFICATIONS

Scott has more than 18 years of experience in California paleontology. She is a qualified geologist and paleontologist with extensive survey, monitoring and fossil salvage experience. In addition, she has special skills in fossil preparation (cleaning and stabilization) and preparation of stratigraphic sections and other documentation for fossil localities. Scott serves as company safety officer and is the author of the company safety and paleontology manuals.

SELECTED PROJECTS

Palm Avenue Grade Separation, Caltrans District 8, San Bernardino County. Directed the assessment of paleontological resources for proposed grade separation of the Burlington Northern Sante Fe (BNSF) Railroad tracks at Palm Avenue and Route 66. Co-authored a combined Paleontological Identification/Evaluation Report. Field Director. 2013

State Route 91 HOV Project, Caltrans District 8, Riverside. Co-authored a combined Paleontological Identification/Evaluation Report and Paleontological Mitigation Plan for the SR 91 High Occupancy Vehicle Lane Addition between Adams St. and the 60/91/215 Interchange in Riverside. Managed monitoring during construction. Co-author of Paleontological Monitoring Report (PMR). Paleontology Field and Lab Director. 2011-2014

Ranchero Road-BNSF Grade Separation, Caltrans District 8, City of Hesperia, Hesperia. Directed paleontological resources monitoring for the duration of all ground disturbing activities in native sediments greater than five feet deep. Field Director and PMR Co-author. 2011-2013

Avenue 52 Grade Separation, Caltrans District 8, Coachella, Riverside County. Performed paleontological record searches, background research, reconnaissance survey, and co-authored PIR/PER. Paleontology Field and Lab Director. 2012

Interstate 15 Joint Point of Entry, Caltrans District 8, San Bernardino County. Directed survey and co-authored a combined Paleontological Identification/Evaluation Report for a new combined agricultural inspection and commercial vehicle enforcement facility near the California-Nevada border. Paleontology Field and Lab Director. 2011.

Interstate 15 Bridges, Caltrans District 8, San Bernardino County. Co-authored a combined Paleontological Identification/Evaluation Report for the replacement of Cenda Ditch Bridge and Wheaton Wash Bridge east of Mountain Pass, CA. Paleontology Field and Lab Director. 2011

US 95 Vertical Curve Correction, south of Needles, Caltrans District 8. Directed survey and co-authored a combined Paleontological Identification/Evaluation Report and Paleontological Mitigation Plan for a vertical curve correction project south of Needles. Paleontology Field and Lab Director. 2011

State Route 58 Realignment, Caltrans District 8, Barstow. Directed survey and co-authored a combined Paleontological Identification/Evaluation Report for a project to realign SR 58 in a ten mile stretch near Hinkley. Paleontology Field and Lab Director. 2010

State Route 247 Widening, Caltrans District 8, Yucca Valley. Directed survey and co-authored a combined Paleontological Identification/Evaluation Report for a project to widen SR 247 between Yucca Valley and Flamingo Heights. Paleontology Field and Lab Director. 2009

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

DUSTIN KEELER
Archaeologist and Cross-Trained Paleontologist/GIS Specialist

EDUCATION

2010	Ph.D., Anthropology (Archaeology), State University of New York at Buffalo
2003	M.A., Anthropology (Archaeology), State University of New York at Buffalo
2001	B.A., *magna cum laude*, Anthropology, Arizona State University

SUMMARY QUALIFICATIONS

Dr. Keeler is a qualified archaeologist and cross-trained paleontologist with more than 12 years of experience in cultural resources management. He has experience excavating Pleistocene fossils on Paleolithic sites in France and Belgium and five years of experience working on projects in California and adjacent areas. Keeler has more than 8 hours of paleontology training and experience as a paleontological monitor. He regularly serves as a dual archaeological/paleontological monitor. His background includes field surveys and GIS mapping.

SELECTED PROJECTS

Eldorado-Ivanpah Transmission Project, Southern California Edison, Eldorado, NV to Ivanpah, CA. Performed archaeological and paleontological monitoring for a project that involves construction of 195 miles of new transmission lines and associated fiber optic lines across BLM and private lands connecting the Ivanpah Solar Project. Archaeological/ Paleontological Monitor. 2012-2013

Cascade Renewable Interconnection Project, Southern California Edison, Sunfair, San Bernardino County, CA. Conducted archaeological and paleontological awareness training for SCE crew. Performed monitoring during ground disturbing activities for installation of new poles, removing and replacing poles, and transferring conductor and facilities to new poles. Archaeological/ Paleontological Monitor. 2013

Supporting Studies for Renewable Energy Development Environmental Assessment (EA), U.S. Army, Yuma Proving Grounds, Archaeological Survey, Yuma AZ. Completed a pedestrian survey of approximately 3,200 acres for a proposed solar renewable energy development project. Field Crew Chief. 2012

Chuckwalla Valley Emergency Response, Southern California Edison, Desert Center, Riverside County, CA. Cultural resources survey and monitoring to support the emergency removal, replacement and repair of poles damaged or destroyed by a flash flood located on land administered by the BLM and on private land. Assessed the potential for adverse effect to historic properties, per Section 106 of the NHPA, and impacts to cultural resources under CEQA. Archaeological Field Technician. 2013

Metropole Vault Replacements, Southern California Edison, Avalon, Catalina Island, Los Angeles County, CA. Archaeological monitoring and coordinating with Native American monitors during ground disturbing activities of a 30,000 s.f. APE for replacement of two underground electrical vaults. The site is located in proximity to the original Tongva tribal village on the island. Archaeological/ Paleontological Monitor. 2014

SR 178 at Morning Drive Widening Project, Caltrans District 6, Bakersfield, Kern County, CA. Conducted paleotological mitigation monitoring in compliance with the Preliminary Paleontological Mitigation Plan (PMP) prepared by Cogstone. Sub to TY Lin. Paleontological Monitor. 2012-13

Fulbright Scholar Fellowship, Northeastern State University, Magadan, Russia. Personally created a complete Geographic Information Systems database of archaeological sites in Far Eastern Russia. January-April 2013

Ozheve-ostriv Neolithic site, Kobalchin, **Ukraine**. Archaeological excavator/GIS analyst. This project involved the excavation and GIS mapping of a 6000 year old Ccucteni-Tripolian site Western Ukraine. 2012-2013

Xcoch Preclassic and Classic Maya site, Yucatan, Mexico. Field surveyor/GIS analyst. This project involved the archaeological survey and GIS mapping of a Maya pyramid site in the Yucatan, Mexico. 2011-2012

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PALEONTOLOGY - ARCHAEOLOGY - HISTORY

ANDRE-JUSTIN C. SIMMONS
Archaeologist and Cross-trained Paleontologist

EDUCATION

2010 B.A., Anthropology and History, California State University, Fullerton, graduated *cum laude*

SUMMARY QUALIFICATIONS

Mr. Simmons is a qualified archaeologist and cross-trained paleontologist with field experience in survey, monitoring, faunal analysis, and excavation. Simmons also has expertise in laboratory preparation and analysis gathered from internships at CSUF and volunteer experience at the Page Museum at the La Brea Tar Pits. His key research interests include architecture and use of space among Paleoindians, the American Southwest, early historic and prehistoric California, and historical Mexico. Simmons is currently completing his Master's Degree in Anthropology at California State University, Fullerton. He has more than 24 hours of paleontology training and two years of experience as a paleontological monitor.

SELECTED PROJECTS

Desert Restoration Archaeological Survey, Bodie Hills, Bureau of Land Management, Bishop Field Office, Mono County, CA. Performed all GIS work, produced all maps and uploaded the GIS data to the BLM system for an intensive field survey of approximately 3,500 acres of BLM lands in the Bodie Hills region, near Bridgeport. The project involved recordation of over 40 new archaeological sites, updated conditions assessment of 17 previously recorded sites and provided initial NRHP eligibility recommendations to Principal Investigator. GIS Specialist. 2013–2014

Fort Irwin, National Training Center, San Bernardino County, CA. Prepared GIS maps of sites and artifacts recorded during an intensive 14,367 acre archaeological field survey on the Fort Irwin Training Center in the Mojave Desert. Prepared GIS survey coverage maps. Archaeology Field Technician. 2012-2013

WECC Path 42, Southern California Edison, Riverside County, CA. Conducted a cultural resources records search and field survey for a 14.5 mile transmission line segment near Thousand Palms. Archaeological/ Paleontological Technician. 2011-2012

Eldorado-Ivanpah Transmission Project, Southern California Edison, Eldorado, NV to Ivanpah, CA. Performed paleontological monitoring for project that involves construction of 195 miles of new transmission lines and associated fiber optic lines across BLM and private lands. Paleontological Monitor. 2012-2013

Devers-Mirage 115 KV System Split Project, Southern California Edison, Riverside County, CA. Performed archaeological and paleontological monitoring during construction activities associated with maintaining and upgrading the electrical systems of Cathedral City, Indian Wells, Palm Desert, Palm Springs, Rancho Mirage, Thousand Palms and unincorporated Riverside County. Archaeological/Paleontological Monitor. 2011-2012

Fogarty Substation, Southern California Edison, Riverside County, CA. Performed archaeological and paleontological monitoring during ground disturbing activities in Lake Elsinore. A historic glass fragment and prehistoric shells were recovered. Archaeological/Paleontological Monitor. 2010-2011

Daggett II, Southern California Edison, San Bernardino County, CA. Conducted archaeological and paleontological monitoring of construction activities of transmission towers and associated access roads for the 225-acre Human External Cargo Helicopter Training Facilities Project in Daggett. Archaeological/Paleontological Monitor. 2011

APPENDIX B. PALEONTOLOGY RECORDS SEARCH

SAN BERNARDINO COUNTY MUSEUM

2024 Orange Tree Lane • Redlands, California USA 92374-4560
(909) 307-2669 • Fax (909) 307-0539 • www.sbcountymuseum.org
TDD (909) 792-1462

COUNTY OF SAN BERNARDINO

Leonard Hernandez
Interim Director

24 September 2014

Cogstone Resource Management
attn: Courtney Richards
1518 West Taft Avenue
Orange, CA 92865

re: **PALEONTOLOGY LITERATURE AND RECORDS REVIEW, CITY OF YUCAIPA GENERAL PLAN UPDATE, SAN BERNARDINO COUNTY, CALIFORNIA**

Dear Ms. Richards,

The Division of Geological Sciences of the San Bernardino County Museum (SBCM) has completed a literature review and records search for the above-referenced general plan update in the City of Yucaipa, San Bernardino County, California. The study area encompasses portions of: sections 19-21 and 28-32, Township 1 South, Range 1 West; sections 13, 14, 22-29, and 31-36, Township 1 South, Range 2 West; sections 3-11 and 14-18, Township 2 South, Range 1 West; and sections 1-6 and 8-16, Township 2 South, Range 2 West, San Bernardino Base and Meridian, as seen on the Forest Falls, California (1970 edition), the Redlands, California (1967 edition, photorevised 1988), and the Yucaipa, California (1967 edition, photorevised 1973) 7.5' United States Geological Survey topographic quadrangle maps.

Previous geologic mapping of the Yucaipa region (Morton and Matti, 2001; Matti and others, 2003; Morton and Miller, 2003) indicates that the proposed study area encompasses surface exposures of multiple rock units, including (from oldest to youngest): granitic and metamorphic rocks of Mesozoic age, including the Pelona Schist (= units **M_zpsm**, **M_zmg**, **M_zfg**, **M_zd**); Neogene igneous rocks (= **Tgr**, **Ta**); the upper member of the fossiliferous San Timoteo Formation (= **QTstu**); Pleistocene older valley alluvium and fan deposits (= **$Qvoa_3$**, **$Qvof_3$**, **$Qoa_{1,2,3}$**, **$Qof_{1,2,3}$**); alluvial sediments of Holocene and/or recent age (= **$Qvya_4$**, **Qvyf**, **$Qya_{3,4}$**, **$Qyf_{1,3,5}$**); and recent wash sediments (= **Qw**, **Qvyw**). The recent and Holocene sediments and the granitic and metamorphic rocks all have low paleontologic sensitivity. In contrast, the San Timoteo Formation and Pleistocene older alluvial sediments have high potential to contain fossil resources throughout their extent, and so are assigned high paleontologic sensitivity.

The San Timoteo Formation has repeatedly been demonstrated to be highly fossiliferous, as determined by numerous previous geologic and paleontologic investigations in the area including those by Frick (1921, 1933), May and Repenning (1982), Axelrod (1937, 1950, 1966), Reynolds and Reeder (1986, 1991), Morton and Matti (1993), Albright and Woodburne (1993) and Albright

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(1997, 2000). Fossil mammals recovered from the San Timoteo Formation include mastodon, horse, camel, antelope, dog, bear, rodent and rabbit. These vertebrate fossils are Pliocene or early Pleistocene Epoch in age, and are referable to the Blancan North American Land Mammal Age (Savage and Russell, 1983) and the early Irvingtonian NALMA (Savage and Russell, 1983; Reynolds and Reeder, 1986, 1991; Repenning, 1987; Albright and Woodburne, 1993; Albright, 1997, 2000). These fossils may have been deposited between 1.3 million years ago (my) and 4.0 my.

Older Pleistocene alluvial sediments elsewhere throughout the Inland Empire and much of San Bernardino and Riverside Counties have been reported to yield significant fossils of extinct animals from the Ice Age (Jefferson, 1991; Reynolds, 1991; Scott and Cox, 2008; Springer and others, 2009, 2010; Scott, 2010), as well as fossil plants (Reynolds and Reynolds, 1991; Anderson and others, 2002). Fossils vertebrates recovered from these Pleistocene sediments represent extinct taxa including mammoths, mastodons, ground sloths, dire wolves, short-faced bears, sabre-toothed cats, large and small horses, large and small camels, and bison (Jefferson, 1991; Reynolds, 1991; Scott and Cox, 2008; Springer and others, 2009, 2010; Scott, 2010). These sediments are therefore assigned high paleontologic sensitivity.

As noted, some areas within the proposed study area may also consist of surface deposits of Holocene younger alluvium. This alluvium has low potential to contain significant nonrenewable paleontologic resources subject to adverse impact by development-related excavation, and so is assigned low paleontologic sensitivity. However, these sediments likely overlie subsurface sediments of the San Timoteo Formation and/or Pleistocene older alluvium. Should such older sediments be present at depth within study area, they would have high potential to contain significant nonrenewable paleontologic resources.

For this review, I conducted a search of the Regional Paleontologic Locality Inventory (RPLI) at the SBCM. The results of this search indicate that no previously recorded paleontologic resource localities are present within the boundaries of the proposed general plan study area, nor from within at least one mile in any direction.

Recommendations

The results of the literature review and the search of the RPLI at the SBCM demonstrate that the proposed Yucaipa General Plan Update study area encompasses multiple rocks units that, depending upon their lithology and any/or any previous disturbance, have high potential to contain paleontologic resources. Excavation in these rock units, including the San Timoteo Formation and Pleistocene older alluvium, therefore has high potential to impact paleontologic resources. A qualified vertebrate paleontologist must develop a program to mitigate impacts to nonrenewable paleontologic resources, including full curation of recovered resources (see Scott and others, 2004), for these sediments. This mitigation program must be consistent with the provisions of the California Environmental Quality Act (Scott and Springer, 2003), as well as with regulations currently implemented by the County of San Bernardino.

The County of San Bernardino (Development Code §82.20.040) defines a qualified vertebrate paleontologist as meeting the following criteria:

Education: An advanced degree (Masters or higher) in geology, paleontology, biology or related disciplines (exclusive of archaeology).

Professional experience: At least five years professional experience with paleontologic (not including cultural) resources, including the collection, identification and curation of the resources.

The County of San Bernardino (Development Code §82.20.030) requires that paleontologic mitigation programs include, but not be limited to:

(a) Field survey before grading. In areas of potential but unknown sensitivity, field surveys before grading shall be required to establish the need for paleontologic monitoring.

(b) Monitoring during grading. A project that requires grading plans and is located in an area of known fossil occurrence, or that has been demonstrated to have fossils present in a field survey, shall have all grading monitored by trained paleontologic crews working under the direction of a qualified professional, so that fossils exposed during grading can be recovered and preserved. Paleontologic monitors shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring is not necessary if the potentially-fossiliferous units described for the property in question are not present, or if present are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.

(c) Recovered specimens. Qualified paleontologic personnel shall prepare recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils is essential in order to fully mitigate adverse impacts to the resources.

(d) Identification and curation of specimens. Qualified paleontologic personnel shall identify and curate specimens into the collections of the Division of Geological Sciences, San Bernardino County Museum, an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not considered complete until curation into an established museum repository has been fully completed and documented.

(e) Report of findings. Qualified paleontologic personnel shall prepare a report of findings with an appended itemized of specimens. A preliminary report shall be submitted and approved before

granting of building permits, and a final report shall be submitted and approved before granting of occupancy permits. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into the collections of the San Bernardino County Museum, will signify completion of the program to mitigate impacts to paleontologic resources.

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Please do not hesitate to contact us with any further questions you may have.

Sincerely,

Eric Scott, Curator of Paleontology
Division of Geological Sciences
San Bernardino County Museum

APPENDIX C. CULTURAL STUDIES

Author	Ref. No.	Title	Date	Quad
Ecorp Consulting Inc	1067677	Cultural Resource Inventory of Five Proposed Pole Replacements in Yucaipa, Calimesa, and Cherry Valley San Bernardino and Riverside Counties, California	2009	Yucaipa
EBI Consulting	1067656	Cultural Resource Survey	2012	Yucaipa
Puckett, Heather R.	1067652	Caliwood	2012	Yucaipa
Bonner, Wayne H. and Sarah A. Williams	1067650	Cultural Records Search for TowerCo. Candidate CA2986 (Golembeski)	2012	Yucaipa
Belcourt, Andrew	1066938	Archaeological and Paleontological Monitoring Report	2011	Yucaipa
Bonner, Wayne H. and Sarah A. Williams	1066925	Cultural Resorce Record Search and Site Visit Results for T-Mobile USA Candidate 1824255A	2011	Yucaipa
Andrews, Sheri	1066756	Records Search and Survey Results for the Yucaipa Valley Water District Brineline Project	2009	Redlands, Yucaipa
Dallas Jr., Herb.	1066660	An Archaeological Survey Report for the Oak Glen and Pendleton Fires in San Bernardino, California	2010	Yucaipa
Puckett, Heather R.	1066502	Crafton Hills	2010	Yucaipa
Johnson, Bront	1066501	Direct APE Historical Architectural Assessment for Royal Street Communications LLC LA-3211B/Magnolia Pool Supply BTS	2009	Yucaipa
CRM Tech	1066206	Addendum to Historical/Archaeological/Paleontonlogical Resources Study Addition to the Wildwood Creek Multipurpose Watershed Basin Project City of Yucaipa, San Bernardino County, California	2008	Yucaipa
Bonner, Wayne H. and Sarah A. Williams	1066136	Cultural Resource Records Search and Site Visit Results for Royal Street Communication California, LLC Candidate LA3213A (Yucaipa Y.U.S.D.)	2008	Yucaipa
Schmidt, Tiffany A. and Janis K. Offermann	1066077	Crafton Hills Reservoir Expansion Project	2008	Yucaipa
Michael Brandman Associates	1066075	Cultural Resource Records Search and Site Visit Results for American Tower Corporation Facility Candidate 41869 (Bryant St. Baptist)	2008	Yucaipa
Dice, Michael	1065790	Phase I Cultural Resources Assessment and Paleontological Records Review Oak Hills Marketplace Project City of Yucaipa, California	2006	Yucaipa
Michael Brandman Associates	1065680	Cultural Resource Records Search Results for Cingular Telecommunications Facility Candidate LSANCA8041, 13456 Bryant Street, Yucaipa, San Bernardino County, California	2005	Yucaipa
Mckenna, Jeanette A., et al.	1065678	A Phase I Cultural Resources Survey of Tract 16067, Approximately 37 Acre in the City of Yucaipa, San Bernardino County, California	2006	Yucaipa
Mason, Roger D.	1065677	Cultural Resources Survey Report for Ridgecrest Ranch Tract 16785, Yucaipa, San Bernardino County, California	2007	Yucaipa
Hoover, Anna M., et al.	1065188	A Phase I Archaeological Records Search and Survey Report on Crafton Hills Estates, APNS 299-311-009 & -010, 58.84 Acres Located in the City of Yucaipa, San Bernardino County, California	2006	Yucaipa
Marvin, Judith	1065183	Historic Architectural Survey Report for Live Oak Canyon Road/Interstate-10 Improvements Project, City of Yucaipa,	2002	Yucaipa

Author	Ref. No.	Title	Date	Quad
		San Bernardino County, California		
Bholat, Sara, and Evelyn Chandler	1065159	Cultural Resources Investigation of a 12.3-Acre Property Located Between 3rd and 4th Street (Tract 16030) City of Yucaipa, San Bernardino County, California	2006	Yucaipa
Hearn, Joseph E.	1065077	Archaeological-Historical Resources Assessment of California Street, Avenue H to Avenue F, Yucaipa Area	1978	Yucaipa
Sander, Jay K.	1064924	Cultural Resources and Paleontology Inventory of the 465-Acre Hampton Heights Development Project Located between Redlands and Yucaipa, San Bernardino County, California	2006	Yucaipa
Hoover, Anna M., et al.	1064923	An Archaeological Mitigation-Monitoring Report for Wildwood Canyon Estates II, Tract 14625, City of Yucaipa, San Bernardino County, California	2005	Yucaipa
Mason, Roger D.	1064922	Cultural Resources Survey Report for the Crafton Hills College Expansion Project, San Bernardino County, California	2005	Yucaipa
Hoover, Anna M., et al.	1064844	A Phase I Archaeological and Paleonotological Survey Report on the Wilson Creek Property, APNS 321-411-008, 321-371-005 Thru -011, 321-152-012 Thru -026 and -030, 321-161-012 and -043, 321-131-007 Thru -015, 321-141-007 Thru -012, and 321-311-003 Thru -005, -011 Thru -015, and -017, 78.4 Acres Located in the City of Yucaipa, California	2005	Yucaipa
Cotterman, Cary D., et al.	1064843	Cultural Resources Survey for the Yucaipa Valley Water District 30-Inch Potable Water Pipelines, Yucaipa, San Bernardino County, California	2005	Yucaipa
Hatheway, Roger	1064840	A Phase 2 Historical and Architectural Survey of The Butler/James Ranch Residence Located at The Clover Cell Site 32645 Yucaipa Boulevard, Yucaipa, California 92399	2005	Yucaipa
Wlodarski, Robert J.	1064839	Records Search and Field Reconnnaissance Results for the Proposed NEXTEL Wireless Communications Site (CA8346-A; Wippert's RV), Located at 32645 Yucaipa Boulevard, Yucaipa, San Bernardino County, California 92399	2005	Yucaipa
Heidelberg, Kurt	1064835	Archaeological Survey Report for Low-Water Crossing Improvements on 35d Street at Wildwood Creek in the City of Yucaipa, San Bernardino	2005	Yucaipa
Hunt, Kevin	1064494	Cultural Resources Survey of the Proposed Sierra Pallet Cellular Tower Site (LSANCA 8119B), 32036 Live Oak Canyon Rd, Redlands, San Bernardino County, CA	2004	Yucaipa
Budinger, Fred E.	1064226	Verizon Site: Bryant	2001	Yucaipa
Scheinbach, Elizabeth	1064122	Proposed AT&T Wireless Telecommunications Equipment Installation D436A, 35317 Yucaipa Blvd, Yucaipa, CA	2002	Yucaipa
Hogan, Michael	1064120	Cultural Resources Management Program: 3531 Date St, Tract #15933, APN: 303-221-25 in the City of Yucaipa, San Bernardino County, CA	2003	Yucaipa
Cotterman, Cary D. and Roger D. Mason	1064117	Cultural Resources Records Search & Literature Review for an American Tower Corporation Telecommunication Facility No. BC-377-n1 Bryant, in the City of Yucaipa, San Bernardino County, CA	2001	Yucaipa
Cotterman, Cary D.	1064115	Cultural Resources Records Search & Literature Review Report for an American Tower Corporation Telecommunications Facility No. BC-373-ni, Tae Kwon	2001	Yucaipa

Author	Ref. No.	Title	Date	Quad
		Do in the City of Yucaipa, San Bernardino, County, CA		
White, Laurie S.	1064113	Records Search Results for Sprint PCS Facility SB37XC910F (Arnett's Trucking), City of Yucaipa, San Bernardino County, CA	2001	Yucaipa
Chandler, Evelyn N.	1064110	Cultural Resources Survey for the Proposed Chapman Heights Road Extension Project, City of Yucaipa, San Bernardino, CA	2003	Yucaipa
Alexandrowicz, John Stephen	1064108	Historical Resources Monitoring at Tract No. 16538, City of Yucaipa, San Bernardino County, CA	2004	Yucaipa
Horne, Melinda and Kevin Halloran	1063860	An Archaeological Mitigation-Monitoring Report and Phase 2 Site Evaluation for the Yucaipa Glen Project, TTM 15967, City of Yucaipa, CA	2002	Yucaipa
Love, Bruce	1063821	Robinson Ranch North Project, City of Yucaipa, San Bernardino County	1999	Yucaipa
Smallwood, Josh	1063765	Wildwood Canyon Villas Project, Parcel 2, TPM 15698, City of Yucaipa, San Bernardino, CA	2002	Yucaipa
Bricker, Lauren, et al.	1063620	Historic/Architectural Assessment of Sites Located within the Chapman Heights Project Area, Yucaipa, CA. 53PP	1998	Yucaipa
Woodward, Lisa and Steven Cyphers	1063619	Cultural Resource Assessment of the Spoor Creek Site for San Gorgonio Pass Water Agency Proposed Pipeline Route. 17PP	1999	Yucaipa
Duke, Curt	1063618	Cultural Resource Assessment for Sprint PCS Facility SB97XC910D (Calimesa Park #2 Site)	2000	Yucaipa
Love, Bruce and Bai Tom Tang	1063617	Yucaipa Valley Water Diestrict Site #2, City of Yucaipa, CA. 14PP	1999	Yucaipa
Love, Bruce and Bai Tom Tang	1063616	Yucaipa Water District Site #1, City of Yucaipa, CA. 18PP	1999	Yucaipa
Love, Bruce	1063615	YVWD R15.1 Reservoir Site, 13PP	2000	Yucaipa
Mason, Roger D.	1063614	Cultural Resource Record Search & Survey Report for a Pacific Bell Mobile Services Telecommunications Facility: CM 220-01, City of Yucaipa, CA. 5PP	1998	Yucaipa
Bonner, Wayne H.	1063613	Cultural Resource Record Search & Survey Report for a Pacific Bell Mobile Services Telecommunications Facility: CM 220-01, City of Yucaipa, CA. 5PP	1998	Yucaipa
Bonner, Wayne	1063612	Cultural Resource Records Search & Literature Review for a Pacific Bell Mobile Services Telecommunications Facility: CM 042-01, City of Yucaipa, CA. 5PP	1998	Yucaipa
Love, Bruce and Bai Tom Tang	1063611	Historical/Archaeological Resource Survey Report of TT16031, City of Yucaipa, San Bernardino County, CA. 19PP	2000	Yucaipa
Love, Bruce	1063610	Yucaipa Valley Water District Wastewater Expansion. 15PP	2000	Yucaipa
DeMunck, Victor C.	1063609	A Cultural Assessment of A 52.5 Acre Tract of Land Designated as TT14297 Located Near Community of Yucaipa, San Bernardino County, CA. 12PP	1989	Yucaipa
Lerch, Michael K. and Michael F. Rodarte	1063608	Cultural Resource Assessment of TT15661, Yucaipa, San Bernardino County, CA. 12PP	1996	Yucaipa
Grenda, Donn R.	1063607	Between The Coast & The Desert: Archaeological Data Recovery at the Yukaipa't Site, CA-SBR-1000/H, Yucaipa, CA. 225PP	1998	Yucaipa
Mckenna, Jeanette A. and Richard S.	1063265	Historic Archaeological Investigations of Sites Located Within the Chapman Heights Project Area, Yucaipa, San Bernardino County, CA. 43PP	1998	Yucaipa

Author	Ref. No.	Title	Date	Quad
Shepard				
Sander, Jay K.	1063260	An Archaeological Suvey & Geological Monitoring at Cook's Subdivision, Yucaipa, San Bernardino County, CA. 8PP	1996	Yucaipa
Rodarte, Michael	1063259	Archaeological Construction Monitoring for the Yucaipa Stater Bros Project. 3PP	1997	Yucaipa
Love, Bruce	1063258	Cultural Resources Report: An Archaeological Survey & Monitoring, 33958 Avenue H, City of Yucaipa, San Bernardino County, CA. 9PP	1997	Yucaipa
Grenda, Donn R.	1063130	Village Life at Yucaipa't: Archaeological Data Recovery at CA-SBR-1000/H, Yucaipa, CA. 207PP	1996	Yucaipa
Horne, Melinda C.	1063129	Cultural Resource Investigations at a 10.43 Acre Parcel at the Southeast Corner of Oak Glen Road & Bryant Ave, Yucaipa, CA. 35PP	1997	Yucaipa
Lerch, Michael K.	1063128	Cultural Resource Assessment of the Oak Glen Road Extension, Ave E to Ave F, Yucaipa, San Bernardino County, CA. 13PP	1996	Yucaipa
Gray, Deborah W. and William D. Green	1063052	Archaeological Investigation of a 6.2 Acre Parcel, San Bernardino County, CA	1994	Yucaipa
Ridgeway, Ginger	1063006	Analysis of Floral-Faunal Remains from Soil Samples of the Martz Excavation	1991	Yucaipa
Paulsen, Joel	1062874	Cultural Resources Survey of Porter Ranch	1994	Yucaipa
Scientific Resource Surveys, INC	1062868	Cultural Resource Assessment of the San Gorgonio Pass Water Agency Water Importation Project, Riverside and San Bernardino Counties, CA	1993	Yucaipa
Foster, John M., et al.	1062853	Cultural Resources Investigation: Inland Feeder Project, MWD of Southern CA	1991	Yucaipa
Strand, Jennifer	1062566	The Faunal Analysis of SBR 1000, Yucaipa, California	1977	Yucaipa
Chambers Group	1062505	Archaeological Survey of Tentative Tract 14852	1992	Yucaipa
Brown, Joan C.	1062427	Cultural Resources Reconnaissance of a One Mile Road from the Birmingham Ranch to Oak Glen Road in San Bernardino County, California	1991	Yucaipa
Becker, Kenneth M. and Stuart A. Evans	1062274	A Cultural Resources Reconnaissance of the Birmingham Ranch, Approximately 600 Acres Near Yucaipa, San Bernardino County, California	1991	Yucaipa
White, David R.M.	1062171	An Archaeological Reconnaissance (Negative Declaration) for the Proposed Zanja Substation, San Bernardino County, California	1987	Yucaipa
Ross, Lester A.	1062068	Glass Beads from the 1977 University of Redlands Archaeological Excavations at the Southern Tip of the Yucaipa Rancheria Site (CA-SBR-1000/H), Yucaipa, San Bernardino County, California	1990	Yucaipa
Infotec Research	1062059	Compendium of Results of Obsidian Studies for Study Area Sites: Appendix to Prehistoric Sites in the Prado Basin, California: Regional Context and Significance Evaluation	1990	Yucaipa
Lerch, Michael K.	1062052	Cultural Resources Assessment fo the Fremont Street Pipeline, Yucaipa Valley Water District, San Bernardino County, California	1989	Yucaipa
Lerch, Michael K.	1062051	Cultural Resources Reconnaissance of the Wildwood Canyon Reservoir, Yucaipa Valley Water District, San Bernardino County, California	1989	Yucaipa
Tenney, Christy	1062048	A Preliminary Report on the 1972-76 Excavations at CA-	1989	Yucaipa

Author	Ref. No.	Title	Date	Quad
		SBR-1000/H, Yucaipa, California		
Swanson, Mark	1061858	Environmental Impact Evaluation: A Cultural Resource Assessment of 32 and 9.5 Acre Tracts of Land in the Community of Yucaipa, San Bernardino County, California	1989	Yucaipa
De Munck, Victor C.	1061853	Environmental Impact Evaluation:A Cultural Assessment of the Porter Ranch Project, a 200 Acre Tract of Land in the Yucaipa Area of San Bernardino County, California	1989	Yucaipa
Goodman II, John D. and Mark T. Swanson	1061817	Cultural Resources Survey of Tentative Tract 11226- El Dorado Ranch, 238 Acres Northeast of Yucaipa, San Bernardino County, California	1988	Yucaipa
Jenkins, Richard C.	1061816	Vegetation and Watershed Management: Archaeological Review, Wilson Creek VMP	1988	Yucaipa
Swanson, Mark T.	1061807	Cultural Resources Testing at CA-SBR-5826, Yucaipa, San Bernardino County, California	1988	Yucaipa
Swanson, Mark T.	1061779	Cultural Resources Testing at CA-SBR-5826, Yucaipa, San Bernardino County, California	1988	Yucaipa
Singer, Clay A. and John E. Atwood	1061722	Cultural Resources Survey and Impact Assessment for Tentative Tract No. 13487, A 81.55 Acre Property Near Yucaipa, San Bernardino County, California	1987	Yucaipa
De Munck, Victor C.	1061679	Environmental Impact Evaluation: An Archaeological Assessment of The Hughes Concrete Products Project Located in the Yucaipa Area of San Bernardino County, California	1987	Yucaipa
Singer, Clay A.	1061673	Cultural Resources Survey and Impact Assessment for Tract No. 13521 in Yucaipa, San Bernardino County, California	1987	Yucaipa
Singer, Clay A.	1061664	Cultural Resources Survey and Impact Assessment for Tentative Tract No. 13493, A 34 Acre Property Near Yucaipa, San Bernardino County, California	1987	Yucaipa
Yohe II, Robert M.	1061653	Environmental Impact Evaluation: Archaeological Assessment of Tentative Tract 13484 Near Yucaipa in San Bernardino County, California	1987	Yucaipa
Swope, Karen K.	1061594	Environmental Impact Evaluation: An Archaeological Assessment of Tentative Tract 13438, Yucaipa Valley Area of San Bernardino County, California	1986	Yucaipa
Singer, Clay A.	1061584	Three Non-Sites Near Wildwood Canyon, SBR-2303, SBR-2304, and P1053-1	1987	Yucaipa
Lerch, Michael K.	1061583	Archaeological Survey of Tentative Tract No. 13377, Yucaipa, San Bernardino County, California	1986	Yucaipa
Foster, Daniel G.	1061576	Vegetation and Watershed Management, Archaeological Review, Crafton Hills VMP Project, San Bernardino Ranger Unit	1986	Yucaipa
Brock, James, et al.	1061566	Santa Ana River Upstream Alternatives, Cultural Resources Survey	1986	Yucaipa
Green, Melvyn	1061518	An Historical Structures Report for the Sepulveda Adobe, Yucaipa	1985	Yucaipa
Rector, Carol H.	1061445	Cultural Resources Inventory for the 1984 and Part of 1985 California Metropolitan Project Area Public Lands Sale Program	1984	Yucaipa
Hammond, S.R.	1061433	Negative Archaeological Survey Report: First Suplement, Route 10, P.M. 35.4, Yucaipa Blvd. Overcrossing	1984	Yucaipa
Smith, Gerald A. and Michael K.	1061414	Cultural Resources Assessment of the Proposed Yucaipa Valley County Water District, Effluent Outfall Pipeline,	1983	Yucaipa

Author	Ref. No.	Title	Date	Quad
Lerch		Live Oak Canyon Area, San Bernardino and Riverside Counties, California		
Whitney-Desautels, Nancy A.	1061357	Cultural Resources Report on the Chapman Ranch Property Located in an Unincorporated Portion of the County of San Bernardino	1983	Yucaipa
Whitney-Desautels, Nancy A.	1061356	Cultural Resources Report on the Chapman Ranch Property Located in an Unincorporated Portion of the County of San Bernardino	1983	Yucaipa
Hammond, Stephen R.	1061346	Archaeological Survey Report: Yucaipa Boulevard Reconstruction	1983	Yucaipa
Smith, Gerald A. and Michael K. Lerch	1061138	Cultural Resources Assessment of Tentative Tract No. 11800, Yucaipa, California	1981	Yucaipa
Leonard, Joanne C.	1060973	Oak Glen Road Extension: An Addendum to the Archaeological Assessment of the Realignment of Avenue E.	1980	Yucaipa
Leonard, Joanne C.	1060957	An Archaeological Assessment of The Village of Yukai-Pa-T (SBR-1000)	1980	Yucaipa
Hearn, Joseph E.	1060692	Archaeological-Historical Resources Assessment of San Canyon Road FAS-R-017, Campus Drive to Crafton Avenue, Yucaipa Area	1978	Yucaipa
Hearn, Joseph E.	1060688	Archaeological-Historical Resources Assessment of Parcel #321-021-01, Yucaipa Area	1978	Yucaipa
Leonard III, N. Nelson	1060684	An Archaeological Assessment of Tentative Tracts 10564 and 10565, Lot Subdivisions in the Oak Glen Vicinity of San Bernardino County	1978	Yucaipa
Hearn, Joseph E.	1060638	Archaeological- Historical Resources Assessment of Tentative No. 10338, Yucaipa Area	1978	Yucaipa
Hearn, Joseph E.	1060637	Archaeological-Historical Resources Assessment of Tentative Tract No. 10399, Yucaipa Area	1978	Yucaipa
Hearn, Joseph E.	1060634	Archaeological-Historical Resources Assessment of Tentative Tract 10318, Yucaipa Area	1978	Yucaipa
Hearn, Joseph E.	1060594	Archaeological-Historical Resources Assessment of 8 Acres at the Northwest Corner of Fir Avenue and Fremont Street, Yucaipa Area	1978	Yucaipa
Hearn, Joseph E.	1060581	Archaeological-Historical Resources Assessment of Sec. 25, T1S R2W, Yucaipa Area	1977	Yucaipa
Hearn, Joseph E.	1060580	Archaeological-Historical Resources Assessment of Sec. 8, T2S R2W	1977	Yucaipa
Hearn, Joseph E.	1060576	Archaeological-Historical Resources Assessment of California Street, Avenue H to Wildwood Creek Road, Yucaipa Area	1977	Yucaipa
Hearn, Joseph E.	1060561	Archaeological-Historical Resources Assessment of the Golden Globe Orange Growers Corporation Property in the Yucaipa Area	1977	Yucaipa
Hearn, Joseph E.	1060549	Archaeological-Historical Resources Assessment of Proposed Street Improvement of Avenue F Between 8th Street and Enouch Avenue, Yucaipa Area	1977	Yucaipa
Smith, Gerald A.	1060534	Clarification and Supplemental Survey for Cultural Resources of Given Description	1977	Yucaipa
Hearn, Joseph E.	1060533	Archaeological-Historical Resources Assessment of Secs. 20, 21 and 27 in the Oak Glen Area	1977	Yucaipa
Hearn, Joseph E.	1060477	Historical-Archaeological Resources Assessment of Approximately 25 Acres, Yucaipa Area	1977	Yucaipa

Author	Ref. No.	Title	Date	Quad
Hearn, Joseph E.	1060476	Archaeological-Historical Resources Assessment of Sec. 33, T2S R2W, Yucaipa Area	1977	Yucaipa
Hearn, Joseph E.	1060446	Yucaipa Park and Recreation District, Archaeological-Historical Resources Assessment of Land at Seventh and Avenue "E"	1976	Yucaipa
Martz, Patricia	1060378	Archaeological Investigations at CA-SBR-1000, Yucaipa, California	1977	Yucaipa
Smith, Gerald A.	1060359	New Church Site on West Site of Bryant anbout 670' North of Avenue "F"	1976	Yucaipa
Martz, Patricia	1060339	Environmental Impact Evaluation: Test Excavation at SBR-1000, Yucaipa Valley County Water District Sanitary Sewers Project	1976	Yucaipa
San Bernardino County Museum Association	1060338	A Cultural Resources Survey Report, Yucaipa Valley County Water District	1976	Yucaipa
Nagengast, M. Carole	1060335	Environmental Impact Evaluation: Archaeological Investigation of SBR-1001, Yucaipa Regional Park, San Bernardino County, California	1976	Yucaipa
San Bernardino County Museum Association	1060334	Environmental Impact Analysis: Archaeological Resources, Yucaipa Regional Park Project	1976	Yucaipa
San Bernardino County Museum Association	1060306	Archaeological Survey- Oak Glen Road Between Yucaipa Boulevard and Bryant Avenue	1976	Yucaipa
San Bernardino County Museum Association	1060277	Environmental Impact Analysis: Archaeological- Historical Values, Tract 9183-Yucaipa	1975	Yucaipa
San Bernardino County Museum Association	1060247	Assessment of Resources, Wildwood Ranch Development, Wildwood Canyon, San Bernardino County, California	1973	Yucaipa
Archer, Morse G.	1060201	Sepulveda Adobe	1974	Yucaipa
Smith, Gerald A.	1060198	The Historical Diego Sepulveda Adobe of Yucaipa	1974	Yucaipa
Hearn, Joseph E.	1060188	Archaeological-Historical Resources Assessment of Tentative Tract Number 10480, San Bernardino County	1978	Yucaipa
Smith, Gerald A.	1060148	Country Village (C.S.T. Engineering Company)	1973	Yucaipa
Hicks, Frederic	1060040	Archaeological Investigations in the Yucaipa Valley	1958	Yucaipa
Schuling, Walter C.	1060027	"Building the Museum", 1954-1955 Annual Report to the San Bernardino County Museum Association	1955	Yucaipa

APPENDIX D. LAND PATENTS BY YEAR

Name	Year	Township Range	Aliquots	Sec. #	Total Acres
CALIFORNIA STATE OF	1858	1S-2W		36	11200
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	1S-2W		29	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	1S-2W		31	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	1S-2W		32	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		3	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		4	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		5	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		6	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		8	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		9	35509.42
LUGO, JOSE DELCARMEN, LUGO, JOSE MARIA, LUGO, VICENTE, SEPULVEDA, DIEGO	1865	2S-2W		10	35509.42
CALIFORNIA STATE OF	1870	1S-2W	NW¼NW¼	25	12930.74
CALIFORNIA STATE OF	1870	1S-2W	S½	34	38488.84
CALIFORNIA STATE OF	1870	1S-2W	SE¼	35	38488.84
CALIFORNIA STATE OF	1871	1S-1W	S½SW¼	29	15515.92
CALIFORNIA STATE OF	1871	2S-1W	Lot/Trct 1, 2, 7, 8	16	491.91
CALIFORNIA STATE OF	1872	1S-1W	Lot/Trct 1	31	6410.05
CALIFORNIA STATE OF	1872	2S-1W	Lot/Trct 20	4	6410.05
CALIFORNIA STATE OF	1872	2S-1W	SE¼SE¼	5	6410.05
CALIFORNIA STATE OF	1872	2S-1W	SE¼NW¼	6	6410.05
CALIFORNIA STATE OF	1872	2S-1W	W½E½, E½W½	7	6410.05
CALIFORNIA STATE OF	1872	2S-1W	S½N½, NE¼NE¼	8	6410.05
CALIFORNIA STATE OF	1872	2S-1W	S½NW¼, NE¼SW¼	9	6410.05
CALIFORNIA STATE OF	1872	2S-1W	E½SE¼	10	6228.71

Name	Year	Township Range	Aliquots	Sec. #	Total Acres
CALIFORNIA STATE OF	1872	2S-1W	NE¼	18	6410.05
CALIFORNIA STATE OF	1872	2S-2W	Lot/Trct 1-4	1	6410.05
CALIFORNIA STATE OF	1872	2S-2W	S½, S½N½	2	6410.05
CALIFORNIA STATE OF	1872	2S-2W	SW¼	8	6410.05
CALIFORNIA STATE OF	1872	2S-2W	Lot/Trct 1-4	10	6410.05
CALIFORNIA STATE OF	1872	2S-2W		11	6410.05
CALIFORNIA STATE OF	1872	2S-2W		12	6410.05
CALIFORNIA STATE OF	1872	2S-2W	Lot/Trct 3, 4	13	6410.05
CALIFORNIA STATE OF	1875	1S-1W	S½SE¼	30	8195.66
REED, WILLIAM C	1877	1S-2W	S½N½	22	160
SOUTHERN PACIFIC RAILROAD CO	1879	1S-2W	SE¼, E½SW¼	25	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	1S-2W	SE¼, S½NE¼	29	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	1S-2W	SE¼, S½NE¼	31	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	1S-2W	W½, SE¼	33	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	1S-2W	SW¼	35	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	2S-1W	E½	7	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	2S-1W	SE¼, N½NW¼, W½SW¼, SE¼SW¼	9	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	2S-1W		15	51318.72
SOUTHERN PACIFIC RAILROAD CO	1879	2S-1W		17	51318.72
WALLACE, JAMES	1879	2S-1W	SW¼SW¼	14	40
DUNLAP, ALBERT H	1882	1S-2W	W½SW¼	25	80
MEACHAM, DAVID, MULLAN, JOHN	1882	1S-2W	N½NE¼	29	160
MULLAN, JOHN, MEACHAM, DAVID	1882	1S-2W	N½NE¼	29	160
SOUTHERN PACIFIC RAILROAD CO	1883	1S-1W	SE¼	19	36726.51
SOUTHERN PACIFIC RAILROAD CO	1883	1S-2W	E½, S½NW¼, S½SW¼	13	36726.51
SOUTHERN PACIFIC RAILROAD CO	1883	1S-2W	NE¼, S½NW¼, NE¼NW¼	25	36726.51
SOUTHERN PACIFIC RAILROAD CO	1883	1S-2W	N½	35	36726.51
CALIFORNIA STATE OF	1884	2S-1W	Lot/Trct 3	16	51.3
WALLACE, JAMES	1885	2S-1W	N½SW¼, SE¼SW¼	14	120
MELLEN, THOMAS J	1887	2S-1W	S½SW¼, W½SE¼	10	160
SIMPSON, MALACHI	1887	1S-1W	N½NE¼, Lot/Trct 1, Lot/Trct 2	30	159.67
JOSEPH, FRANK	1888	1S-1W	Lot/Trct 1, 2	30	159.62
BAISLEY, GEORGE H	1889	2S-1W	E½NE¼	10	80
TILTON, SMILIE	1890	2S-1W	Lot/Trct 3, 4, 6, 7	14	151.93
VANLUEVEN, FREDERICK M	1890	1S-1W	NW¼	32	160
ARNAIZ, MANUEL	1891	2S-2W	Lot/Trct 3-6	8	164.64
CALIFORNIA STATE OF	1891	1S-1W	Lot/Trct 1, 2	30	7391.7
CALIFORNIA STATE OF	1891	1S-2W	E½, N½NW¼, E½SW¼	24	7391.7

Name	Year	Township Range	Aliquots	Sec. #	Total Acres
FREDERICK, AARON	1891	1S-2W	SW¼	22	160
SOUTHERN PACIFIC RAILROAD CO	1891	1S-2W	N½NW¼, N½SW¼	13	98330.04
SOUTHERN PACIFIC RAILROAD CO	1891	1S-2W		23	98330.04
SOUTHERN PACIFIC RAILROAD CO	1891	1S-2W	NE¼	33	98330.04
SOUTHERN PACIFIC RAILROAD CO	1891	2S-1W	Lot/Trct 1-11	11	98330.04
SOUTHERN PACIFIC RAILROAD CO	1891	2S-2W	Lot/Trct 1-4	9	98330.04
STARR, THOMAS	1891	1S-2W	S½NE¼, NE¼NE¼, NW¼SE¼	14	160
THOMAS, ELIJAH J	1891	2S-1W	SW¼	8	160
COVINGTON, STEPHEN W	1892	1S-1W	SW¼	20	160
JOSEPH, FRANK	1892	1S-1W	S½NE¼, N½SE¼	30	160
ROBERTS, WILLIAM M	1892	1S-2W	SW¼	14	160
THOMPSON, JAMES W	1892	2S-2W	Lot/Trct 5-8	6	166.64
ANDERSON, GUSTAV	1893	1S-2W	N½NW¼, NW¼NE¼, SE¼NW¼	14	160
BOWLES, CHARLES S	1893	1S-2W	W½NW¼, SW¼NE¼, SE¼NW¼	28	160
MELLEN, THOMAS	1893	2S-1W	NW¼	14	160
BLAIR, WILLIAM J	1894	1S-2W	SE¼	32	160
MCCLURE, THOMAS	1894	2S-1W	Lot/Trct 1, 2	14	74.74
SOUTHERN PACIFIC RAILROAD CO	1894	1S-2W		27	21818.61
SOUTHERN PACIFIC RAILROAD CO	1894	2S-2W	Lot/Trct 1, 2	5	21818.61
HERON, GEORGE D	1895	2S-2W	Lot/Trct 1-4	6	175.41
ROBERTS, EDWARD J	1896	1S-2W	N½S½	28	160
SOUTHERN PACIFIC RAILROAD CO	1896	1S-1W	NE¼SE¼	29	40
WADE, NELLIE I	1896	1S-2W	N½NE¼, N½NW¼	22	160
WADE, NELLIE I	1896	1S-2W	N½N½	22	160
ALLEN, JOHN H B	1897	1S-2W	SE¼	22	160
CALIFORNIA STATE OF	1897	2S-1W	Lot/Trct 4, 5, 6, 11, 12, 13, 14	16	850
CLYDE, GEORGE E	1897	1S-2W	E½SE¼	26	80
HUDSON, WILLIAM W	1897	1S-1W	NE¼	32	160
SOUTHERN PACIFIC RAILROAD CO	1897	1S-1W	NE¼	19	5272.61
SOUTHERN PACIFIC RAILROAD CO	1897	1S-1W	S½	21	5272.61
SOUTHERN PACIFIC RAILROAD CO	1897	1S-1W	NW¼, N½SW¼, NE¼SE¼	29	98330.04
SOUTHERN PACIFIC RAILROAD CO	1897	1S-1W	NE¼	29	21818.61
SOUTHERN PACIFIC RAILROAD CO	1897	1S-1W	SE¼	31	5272.61
SOUTHERN PACIFIC RAILROAD CO	1897	2S-1W	SW¼SE¼	5	51318.72
WEBSTER, JOSEPH	1897	1S-1W	Lot/Trct 10, 15, 16	28	159.14
WILSON, THOMAS J	1897	1S-1W	Lot/Trct 1, 2, 7, 8	28	159.54

Name	Year	Township Range	Aliquots	Sec. #	Total Acres
ARCHER, TOBIAS R	1898	1S-2W	S½S½	28	160
BIGGIN, GEORGE H	1898	1S-2W	N½NW¼, SW¼NE¼, SE¼NW¼	34	160
BLEDSOE, HOWARD	1898	2S-1W	Lot/Trct 14, 18, 19	4	137.21
CALIFORNIA STATE OF	1899	1S-2W	NE¼SE¼	14	3346.13
COVINGTON, SARAH ANN	1899	1S-1W	SW¼NE¼, SE¼NW¼	20	80
SOUTHERN PACIFIC RAILROAD CO	1899	2S-1W	Lot/Trct 1-20	3	24642.11
SOUTHERN PACIFIC RAILROAD CO	1899	2S-1W	SW¼, N½SE¼	5	24642.11
SOUTHERN PACIFIC RAILROAD CO	1899	2S-1W	Lot/Trct 1-4	9	24642.11
SOUTHERN PACIFIC RAILROAD CO	1899	2S-1W		17	24642.11
WEBSTER, HENRY C	1899	1S-1W	Lot/Trct 11, 12, 13, 14	28	157.46
DAVIS, WILLIAM R	1900	2S-1W	Lot/Trct 10-13	6	161.36
HAGEN, JOHN A	1900	1S-1W	E½NE¼	20	80
SHORT, CLEMELECH S	1900	2S-1W	Lot/Trct 3, 4, 9	18	132.01
SHORT, JAMES	1900	2S-1W	Lot/Trct 5-7	18	149.36
WILSON, CHARLES H	1900	1S-1W	Lot/Trct 3, 4, 5, 6	28	158.62
NEWTON, CHARLES, NEWTON, LOUISA M	1901	2S-1W	Lot/Trct 5, 11, 12, 13	4	169
COVINGTON, PORTER E	1902	1S-1W	N½NW¼, NW¼NE¼, SW¼NW¼	20	160
HASTINS, JOHN	1904	2S-1W	Lot/Trct 7, 8, 9, 10	4	178
PAGLIUSO, FELICE	1905	1S-2W	S½NW¼, W½SW¼	24	160
DAVIES, WILLIAM A	1908	2S-1W	Lot/Trct 1-3	8	120.21
ROBINSON, ANNIE	1909	2S-1W	Lot/Trct 2, 3, 4	3	161.21
BECK, PETER	1912	2S-1W	NW¼NE¼	17	160
CALIFORNIA STATE OF	1912	1S-2W	NE¼	32	5521.21
ACKERSON, MIMA, ACKERSON, JOHN H	1913	1S-1W	SE¼	20	160
GREGORY, DANIEL	1913	2S-1W	Lot/Trct 6-9	6	169.48
ROLLINS, HENRY H	1914	1S-2W	SW¼NW¼	14	40
MERRILL, ARTHUR	1915	1S-2W	N½NE¼, SE¼NE¼	34	120
REARDON, WILLIAM	1916	2S-1W	Lot/Trct 4-7	8	176.01
SOUTHERN PACIFIC RAILROAD CO	1917	2S-1W	SE¼NE¼	7	40
GOFF, JOHN C	1919	1S-2W	N½NE¼, SE¼NE¼, NE¼NW¼	28	160
LEGRIS, WILLIAM T	1919	2S-1W	SW¼NE¼SW¼, Lot/Trct 6, 7	10	50.74
HORTON, GERALD R	1923	1S-1W	N½SW¼	32	80
SOUTHERN PACIFIC RAILROAD CO	1924	1S-1W	Lot/Trct 1, 2, 3, 4, 5, 6, 7, 8	21	17912.08
CITY OF REDLANDS	1925	1S-2W	S½SE¼	14	80
COUNTY OF SAN BERNARDINO	1963	1S-2W	SW¼SE¼	26	40

Name	Year	Township Range	Aliquots	Sec. #	Total Acres
COUNTY OF SAN BERNARDINO	1964	1S-2W	N½, SW¼, NW¼SE¼	26	520
ARNOLD, FORREST M, ARNOLD MAGNETICS CORP	1967	2S-1W	Lot/Trct 9, 10, 15, 16	16	526.95
ARNOLD, FORREST M, ARNOLD MAGNETICS CORP	1967	2S-1W	Lot/Trct 16, 19	16	90.17
HANSBERGER, LEROY	1985	1S-1W	N½SE¼, Lot/Trct 1, 2, 3, 4	32	233.28
SILVER N PARTNERSHIP	1985	1S-2W	SW¼NW¼	34	40
COUNTY OF SAN BERNARDINO	1997	1S-2W	NE¼, W½, NW¼SE¼	26	520

APPENDIX E. NATIVE AMERICAN CONSULTATION

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

August 12, 2014

Sherri Gust
Cogstone
1518 W. Taft Ave.
Orange, CA 92865

Sent by Fax: (714) 974-8303
Number of Pages: 2

Re: Cogstone Project Number: 2430, Project Name, Yucaipa GP, San Bernardino County.

Dear Ms. Gust,

A record search of the sacred land file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 373-3712.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst

Native American Contact List
San Bernardino County
August 11, 2014

ian Manuel Band of Mission Indians
ynn Valbuena, Chairwoman
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lighland , CA 92346
909) 864-8933
909) 864-3724 Fax
909) 864-3370 Fax

Serrano Nation of Mission Indians
Goldie Walker, Chairwoman
P.O. Box 343 Serrano
Patton , CA 92369

(909) 528-9027
(909) 528-9032

ian Fernando Band of Mission Indians
ohn Valenzuela, Chairperson
.O. Box 221838 Fernandeño
lewhall , CA 91322 Tataviam
sen2u@hotmail.com Serrano
361) 753-9833 Office Vanyume
760) 885-0955 Cell Kitanemuk
760) 949-1604 Fax

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning , CA 92220 Cahuilla
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951) 572-6004 Fax

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909) 864-8933 Ext 3248
909) 862-5152 Fax

Morongo Band of Mission Indians
Robert Martin, Chairperson
2700 Pumarra Rroad Cahuilla
Banning , CA 92220 Serrano
951) 849-8807
951) 755-5200
951) 922-8146 Fax

his list is current only as of the date of this document.

istribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, ection 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
his list is only applicable for contacting local Native Americans with regard to the proposed Cogstone Project No, 2430, Cogstone Project lame: Yucaipa GP, San Bernardino County.

From: Daniel McCarthy
To: Dustin Keeler
Cc: Ann Brierty; jlambert@yucaipa.org; lmouriquand@gmail.com
Subject: RE: Cogstone Project Number: 2430, Project Name, Yucaipa GP, San Bernardino County.
Date: Wednesday, August 27, 2014 6:00:35 PM

Dear Mr. Keeler,
Thank you for your letter of inquiry, dated August 14, 2014, regarding the above referenced project. I assume from your letter that the City of Yucaipa is preparing to update their General Plan and that Cogstone is the consultant preparing the elements and sections pertaining to cultural resources. If this is not accurate, please provide clarification about Cogstone's role in this project. As you are aware, general plan updates provide an opportunity to consider existing policies and procedures regarding cultural resources and the development of needed policy language. This is a very important opportunity for tribes to be included in the dialog about policy language development.

In your letter, you indicated that you have contacted the NAHC for a Sacred Lands records search. While the NAHC indicated that they did not have any records of Native American Sacred Sites or Heritage Resources in the vicinity of the project area, the potential exists for such resources to be present. Has Cogstone already conducted a records search for the project? If so, please forward to my office a copy of the records search map, any site records, and reports for review. If not, the Tribe requests that a complete records search be prepared for the entire project area, and that a copy of this information be sent to the Tribe for our continued review of the proposed project and ability to provide substantive comments to your firm and the City of Yucaipa. Please forward the records search data as soon as possible to my office.

Has the City of Yucaipa requested that any type of cultural resources survey be conducted for this project? Please provide to my office additional information on the scope of work that your firm will be conducting for this project. Has a Notice of Preparation been issued by the City of Yucaipa for this project? The Tribe will expect to receive all notices and project-related information from the City of Yucaipa, as well as project-related information from your office. Please anticipate that the Tribe will request consultation on this project.

The Tribe does not have specific information to provide to you at this time. However, the Tribe reserves the right to provide continued comments and make requests for additional information about this project as it progresses through the review process.

Should you have any questions regarding this letter, please do not hesitate to contact me at (909) 864-8933 x3248. I look forward to our continuing communications on this general plan update project.

Respectfully,

//daniel

Cc: Joe Lambert, Director of Development, City of Yucaipa

APPENDIX F. PFYC

Potential Fossil Yield Classification

PFYC Description	PFYC Rank
Very Low. The occurrence of significant fossils is non-existent or extremely rare. Includes igneous or metamorphic and Precambrian or older rocks. Assessment or mitigation of paleontological resources is usually unnecessary.	1
Low. Sedimentary geologic units that are not likely to contain vertebrate fossils or scientifically significant nonvertebrate fossils. Includes rock units too young to produce fossils, sediments with significant physical and chemical changes (e.g., diagenetic alteration) and having few to no fossils known. Assessment or mitigation of paleontological resources is not likely to be necessary.	2
Potentially Moderate but Undemonstrated Potential. Units exhibit geologic features and preservational conditions that suggest fossils could be present, but no vertebrate fossils or only common types of plant and invertebrate fossils are known. Surface-disturbing activities may require field assessment to determine appropriate course of action.	3b
Moderate Potential. Units are known to contain vertebrate fossils or scientifically significant nonvertebrate fossils, but these occurrences are widely scattered and of low abundance. Common invertebrate or plant fossils may be found. Surface-disturbing activities may require field assessment to determine appropriate course of action.	3a
High. Geologic units containing a high occurrence of significant fossils. Fossils must be abundant per locality. Vertebrate fossils or scientifically significant invertebrate or plant fossils are known to occur and have been documented, but may vary in occurrence and predictability. If impacts to significant fossils can be anticipated, on-the-ground surveys prior to authorizing the surface disturbing action will usually be necessary. On-site monitoring or spot-checking may be necessary during construction activities.	4
Very High. Highly fossiliferous geologic units that consistently and predictably produce vertebrate fossils or scientifically significant invertebrate or plant fossils. Vertebrate fossils or scientifically significant invertebrate fossils are known or can reasonably be expected to occur in the impacted area. On-the-ground surveys prior to authorizing any surface disturbing activities will usually be necessary. On-site monitoring may be necessary during construction activities.	5

BLM 2007

Appendix F Noise Measurement and Calculation Outputs

Appendices

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City of Yucaipa Municipal Code

87.0905 Noise.

(a) Noise Measurement

Noise will be measured with a sound level meter which meets the standards of the American National Standards Institute (ANSI Section SI4-1979, Type 1 or Type 2). Noise levels shall be measured using the "A" weighted sound pressure level scale in decibels (ref. pressure = 20 micronewtons per meter squared). The unit of measure shall be designated as dB(A). The Director of the Community Development Department shall be the noise control officer.

(b) Noise Standards

(1) The following table describes the noise standard for emanations from any source as it affects adjacent properties.

Noise Standards

Affected Land Use (receiving noise)	Noise Level (Ldn)	Time Period
Residential	55 dBA	7am to 10pm
	55 dBA	10pm to 7am
Professional Services	55 dBA	Anytime
Other Commercial	60 dBA	Anytime
Industrial	70 dBA	Anytime

(2) No person shall operate or cause to be operated any source of sound at any location or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed any of the following levels.

(A) The noise standard for that receiving land use [as specified in subsection (b) (1) of this section] for a cumulative period of more than 30 minutes in any hour

(B) The noise standard plus 5 dBA for a cumulative period of more than five minutes in any hour

(C) The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour

(D) The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour

(E) The noise standard plus 20 dBA for any period of time

(c) If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

(d) If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in subsection (b)(1) of this section shall be reduced by 5 dBA.

(e) Exempt Noises

(1) The following sources of noise are exempt.

(A) Motor vehicles not under the control of the industrial use

(B) Emergency equipment, vehicles, and devices

(C) Temporary construction, repair, or demolition activities between 7am and 7pm, except Sundays and Federal holidays

ARTICLE 4 NOISE HAZARD (NH) OVERLAY DISTRICT

85.020501 Intent.

The Noise Hazard (NH) Overlay District is created to provide greater public safety by establishing land use review procedures and requirements for land uses in areas with identified high noise levels.

85.020505 Locational Requirements.

(a) The Noise Hazard Overlay should be applied to those areas where the Average Day-Night Sound Level (Ldn) is 65 decibels, 65 dBA, or greater.

(b) The Noise Hazard Overlay District shall be designated by the symbol (NH) on the City of Yucaipa Official Land Use Plan.

85.020510 Development Standards.

When a land use application or development permit is proposed within the Noise Hazard Overlay District, the following standards shall apply with respect to residential uses.

(a) Noise levels shall be identified. An acoustical report shall be performed to identify noise impact, and any recommendation for noise attenuation or other mitigation measures shall be incorporated into the design standards or conditions of approval, as applicable.

(b) Interior noise levels in all single family and multi-family residences and educational institutions shall not exceed 45 dBA Ldn emanating from sources outside of the residential building.

(c) Exterior noise levels in all single family residential land use areas and multi-family residential land use areas should not exceed 65 dBA Ldn. Exterior noise levels shall not exceed 70 dBA for any residential use areas.

(d) Ability to mitigate exterior noises to the levels of 65 dBA Ldn and 70 dBA Ldn shall be considered by the reviewing authority when determining the actual Ldn level with which the land uses must comply.

(e) In areas where noise exceeds the noise standard, measures shall be taken to mitigate noise levels. An acoustical report identifying these mitigation measures shall be required and reviewed by the Community Development Department prior to issuance of any required development permits or approval of land use applications.

(f)All other structures shall be sound attenuated against the combined input of all present and projected exterior noise to not exceed the following criteria.

12-Hour Equivalent Sound Level (Interior)

Typical Uses	dBA Ldn
Educational, Institutions, Libraries, Churches, etc	45 dBA
General Office, Reception, etc.	50 dBA
Retail Stores, Restaurants, etc.	55 dBA
Other Areas for Manufacturing, Assembly, Test,	65 dBA

Warehousing, etc.

In addition, the average of the maximum levels on the loudest of intrusive sounds occurring during a 24-hour period shall not exceed 65 dBA interior.

87.0910 Vibration.

(a) Vibration Standard

No ground vibration shall be allowed which can be felt without the aid of instruments at or beyond the lot line, nor will any vibration be permitted which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.

(b) Vibration Measurement

Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings are to be made at points of maximum vibration along any lot line next to a lot within a residential, commercial, and industrial land use district.

(c) Exempt Vibrations

(1) The following sources of vibration are not regulated by this Code.

(A) Motor vehicles not under the control of the subject use

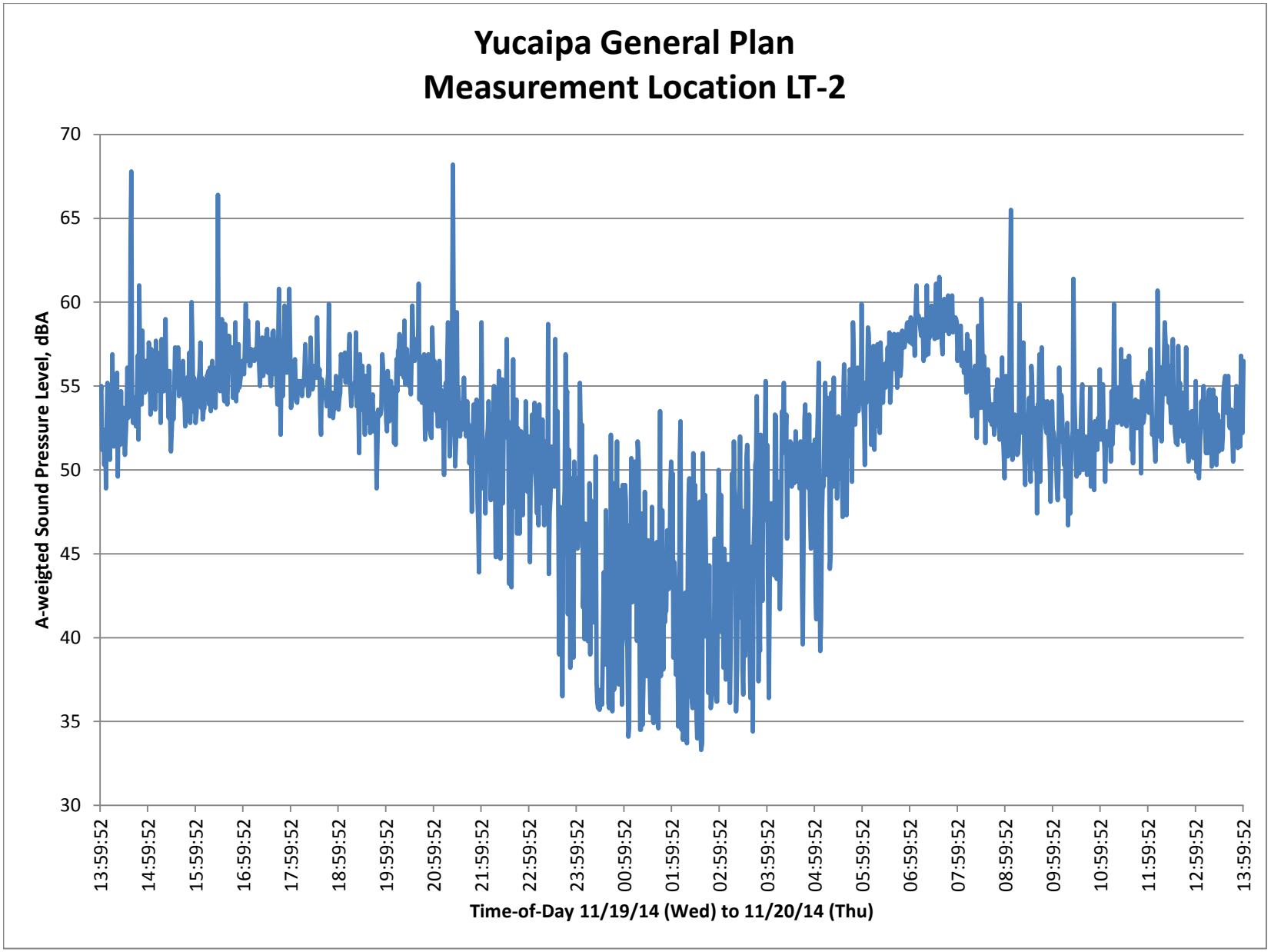
(B) Temporary construction, maintenance, or demolition activities between 7am and 7pm, except Sundays and Federal holidays

Interval Data LD 820 meter 1545 Nov 19, 2014 to Nov 20,2014

Location LT-2 Bryant Street Rite Aid parking lot

Hour #	Date	Time	Duration	L_{eq}	SEL	L_{max}	L_{min}	L(2)	L(8)	L(16)	L(25)	L(50)	L(90)
	19Nov 14	13:55:52	247.2	56.1	80.0	68.6	45.8	65.5	60.1	55.9	54.6	52.9	47.9
1	19Nov 14	14:00	3600	55.9	91.5	79.8	42.8	60.8	57.7	56.1	55.0	52.8	48.4
2	19Nov 14	15:00	3600	55.5	91.1	68.8	45.4	61.2	58.4	56.9	56.0	54.4	50.6
3	19Nov 14	16:00	3600	56.5	92.0	79.1	45.9	61.7	58.5	57.2	56.4	54.8	51.2
4	19Nov 14	17:00	3600	57.2	92.7	71.1	45.6	62.4	59.9	58.7	57.9	56.2	52.6
5	19Nov 14	18:00	3600	55.3	90.9	69.9	46.4	60.1	57.8	56.8	56.1	54.3	50.6
6	19Nov 14	19:00	3600	54.9	90.5	67.3	42.5	60.0	58.1	57.0	56.1	53.9	49.6
7	19Nov 14	20:00	3600	56.1	91.7	70.7	44.1	61.0	58.9	57.9	57.1	55.1	50.6
8	19Nov 14	21:00	3600	55.5	91.1	77.9	39.2	60.8	57.8	56.2	55.0	52.2	46.8
9	19Nov 14	22:00	3600	52.1	87.7	69.3	36.4	59.6	56.2	54.4	52.7	48.9	42.9
10	19Nov 14	23:00	3600	50.8	86.4	67.4	33.6	58.9	55.1	52.9	50.8	46.9	38.8
11	20Nov 14	0:00	3600	46.1	81.7	61.6	33.6	55.7	50.8	47.0	43.7	39.3	35.5
12	20Nov 14	1:00	3600	45.6	81.2	62.1	32.3	55.2	50.1	46.4	43.8	39.3	34.2
13	20Nov 14	2:00	3600	44.6	80.2	63.1	31.6	54.9	47.9	43.8	41.1	37.1	33.5
14	20Nov 14	3:00	3600	47.3	82.9	61.9	32.5	56.8	52.0	48.7	46.4	41.1	34.8
15	20Nov 14	4:00	3600	50.1	85.6	62.3	33.9	57.7	54.9	52.7	50.5	46.7	39.0
16	20Nov 14	5:00	3600	53.1	88.7	69.5	36.4	60.2	57.5	55.7	54.1	49.9	42.2
17	20Nov 14	6:00	3600	56.3	91.8	66.7	43.9	61.1	59.5	58.5	57.7	55.5	49.7
18	20Nov 14	7:00	3600	58.9	94.5	69.4	48.1	62.9	61.3	60.4	59.7	58.4	55.3
19	20Nov 14	8:00	3600	55.5	91.0	67.6	41.6	61.2	58.8	57.5	56.5	54.2	48.9
20	20Nov 14	9:00	3600	54.6	90.2	74.0	38.9	61.0	56.9	55.3	54.0	51.5	45.8
21	20Nov 14	10:00	3600	52.5	88.1	71.2	38.8	59.6	55.7	54.0	53.0	50.4	44.6
22	20Nov 14	11:00	3600	53.8	89.4	69.1	43.0	59.1	56.4	55.2	54.4	52.7	48.3
23	20Nov 14	12:00	3600	54.5	90.1	70.1	43.7	61.8	57.1	55.6	54.7	52.7	48.3
24	20Nov 14	13:00	3600	53.3	88.9	65.7	41.0	59.2	56.6	55.3	54.3	51.9	47.0
	20Nov 14	14:00	306	74.3	99.2	97.3	45.4	77.6	68.4	62.6	60.0	55.2	49.8
			Min	44.6	80.2	61.6	31.6	54.9	47.9	43.8	41.1	37.1	33.5
			Max	58.9	94.5	79.8	48.1	62.9	61.3	60.4	59.7	58.4	55.3

CNEL 59.1 dBA


Yucaipa General Plan
Measurement Location LT-2
A-weigted Sound Pressure Level, dBA
70
65
60
55
50
45
40
35
30
13:59:52
14:59:52
15:59:52
16:59:52
17:59:52
18:59:52
19:59:52
20:59:52
21:59:52
22:59:52
23:59:52
00:59:52
01:59:52
02:59:52
03:59:52
04:59:52
05:59:52
06:59:52
07:59:52
08:59:52
09:59:52
10:59:52
11:59:52
12:59:52
13:59:52
Time-of-Day 11/19/14 (Wed) to 11/20/14 (Thu)

Yucaipa General Plan

Short Term Measurements
Interval Summary

Location	Date	Time	Duration	Leq	SEL	Min	Max	L1.67	L8.33	L25.00	L50.00	L90.00	L99.00
ST-1	19-Nov-14	15:10:45	0:15:00	43.3	72.9	27.5	65.2	52.9	43.2	37.9	34.4	30.0	27.7
ST-2	19-Nov-14	15:46:07	0:15:00	54.4	84.0	36.3	66.5	61.9	58.8	55.1	51.9	42.9	37.8
St-3	19-Nov-14	14:32:13	0:15:00	48.8	78.3	34.5	64.2	59.3	53.4	46.2	41.6	37.3	35.3
ST-4	20-Nov-14	10:42:28	0:15:00	70.3	99.9	46.5	85.7	78.8	74.8	70.4	66.7	58.8	51.4
ST-5	20-Nov-14	12:01:29	0:15:00	54.1	83.7	33.7	78.3	59.7	47.9	42.2	39.0	35.4	34.1
ST-6	20-Nov-14	13:08:26	0:15:00	66.6	96.1	54.1	75.8	73.3	70.4	68.1	64.4	58.8	55.8
ST-7	20-Nov-14	11:15:04	0:15:00	44.2	73.8	32.7	65.3	53.9	43.6	39.6	37.0	33.9	33.0
ST-8	20-Nov-14	11:15:04	0:15:00	44.2	73.8	32.7	65.3	53.9	43.6	39.6	37.0	33.9	33.0

Sound Level Meter Time History

Translated:	23-Nov-14	11:37:29
File Translated:	COY-02_ST run 2.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-1	Low Density Residential (Fremont St. north of Hollybrook Ln.)
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 2	

Rec #	Date	Time	Leq	
1	19-Nov-14	15:10:46	Run	Key
2	19-Nov-14	15:10:46	36.7	
3	19-Nov-14	15:11:46	35.0	
4	19-Nov-14	15:12:46	52.4	
5	19-Nov-14	15:13:46	32.8	
6	19-Nov-14	15:14:46	33.1	
7	19-Nov-14	15:15:46	31.7	
8	19-Nov-14	15:16:46	32.4	
9	19-Nov-14	15:17:46	39.5	
10	19-Nov-14	15:18:46	48.7	
11	19-Nov-14	15:19:46	31.5	
12	19-Nov-14	15:20:46	39.4	
13	19-Nov-14	15:21:46	40.0	
14	19-Nov-14	15:22:46	43.1	
15	19-Nov-14	15:23:46	38.6	
16	19-Nov-14	15:24:46	37.9	
17	19-Nov-14	15:25:46	35.9	
18	19-Nov-14	15:26:46	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	11:40:50
File Translated:	COY-02_ST run 3.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-2	Ridgeview Elementary
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 3	

Rec #	Date	Time	Leq	
1	19-Nov-14	15:46:07	Run	Key
2	19-Nov-14	15:46:07	54.6	
3	19-Nov-14	15:47:07	56.7	
4	19-Nov-14	15:48:07	54.4	
5	19-Nov-14	15:49:07	57.5	
6	19-Nov-14	15:50:07	53.8	
7	19-Nov-14	15:51:07	57.7	
8	19-Nov-14	15:52:07	53.8	
9	19-Nov-14	15:53:07	52.6	
10	19-Nov-14	15:54:07	44.7	
11	19-Nov-14	15:55:07	53.1	
12	19-Nov-14	15:56:07	53.0	
13	19-Nov-14	15:57:07	52.3	
14	19-Nov-14	15:58:07	52.6	
15	19-Nov-14	15:59:07	54.8	
16	19-Nov-14	16:00:07	53.9	
17	19-Nov-14	16:01:07	49.5	
18	19-Nov-14	16:02:07	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	11:27:56
File Translated:	COY-02_ST run 1.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-3	Lakeview Mobile Estates
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 1	

Rec #	Date	Time	Leq	
1	19-Nov-14	12:46:27	Run	Key
2	19-Nov-14	12:46:27	65.9	
3	19-Nov-14	12:47:27	62.8	
4	19-Nov-14	12:48:27	Stop	Key
5	19-Nov-14	12:49:27	Run	Key
6	19-Nov-14	13:58:27	53.9	
7	19-Nov-14	13:59:27	Stop	Key
8	19-Nov-14	14:00:27	Run	Key
9	19-Nov-14	14:32:13	40.2	
10	19-Nov-14	14:33:13	49.0	
11	19-Nov-14	14:34:13	55.9	
12	19-Nov-14	14:35:13	49.4	
13	19-Nov-14	14:36:13	52.4	
14	19-Nov-14	14:37:13	43.4	
15	19-Nov-14	14:38:13	48.3	
16	19-Nov-14	14:39:13	44.2	
17	19-Nov-14	14:40:13	51.6	
18	19-Nov-14	14:41:13	44.1	
19	19-Nov-14	14:42:13	39.7	
20	19-Nov-14	14:43:13	38.9	
21	19-Nov-14	14:44:13	48.3	
22	19-Nov-14	14:45:13	42.9	
23	19-Nov-14	14:46:13	39.7	
24	19-Nov-14	14:47:13	37.3	
25	19-Nov-14	14:48:13	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	11:42:39
File Translated:	COY-02_ST run 4.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-4	Sand Canyon Rd & 16th St.
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 4	

Rec #	Date	Time	Leq	
1	20-Nov-14	10:36:20	Run	Key
2	20-Nov-14	10:36:20	65.1	
3	20-Nov-14	10:37:20	Stop	Key
4	20-Nov-14	10:38:20	Run	Key
5	20-Nov-14	10:42:28	69.4	
6	20-Nov-14	10:43:28	68.0	
7	20-Nov-14	10:44:28	72.7	
8	20-Nov-14	10:45:28	68.3	
9	20-Nov-14	10:46:28	66.4	
10	20-Nov-14	10:47:28	70.6	
11	20-Nov-14	10:48:28	69.7	
12	20-Nov-14	10:49:28	72.5	
13	20-Nov-14	10:50:28	74.6	
14	20-Nov-14	10:51:28	71.6	
15	20-Nov-14	10:52:28	66.5	
16	20-Nov-14	10:53:28	66.7	
17	20-Nov-14	10:54:28	68.5	
18	20-Nov-14	10:55:28	71.0	
19	20-Nov-14	10:56:28	67.8	
20	20-Nov-14	10:57:28	70.1	
21	20-Nov-14	10:58:28	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	11:58:37
File Translated:	COY-02_ST run 6.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-5	Residential (Kimberly Ln.)
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 6	

Rec #	Date	Time	Leq	
1	20-Nov-14	12:01:29	Run	Key
2	20-Nov-14	12:01:29	40.7	
3	20-Nov-14	12:02:29	43.0	
4	20-Nov-14	12:03:29	41.3	
5	20-Nov-14	12:04:29	57.2	
6	20-Nov-14	12:05:29	38.6	
7	20-Nov-14	12:06:29	37.8	
8	20-Nov-14	12:07:29	38.5	
9	20-Nov-14	12:08:29	36.8	
10	20-Nov-14	12:09:29	65.0	
11	20-Nov-14	12:10:29	48.0	
12	20-Nov-14	12:11:29	41.2	
13	20-Nov-14	12:12:29	37.3	
14	20-Nov-14	12:13:29	38.2	
15	20-Nov-14	12:14:29	37.3	
16	20-Nov-14	12:15:29	37.6	
17	20-Nov-14	12:16:29	36.5	
18	20-Nov-14	12:17:29	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	12:02:16
File Translated:	COY-02_ST run 8.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-6	Central Commercial (Yucaipa Blvd. & 4th St.)
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 8	

Rec #	Date	Time	Leq	
1	20-Nov-14	13:08:26	Run	Key
2	20-Nov-14	13:08:26	67.0	
3	20-Nov-14	13:09:26	68.0	
4	20-Nov-14	13:10:26	62.2	
5	20-Nov-14	13:11:26	64.5	
6	20-Nov-14	13:12:26	68.1	
7	20-Nov-14	13:13:26	63.0	
8	20-Nov-14	13:14:26	67.8	
9	20-Nov-14	13:15:26	67.7	
10	20-Nov-14	13:16:26	64.9	
11	20-Nov-14	13:17:26	65.9	
12	20-Nov-14	13:18:26	64.9	
13	20-Nov-14	13:19:26	67.8	
14	20-Nov-14	13:20:26	67.6	
15	20-Nov-14	13:21:26	66.5	
16	20-Nov-14	13:22:26	67.3	
17	20-Nov-14	13:23:26	65.2	
18	20-Nov-14	13:24:26	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	12:00:23
File Translated:	COY-02_ST run 7.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-7	Skyline Village (55+ mobile home park off California St.)
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 7	

Rec #	Date	Time	Leq	
1	20-Nov-14	12:35:09	Run	Key
2	20-Nov-14	12:35:09	50.4	
3	20-Nov-14	12:36:09	47.1	
4	20-Nov-14	12:37:09	45.5	
5	20-Nov-14	12:38:09	48.8	
6	20-Nov-14	12:39:09	48.8	
7	20-Nov-14	12:40:09	47.5	
8	20-Nov-14	12:41:09	48.9	
9	20-Nov-14	12:42:09	63.5	
10	20-Nov-14	12:43:09	47.4	
11	20-Nov-14	12:44:09	50.0	
12	20-Nov-14	12:45:09	49.2	
13	20-Nov-14	12:46:09	51.5	
14	20-Nov-14	12:47:09	50.4	
15	20-Nov-14	12:48:09	49.3	
16	20-Nov-14	12:49:09	46.7	
17	20-Nov-14	12:50:09	43.8	
18	20-Nov-14	12:51:09	Stop	Key

Sound Level Meter Time History

Translated:	23-Nov-14	11:56:32
File Translated:	COY-02_ST run 5.slmdl	
Model Number:	814	
Serial Number:	A0153	
Firmware Rev:	1.026	
Software Version:	1.07	

Location:	ST-8	Residential - Chapman Heights (Comstock Dr. & Gold Mountain Rd.)
Note 1:	COY-02 Yucaipa GP	
Note 2:	Short term-run 5	

Rec #	Date	Time	Leq	
1	20-Nov-14	11:15:04	Run	Key
2	20-Nov-14	11:15:04	41.5	
3	20-Nov-14	11:16:04	38.4	
4	20-Nov-14	11:17:04	42.2	
5	20-Nov-14	11:18:04	46.0	
6	20-Nov-14	11:19:04	36.9	
7	20-Nov-14	11:20:04	42.4	
8	20-Nov-14	11:21:04	39.4	
9	20-Nov-14	11:22:04	39.2	
10	20-Nov-14	11:23:04	54.1	
11	20-Nov-14	11:24:04	36.9	
12	20-Nov-14	11:25:04	36.0	
13	20-Nov-14	11:26:04	35.0	
14	20-Nov-14	11:27:04	40.0	
15	20-Nov-14	11:28:04	33.7	
16	20-Nov-14	11:29:04	35.7	
17	20-Nov-14	11:30:04	35.8	
18	20-Nov-14	11:31:04	Stop	Key

Traffic Noise Level Increases

Roadway	Segment	CNEL at 50 feet (dBA)			
		Existing	Future With Proposed GP	Increase	Potential Impact?
Sand Canyon Road	Crafton Avenue to Campus Drive	69.9	71.6	1.7	no
Sand Canyon Road	Campus Drive to Chapman Heights Road	70.3	71.1	0.8	no
Sand Canyon Road	Chapman Heights Road to Yucaipa Boulevard	69.1	70.2	1.1	no
Yucaipa Boulevard	Freeway ramps to Avenue E	76.4	77.7	1.3	no
Yucaipa Boulevard	Avenue E to 17th Street	76.0	77.3	1.3	no
Yucaipa Boulevard	17th Street to 16th Street	75.5	76.7	1.2	no
Yucaipa Boulevard	16th Street to 15th Street	75.8	76.6	0.8	no
Yucaipa Boulevard	15th Street to 12th Street	74.8	75.3	0.5	no
Yucaipa Boulevard	12th Street to 11th Street	75.1	75.2	0.1	no
Yucaipa Boulevard	11th Street to Oak Glen Road	74.6	74.0	-0.6	no
Yucaipa Boulevard	Oak Glen Road to 7th Street	75.2	74.7	-0.5	no
Yucaipa Boulevard	7th Street to 6th Street	75.1	74.6	-0.5	no
Yucaipa Boulevard	6th Street to 4th Street	74.3	73.6	-0.7	no
Yucaipa Boulevard	4th Street to 2nd Street	69.1	68.7	-0.4	no
Yucaipa Boulevard	2nd Street to California Street	63.1	62.5	-0.6	no
Yucaipa Boulevard	California Street to Bryant Street	62.7	62.7	0.0	no
Avenue E	Yucaipa Boulevard to 17th Street	58.7	59.6	0.9	no
Avenue E	17th Street to 16th Street	58.3	60.3	2.0	no
Avenue E	16th Street to 14th Street	59.1	60.7	1.6	no
Avenue E	14th Street to 13th Street	60.2	62.4	2.2	no
Avenue E	13th Street to Oak Glen Road	65.8	66.6	0.8	no
Avenue E	Oak Glen Road to 7th Street	66.0	66.4	0.4	no
Avenue E	7th Street to 5th Street	64.7	65.2	0.5	no
Avenue E	5th Street to 4th Street	64.6	65.7	1.1	no
Avenue E	4th Street to 1st Street	63.0	64.5	1.5	no
Avenue E	1st Street to Bryant Street	62.7	61.7	-1.0	no
Live Oak Canyon Road	South of the eastbound ramps	65.3	70.6	5.3	yes
Live Oak Canyon Road	eastbound ramps to westbound ramps	70.0	71.1	1.1	no
Live Oak Canyon Road	westbound ramps to Calimesa Boulevard	75.9	75.7	-0.2	no
Oak Glen Road	Calimesa Boulevard to Colorado Road	72.8	73.7	0.9	no
Oak Glen Road	Colorado Road to Avenue E	70.9	70.9	0.0	no
Oak Glen Road	Avenue E to Yucaipa Boulevard	69.2	69.6	0.4	no
Oak Glen Road	Yucaipa Boulevard to Chapman Heights Road	70.3	70.5	0.2	no
Oak Glen Road	Chapman Heights Road to 5th Street	70.3	70.6	0.3	no
Oak Glen Road	5th Street to 2nd Street	70.3	70.5	0.2	no
Oak Glen Road	2nd Streeet to Bryant Street	69.1	69.3	0.2	no
Oak Glen Road	Bryant Street to Fremont Street	71.2	70.9	-0.3	no
Colorado Road	Oak Glen Road to 9th Street	66.3	65.7	-0.6	no
Colorado Road	9th Street to 8th Street	61.6	62.5	0.9	no
Colorado Road	8th Street to Wildwood Canyon Road	58.2	64.9	6.7	no
Wildwood Canyon Road	Calimesa Boulevard to Colorado Road	57.6	61.3	3.7	no
Wildwood Canyon Road	Colorado Road to 5th Street	61.1	64.4	3.3	no
Wildwood Canyon Road	5th Street to 4th Street	65.9	70.2	4.3	yes
Wildwood Canyon Road	4th Street to Bryant Street	66.0	68.8	2.8	no
Wildwood Canyon Road	Bryant Street to Douglas Street	67.0	68.8	1.8	no
County Line Road	Westbound ramps to 5th Street	69.3	67.8	-1.5	no
County Line Road	5th Street to 4th Street	66.6	66.9	0.3	no
County Line Road	4th Street to 2nd Street	66.7	66.8	0.1	no
County Line Road	2nd Street to Bryant Street	65.3	65.4	0.1	no
14th Street	Calimesa Boulevard to Avenue E	62.4	65.1	2.7	no
14th Street	Avenue E to Yucaipa Boulevard	62.8	65.4	2.6	no
5th Street	County Line Road to Wildwood Canyon Road	66.0	65.2	-0.8	no

5th Street	Wildwood Canyon Road to Avenue E	64.4	64.1	-0.3	no
5th Street	Avenue E to Yucaipa Boulevard	64.9	64.1	-0.8	no
5th Street	Yucaipa Boulevard to Oak Glen Road	67.6	66.3	-1.3	no
California Street	County Line Road to Wildwood Canyon Road	62.2	62.1	-0.1	no
California Street	Wildwood Canyon Road to Avenue E	64.5	64.8	0.3	no
California Street	Avenue E to Yucaipa Boulevard	59.1	60.2	1.1	no
Bryant Street	County Line Road to Wildwood Canyon Road	61.6	66.8	5.2	yes
Bryant Street	Wildwood Canyon Road to Avenue E	63.6	67.1	3.5	yes
Bryant Street	Avenue E to Yucaipa Boulevard	64.0	66.8	2.8	no
Bryant Street	Yucaipa Boulevard to Date Street	68.6	70.4	1.8	no
Bryant Street	Date Street to Oak Glen Road	69.2	71.0	1.8	no
Bryant Street	Oak Glen Road to Fir Street	69.5	71.0	1.5	no
Bryant Street	Fir Street to Carter Street	70.6	72.1	1.5	no
Bryant Street	Carter Street to Topaz Street	70.6	72.1	1.5	no
Bryant Street	Topaz Street to Mill Road	67.3	69.9	2.6	no
Chapman Heights Road	Sand Canyon Road to Oak Glen Road	64.9	65.0	0.1	no
Calimesa Boulevard	Oak Glen Road to Wildwood Canyon Road	66.3	64.3	-2.0	no
Calimesa Boulevard	Wildwood Canyon Road to Avenue I	62.9	65.4	2.5	no
Calimesa Boulevard	Avenue I to County Line Road	64.7	62.3	-2.4	no

Scenario: EXISTING NO PROJECT
Roadway: Sand Canyon Road
Segment: Crafton Avenue to Campus Drive

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	9,608
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	589	11	4	436	8	3	109	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.1	-27.1	-11.9	-29.2	-33.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	57.7	58.0	66.0	56.4	56.7	60.0	50.4	50.7
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	66.9	Leq	NIGHT=	60.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.3**
					CNEL=	**69.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**45**	**96**	**207**
			CNEL:	**49**	**106**	**228**

Scenario: EXISTING NO PROJECT
Roadway: Sand Canyon Road
Segment: Campus Drive to Chapman Heights Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	10,460
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	642	12	5	474	9	4	119	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.5	-22.8	-26.7	-11.5	-28.8	-32.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.1	58.4	66.3	56.8	57.0	60.3	50.8	51.0
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.2	Leq	NIGHT=	61.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.6**
					CNEL=	**70.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**47**	**102**	**219**
			CNEL:	**52**	**112**	**241**

Scenario: EXISTING NO PROJECT
Roadway: Sand Canyon Road
Segment: Chapman Heights Road to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	8,052
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	494	9	4	365	7	3	91	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.4	-22.6	-26.6	-6.7	-23.9	-27.9	-12.7	-29.9	-33.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	56.9	57.2	65.2	55.6	55.9	59.2	49.6	49.9
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
					CNEL=	**69.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**40**	**86**	**184**
			CNEL:	**44**	**94**	**203**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: Freeway ramps to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	27,138
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1664	31	13	1230	23	9	308	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-0.9	-18.2	-22.1	-7.0	-24.2	-28.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.6	64.6	65.2	72.3	63.3	63.9	66.3	57.3	57.9
VEHICULAR NOISE	DAY=	74.6	Leq	EVENING=	73.3	Leq	NIGHT=	67.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**75.7**
					CNEL=	**76.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**121**	**260**	**560**
			CNEL:	**133**	**286**	**616**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: Avenue E to 17th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	24,861
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1525	29	12	1127	21	9	282	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.0	-17.2	-21.2	-1.3	-18.6	-22.5	-7.3	-24.6	-28.5
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.2	64.3	64.8	71.9	62.9	63.5	65.9	56.9	57.5
VEHICULAR NOISE	DAY=	74.3	Leq	EVENING=	72.9	Leq	NIGHT=	66.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**75.4**
					CNEL=	**76.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**114**	**245**	**528**
			CNEL:	**125**	**270**	**581**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: 17th Street to 16th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	22,163
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1359	26	10	1005	19	8	252	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.1	-23.0	-7.8	-25.1	-29.0
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.7	63.8	64.3	71.4	62.4	63.0	65.4	56.4	57.0
VEHICULAR NOISE	DAY=	73.8	Leq	EVENING=	72.4	Leq	NIGHT=	66.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.9**
					CNEL=	**75.5**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**105**	**227**	**489**
			CNEL:	**116**	**250**	**538**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: 16th Street to 15th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	23,791
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1459	28	11	1079	20	8	270	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.2	-17.4	-21.4	-1.5	-18.7	-22.7	-7.5	-24.8	-28.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.0	64.1	64.6	71.7	62.8	63.3	65.7	56.7	57.3
VEHICULAR NOISE	DAY=	74.1	Leq	EVENING=	72.8	Leq	NIGHT=	66.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**75.2**
					CNEL=	**75.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**110**	**238**	**513**
			CNEL:	**122**	**262**	**565**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: 15th Street to 12th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	25,418
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1559	29	12	1152	22	9	289	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.6	-16.6	-20.6	-0.7	-17.9	-21.9	-6.7	-24.0	-27.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.8	63.6	64.4	70.5	62.2	63.1	64.5	56.2	57.1
VEHICULAR NOISE	DAY=	73.1	Leq	EVENING=	71.8	Leq	NIGHT=	65.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.2**
					CNEL=	**74.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**95**	**204**	**441**
			CNEL:	**104**	**225**	**485**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: 12th Street to 11th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	26,953
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1653	31	13	1222	23	9	306	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.4	-20.3	-0.5	-17.7	-21.7	-6.5	-23.7	-27.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	63.8	64.7	70.8	62.5	63.4	64.8	56.5	57.4
VEHICULAR NOISE	DAY=	73.3	Leq	EVENING=	72.0	Leq	NIGHT=	66.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.4**
					CNEL=	**75.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**99**	**213**	**458**
			CNEL:	**109**	**234**	**504**

Scenario: EXISTING NO PROJECT
Roadway: Yucaipa Boulevard
Segment: 11th Street to Oak Glen Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	24,011
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1473	28	11	1088	21	8	273	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-1.0	-18.2	-22.2	-7.0	-24.2	-28.2
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	63.3	64.2	70.3	62.0	62.9	64.3	56.0	56.9
VEHICULAR NOISE	DAY=	72.8	Leq	EVENING=	71.5	Leq	NIGHT=	65.5	Leq

RESULTS

NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA): **Ldn= 73.9**
CNEL= 74.6

NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**91**	**197**	**424**
	CNEL:	**101**	**217**	**467**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 7th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	27,654
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1696	32	13	1254	24	10	314	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.0	-16.3	-20.2	-0.3	-17.6	-21.5	-6.4	-23.6	-27.6
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.2	63.9	64.8	70.9	62.6	63.5	64.9	56.6	57.5
VEHICULAR NOISE	DAY=	73.4	Leq	EVENING=	72.1	Leq	NIGHT=	66.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.5**
			CNEL=	**75.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**100**	**216**	**466**
	CNEL:	**111**	**238**	**513**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	7th Street to 6th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	26,975
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1654	31	13	1223	23	9	306	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.9	-16.4	-20.3	-0.5	-17.7	-21.6	-6.5	-23.7	-27.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.1	63.8	64.7	70.8	62.5	63.4	64.8	56.5	57.4
VEHICULAR NOISE	DAY=	73.3	Leq	EVENING=	72.0	Leq	NIGHT=	66.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.4**
			CNEL=	**75.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**99**	**213**	**458**
	CNEL:	**109**	**234**	**505**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	6th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	22,688
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1392	26	11	1029	19	8	258	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.1	-17.1	-21.1	-1.2	-18.4	-22.4	-7.2	-24.5	-28.4
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.3	63.1	64.0	70.0	61.7	62.6	64.0	55.7	56.6
VEHICULAR NOISE	DAY=	72.6	Leq	EVENING=	71.3	Leq	NIGHT=	65.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.7**
			CNEL=	**74.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**88**	**190**	**408**
	CNEL:	**97**	**209**	**450**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th Street to 2nd Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	19,542
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1199	23	9	886	17	7	222	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.0	-17.2	-21.2	-1.3	-18.5	-22.5	-7.3	-24.5	-28.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	58.4	59.6	64.6	57.1	58.3	58.6	51.1	52.3
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
			CNEL=	**69.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**86**	**184**
	CNEL:	**44**	**94**	**203**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to California Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,628
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	775	15	6	572	11	4	143	3	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.4	-17.6	-21.6	-1.7	-18.9	-22.9	-7.7	-25.0	-28.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	53.4	55.6	57.7	52.1	54.3	51.7	46.1	48.3
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	60.1	Leq	NIGHT=	54.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.5**
			CNEL=	**63.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**73**
	CNEL:	**17**	**37**	**80**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	California Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	11,406
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	700	13	5	517	10	4	130	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.8	-18.1	-22.0	-2.1	-19.4	-23.3	-8.2	-25.4	-29.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	53.0	55.2	57.2	51.6	53.8	51.2	45.6	47.8
VEHICULAR NOISE	DAY=	60.9	Leq	EVENING=	59.6	Leq	NIGHT=	53.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.0**
			CNEL=	**62.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**68**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	Yucaipa Boulevard to 17th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,120
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	130	2	1	96	2	1	24	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.6	-26.8	-30.8	-10.9	-28.2	-32.1	-16.9	-34.2	-38.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	47.9	49.2	54.1	46.6	47.9	48.1	40.6	41.9
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	55.6	Leq	NIGHT=	49.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**58.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**9**	**19**	**41**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	17th Street to 16th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	1,936
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	119	2	1	88	2	1	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.0	-27.2	-31.2	-11.3	-28.6	-32.5	-17.3	-34.6	-38.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	47.5	48.8	53.7	46.2	47.5	47.7	40.2	41.5
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	55.2	Leq	NIGHT=	49.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**58.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**16**	**35**
	CNEL:	**8**	**18**	**38**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	16th Street to 14th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,353
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	144	3	1	107	2	1	27	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.2	-26.4	-30.3	-10.5	-27.7	-31.7	-16.5	-33.7	-37.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	48.4	49.6	54.6	47.1	48.3	48.6	41.1	42.3
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.1	Leq	NIGHT=	50.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.5**
			CNEL=	**59.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**18**	**40**
	CNEL:	**9**	**20**	**44**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	14th Street to 13th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,761
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	169	3	1	125	2	1	31	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.5	-25.7	-29.7	-9.8	-27.0	-31.0	-15.8	-33.0	-37.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.0	49.5	50.7	55.7	48.2	49.4	49.7	42.2	43.4
VEHICULAR NOISE	DAY=	58.5	Leq	EVENING=	57.2	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.6**
			CNEL=	**60.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**47**
	CNEL:	**11**	**24**	**52**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	13th Street to Oak Glen Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	9,912
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	608	11	5	449	8	3	113	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.5	-25.4	-10.2	-27.5	-31.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	55.0	56.3	61.2	53.7	55.0	55.2	47.7	49.0
VEHICULAR NOISE	DAY=	64.1	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
			CNEL=	**65.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**24**	**51**	**110**
	CNEL:	**26**	**56**	**121**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	Oak Glen Road to 7th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,450
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	641	12	5	474	9	4	119	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.7	-19.9	-23.9	-4.0	-21.2	-25.2	-10.0	-27.2	-31.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	55.3	56.5	61.5	53.9	55.2	55.5	47.9	49.2
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	57.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.4**
			CNEL=	**66.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**53**	**114**
	CNEL:	**27**	**58**	**126**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	7th Street to 5th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,669
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	470	9	4	348	7	3	87	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-21.3	-25.2	-5.3	-22.6	-26.5	-11.3	-28.6	-32.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	53.9	55.2	60.1	52.6	53.9	54.1	46.6	47.9
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.6	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**64.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**93**
	CNEL:	**22**	**47**	**102**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	5th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,616
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	467	9	4	345	7	3	86	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.1	-21.3	-25.2	-5.4	-22.6	-26.6	-11.4	-28.6	-32.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	53.9	55.1	60.1	52.6	53.8	54.1	46.6	47.8
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.6	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**64.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**22**	**47**	**102**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th Street to 1st Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,809
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	356	7	3	263	5	2	66	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.2	-22.5	-26.4	-6.5	-23.8	-27.7	-12.6	-29.8	-33.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	52.3	53.6	58.5	51.0	52.3	52.5	45.0	46.2
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	60.0	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.4**
			CNEL=	**63.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**73**
	CNEL:	**17**	**37**	**80**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,387
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	330	6	3	244	5	2	61	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.6	-22.8	-26.8	-6.9	-24.1	-28.1	-12.9	-30.1	-34.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	52.0	53.2	58.2	50.7	51.9	52.2	44.7	45.9
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.7	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.1**
			CNEL=	**62.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**16**	**35**	**76**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	South of the eastbound ramps	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,329
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	266	5	2	196	4	1	49	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.6	-24.8	-28.8	-8.9	-26.1	-30.1	-14.9	-32.2	-36.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	53.5	54.1	61.2	52.2	52.8	55.2	46.2	46.8
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.6**
			CNEL=	**65.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**22**	**47**	**102**
	CNEL:	**24**	**52**	**112**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	eastbound ramps to westbound ran	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,797
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	785	15	6	580	11	4	145	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.5	-31.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	58.2	58.8	65.9	56.9	57.5	59.9	50.9	51.5
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	66.9	Leq	NIGHT=	60.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.3**
			CNEL=	**70.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**45**	**97**	**210**
	CNEL:	**50**	**107**	**231**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	westbound ramps to Calimesa Bou	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	24,547
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1506	28	11	1113	21	8	279	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.1	-17.3	-21.3	-1.4	-18.6	-22.6	-7.4	-24.6	-28.6
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.2	64.2	64.8	71.8	62.9	63.5	65.8	56.9	57.4
VEHICULAR NOISE	DAY=	74.2	Leq	EVENING=	72.9	Leq	NIGHT=	66.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**75.3**
			CNEL=	**75.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**113**	**243**	**524**
	CNEL:	**124**	**268**	**576**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Calimesa Boulevard to Colorado R(	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	22,922
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1406	27	11	1039	20	8	260	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.4	-17.6	-21.6	-1.7	-18.9	-22.9	-7.7	-24.9	-28.9
Distance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.0	61.0	61.6	68.7	59.7	60.3	62.7	53.7	54.3
VEHICULAR NOISE	DAY=	71.0	Leq	EVENING=	69.7	Leq	NIGHT=	63.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.1**
			CNEL=	**72.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**69**	**150**	**322**
	CNEL:	**76**	**165**	**355**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Road to Avenue E	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,491
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1073	20	8	793	15	6	199	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.5	-18.8	-22.7	-2.8	-20.1	-24.0	-8.9	-26.1	-30.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.2	59.8	66.8	57.9	58.4	60.8	51.9	52.4
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.3**
			CNEL=	**70.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**52**	**113**	**243**
	CNEL:	**58**	**124**	**267**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,662
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	961	18	7	710	13	5	178	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.5	-18.7	-22.7	-2.8	-20.1	-24.0	-8.8	-26.1	-30.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.2	57.9	58.8	64.9	56.6	57.5	58.9	50.6	51.5
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
			CNEL=	**69.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**86**	**186**
	CNEL:	**44**	**95**	**204**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Yucaipa Boulevard to Chapman He	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,316
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	939	18	7	694	13	5	174	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.7	-24.6	-9.4	-26.7	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.6	59.2	66.3	57.3	57.9	60.3	51.3	51.9
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	67.3	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.7**
			CNEL=	**70.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**103**	**222**
	CNEL:	**53**	**114**	**245**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Road to 5th Stre	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,316
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	939	18	7	694	13	5	174	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.7	-24.6	-9.4	-26.7	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.6	59.2	66.3	57.3	57.9	60.3	51.3	51.9
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	67.3	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.7**
			CNEL=	**70.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**103**	**222**
	CNEL:	**53**	**114**	**245**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	5th Street to 2nd Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,316
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	939	18	7	694	13	5	174	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.7	-24.6	-9.4	-26.7	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.6	59.2	66.3	57.3	57.9	60.3	51.3	51.9
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	67.3	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.7**
			CNEL=	**70.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**103**	**222**
	CNEL:	**53**	**114**	**245**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd Streeet to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,316
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	939	18	7	694	13	5	174	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.6	-18.8	-22.8	-2.9	-20.1	-24.1	-8.9	-26.2	-30.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	57.8	58.7	64.8	56.5	57.4	58.8	50.5	51.4
VEHICULAR NOISE	DAY=	67.3	Leq	EVENING=	66.0	Leq	NIGHT=	60.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.4**
			CNEL=	**69.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**39**	**85**	**183**
	CNEL:	**43**	**93**	**201**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant Street to Fremont Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	14,335
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	879	17	7	650	12	5	163	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.0	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.6	59.0	59.3	67.3	57.7	58.0	61.3	51.7	52.0
VEHICULAR NOISE	DAY=	69.5	Leq	EVENING=	68.2	Leq	NIGHT=	62.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.6**
			CNEL=	**71.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**55**	**118**	**254**
	CNEL:	**60**	**130**	**280**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	Oak Glen Road to 9th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,147
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	745	14	6	551	10	4	138	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.0	-19.3	-23.2	-3.3	-20.6	-24.5	-9.3	-26.6	-30.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.5	56.8	61.7	54.2	55.5	55.7	48.2	49.4
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.6**
			CNEL=	**66.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**26**	**55**	**119**
	CNEL:	**28**	**61**	**131**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	9th Street to 8th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,176
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	256	5	2	189	4	1	47	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.7	-23.9	-27.9	-8.0	-25.2	-29.2	-14.0	-31.2	-35.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	50.9	52.1	57.1	49.6	50.8	51.1	43.5	44.8
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**14**	**30**	**64**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	8th Street to Wildwood Canyon Ro	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	1,898
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	116	2	1	86	2	1	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.1	-27.3	-31.3	-11.4	-28.6	-32.6	-17.4	-34.6	-38.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	47.4	48.7	53.7	46.1	47.4	47.6	40.1	41.4
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	55.2	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**58.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**16**	**34**
	CNEL:	**8**	**18**	**38**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Calimesa Boulevard to Colorado R(	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	1,097
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	67	1	1	50	1	0	12	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.0	-30.3	-34.2	-14.4	-31.6	-35.6	-20.4	-37.6	-41.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.7	46.4	47.3	53.3	45.1	46.0	47.3	39.0	39.9
VEHICULAR NOISE	DAY=	55.9	Leq	EVENING=	54.6	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.0**
			CNEL=	**57.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**15**	**32**
	CNEL:	**7**	**16**	**35**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Colorado Road to 5th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,471
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	152	3	1	112	2	1	28	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.5	-26.8	-30.7	-10.8	-28.1	-32.0	-16.8	-34.1	-38.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	49.9	50.8	56.9	48.6	49.5	50.9	42.6	43.5
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	58.1	Leq	NIGHT=	52.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.5**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**13**	**28**	**60**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,332
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	450	8	3	332	6	3	83	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.8	-22.0	-26.0	-6.1	-23.3	-27.3	-12.1	-29.4	-33.3
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.6	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.8	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.2**
			CNEL=	**65.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**24**	**52**	**112**
	CNEL:	**27**	**57**	**123**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	4th Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,615
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	467	9	4	345	7	3	86	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.6	-21.9	-25.8	-5.9	-23.2	-27.1	-12.0	-29.2	-33.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.8	55.7	61.8	53.5	54.4	55.7	47.5	48.4
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	57.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.4**
			CNEL=	**66.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**53**	**115**
	CNEL:	**27**	**59**	**126**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant Street to Douglas Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,348
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	635	12	5	469	9	4	118	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.3	-20.5	-24.5	-4.6	-21.9	-25.8	-10.6	-27.9	-31.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.7	56.6	62.7	54.4	55.3	56.7	48.4	49.3
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.9	Leq	NIGHT=	57.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.3**
			CNEL=	**67.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**61**	**132**
	CNEL:	**31**	**68**	**146**

Scenario: EXISTING NO PROJECT
Roadway: County Line Road
Segment: Westbound ramps to 5th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	20,283
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1244	23	9	919	17	7	230	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	0.2	-17.0	-21.0	-1.1	-18.3	-22.3	-7.1	-24.4	-28.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	58.5	59.8	64.7	57.2	58.5	58.7	51.2	52.5
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.3	Leq	NIGHT=	60.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.7**
					CNEL=	**69.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**41**	**88**	**189**
			CNEL:	**45**	**97**	**208**

Scenario: EXISTING NO PROJECT
Roadway: County Line Road
Segment: 5th Street to 4th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	13,293
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	815	15	6	603	11	5	151	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.6	-18.9	-22.8	-2.9	-20.2	-24.1	-9.0	-26.2	-30.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	55.9	57.2	62.1	54.6	55.8	56.1	48.6	49.8
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.6	Leq	NIGHT=	57.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.0**
					CNEL=	**66.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**27**	**58**	**126**
			CNEL:	**30**	**64**	**139**

Scenario: EXISTING NO PROJECT
Roadway: County Line Road
Segment: 4th Street to 2nd Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	13,597
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	834	16	6	616	12	5	154	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.5	-18.8	-22.7	-2.8	-20.1	-24.0	-8.9	-26.1	-30.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	56.0	57.3	62.2	54.7	55.9	56.2	48.7	49.9
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.7	Leq	NIGHT=	57.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.1**
					CNEL=	**66.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**28**	**59**	**128**
			CNEL:	**30**	**65**	**141**

Scenario: EXISTING NO PROJECT
Roadway: County Line Road
Segment: 2nd Street to Bryant Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	9,705
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	595	11	5	440	8	3	110	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-20.2	-24.2	-4.3	-21.6	-25.5	-10.3	-27.6	-31.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	54.5	55.8	60.7	53.2	54.5	54.7	47.2	48.5
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.7**
					CNEL=	**65.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**47**	**102**
			CNEL:	**24**	**52**	**112**

Scenario: EXISTING NO PROJECT
Roadway: 14th Street
Segment: Calimesa Boulevard to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	4,978
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	305	6	2	226	4	2	57	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.9	-23.1	-27.1	-7.2	-24.5	-28.4	-13.2	-30.5	-34.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	51.6	52.9	57.8	50.3	51.6	51.8	44.3	45.6
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS					
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		**Ldn=**	**61.8**
				CNEL=	**62.4**
NOISE CONTOUR:			*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		**Ldn:**	**14**	**30**	**65**
		CNEL:	**16**	**33**	**72**

Scenario: EXISTING NO PROJECT
Roadway: 14th Street
Segment: Avenue E to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	5,480
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	336	6	3	248	5	2	62	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.5	-22.7	-26.7	-6.8	-24.0	-28.0	-12.8	-30.0	-34.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	52.1	53.3	58.3	50.7	52.0	52.2	44.7	46.0
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.2**
					CNEL=	**62.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**15**	**32**	**70**
			CNEL:	**17**	**36**	**77**

Scenario: EXISTING NO PROJECT
Roadway: 5th Street
Segment: County Line Road to Wildwood Canyon Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	11,343
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	696	13	5	514	10	4	129	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.3	-19.6	-23.5	-3.6	-20.9	-24.8	-9.6	-26.9	-30.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	55.2	56.5	61.4	53.9	55.2	55.4	47.9	49.1
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.9	Leq	NIGHT=	56.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.3**
					CNEL=	**66.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**24**	**53**	**113**
			CNEL:	**27**	**58**	**125**

Scenario: EXISTING NO PROJECT
Roadway: 5th Street
Segment: Wildwood Canyon Road to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	7,878
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	483	9	4	357	7	3	89	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.9	-21.1	-25.1	-5.2	-22.5	-26.4	-11.2	-28.5	-32.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.1	53.6	54.9	59.8	52.3	53.6	53.8	46.3	47.6
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.3	Leq	NIGHT=	55.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.7**
					CNEL=	**64.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**19**	**41**	**89**
			CNEL:	**21**	**45**	**98**

Scenario: EXISTING NO PROJECT
Roadway: 5th Street
Segment: Avenue E to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	8,831
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	542	10	4	400	8	3	100	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-22.0	-25.9	-10.7	-28.0	-31.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	54.1	55.4	60.3	52.8	54.1	54.3	46.8	48.1
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	61.8	Leq	NIGHT=	55.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.2**
					CNEL=	**64.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**45**	**96**
			CNEL:	**23**	**49**	**106**

Scenario: EXISTING NO PROJECT
Roadway: 5th Street
Segment: Yucaipa Boulevard to Oak Glen Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	7,388
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	453	9	3	335	6	3	84	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.3	-22.5	-26.5	-6.6	-23.8	-27.8	-12.6	-29.8	-33.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.8	55.9	56.4	63.5	54.5	55.1	57.5	48.5	49.1
VEHICULAR NOISE	DAY=	65.9	Leq	EVENING=	64.5	Leq	NIGHT=	58.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.0**
					CNEL=	**67.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**31**	**68**	**145**
			CNEL:	**34**	**74**	**160**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	County Line Road to Wildwood Car	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,757
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	292	6	2	216	4	2	54	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.1	-23.3	-27.3	-7.4	-24.6	-28.6	-13.4	-30.7	-34.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	51.4	52.7	57.6	50.1	51.4	51.6	44.1	45.4
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	59.1	Leq	NIGHT=	53.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.6**
			CNEL=	**62.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**29**	**63**
	CNEL:	**15**	**32**	**70**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,863
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	360	7	3	266	5	2	67	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-23.0	-27.0	-7.1	-24.3	-28.3	-13.1	-30.3	-34.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	53.2	54.1	60.2	51.9	52.8	54.2	45.9	46.8
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.5	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.9**
			CNEL=	**64.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**42**	**91**
	CNEL:	**21**	**46**	**100**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,019
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	308	6	2	228	4	2	57	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.6	-5.7	-23.0	-26.9	-11.7	-29.0	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	49.4	51.6	53.7	48.1	50.3	47.7	42.1	44.3
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.1	Leq	NIGHT=	50.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.5**
			CNEL=	**59.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**18**	**40**
	CNEL:	**9**	**20**	**43**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	County Line Road to Wildwood Car	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	3,806
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	233	4	2	173	3	1	43	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.1	-24.3	-28.3	-8.4	-25.6	-29.6	-14.4	-31.6	-35.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	50.9	52.1	57.1	49.6	50.8	51.1	43.5	44.8
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**14**	**30**	**64**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,940
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	364	7	3	269	5	2	67	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.1	-22.4	-26.3	-6.4	-23.7	-27.6	-12.5	-29.7	-33.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.8	54.1	59.0	51.5	52.8	53.0	45.5	46.7
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.5	Leq	NIGHT=	54.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.9**
			CNEL=	**63.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**78**
	CNEL:	**19**	**40**	**86**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	6,611
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	405	8	3	300	6	2	75	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.7	-21.9	-25.9	-6.0	-23.2	-27.2	-12.0	-29.2	-33.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	53.3	54.5	59.5	52.0	53.2	53.5	45.9	47.2
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	61.0	Leq	NIGHT=	55.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**64.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**20**	**43**	**93**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Boulevard to Date Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,179
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	624	12	5	461	9	4	116	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.9	-21.1	-25.1	-5.2	-22.4	-26.4	-11.2	-28.4	-32.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	56.8	57.4	64.5	55.5	56.1	58.5	49.5	50.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.5	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.9**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**79**	**169**
	CNEL:	**40**	**87**	**186**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Date Street to Oak Glen Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	11,851
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	727	14	6	537	10	4	135	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.2	-20.5	-24.4	-4.5	-21.8	-25.7	-10.5	-27.8	-31.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.5	57.5	58.1	65.2	56.2	56.8	59.1	50.2	50.7
VEHICULAR NOISE	DAY=	67.5	Leq	EVENING=	66.2	Leq	NIGHT=	60.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.6**
			CNEL=	**69.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**87**	**187**
	CNEL:	**44**	**96**	**206**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Fir Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,541
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	769	15	6	569	11	4	142	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.0	-20.2	-24.2	-4.3	-21.5	-25.5	-10.3	-27.5	-31.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.7	57.8	58.3	65.4	56.4	57.0	59.4	50.4	51.0
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.4	Leq	NIGHT=	60.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.9**
			CNEL=	**69.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**42**	**90**	**195**
	CNEL:	**46**	**99**	**214**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Street to Carter Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,541
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	769	15	6	569	11	4	142	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.4	-20.7	-24.6	-4.7	-22.0	-25.9	-10.8	-28.0	-32.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.5	58.7	66.7	57.2	57.4	60.7	51.1	51.4
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
			CNEL=	**70.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**50**	**108**	**233**
	CNEL:	**55**	**119**	**256**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Carter Street to Topaz Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,394
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	760	14	6	562	11	4	141	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.5	-20.7	-24.7	-4.8	-22.0	-26.0	-10.8	-28.0	-32.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	58.4	58.7	66.7	57.1	57.4	60.7	51.1	51.4
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
			CNEL=	**70.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**50**	**107**	**231**
	CNEL:	**55**	**118**	**254**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Topaz Street to Mill Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,763
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	353	7	3	261	5	2	65	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.8	-24.1	-28.0	-8.1	-25.4	-29.3	-14.1	-31.4	-35.3
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.7	55.1	55.4	63.3	53.8	54.0	57.3	47.8	48.0
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.2	Leq	NIGHT=	58.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
			CNEL=	**67.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**30**	**64**	**139**
	CNEL:	**33**	**71**	**153**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Chapman Heights Road	Analyst:	NJF
Segment:	Sand Canyon Road to Oak Glen Rc	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	8,894
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	545	10	4	403	8	3	101	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-21.9	-25.9	-10.7	-27.9	-31.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	54.2	55.4	60.4	52.8	54.1	54.3	46.8	48.1
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	61.9	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.3**
			CNEL=	**64.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**96**
	CNEL:	**23**	**49**	**106**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to Wildwood Canyo	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,163
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	746	14	6	551	10	4	138	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.0	-19.3	-23.2	-3.3	-20.6	-24.5	-9.3	-26.6	-30.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	55.5	56.8	61.7	54.2	55.5	55.7	48.2	49.5
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	63.2	Leq	NIGHT=	57.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.6**
			CNEL=	**66.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**26**	**55**	**119**
	CNEL:	**28**	**61**	**131**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,644
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	346	7	3	256	5	2	64	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.4	-22.6	-26.5	-6.7	-23.9	-27.9	-12.7	-29.9	-33.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	52.2	53.4	58.4	50.9	52.1	52.4	44.9	46.1
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.9	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.3**
			CNEL=	**62.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**33**	**71**
	CNEL:	**17**	**36**	**78**

Scenario:	EXISTING NO PROJECT	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Avenue I to County Line Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,039
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	432	8	3	319	6	2	80	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.6	-5.7	-22.9	-26.9	-11.7	-29.0	-32.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	53.9	55.2	60.2	52.6	53.9	54.1	46.6	47.9
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.7	Leq	NIGHT=	55.6	Leq

RESULTS

NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA): **Ldn= 64.1**
CNEL= 64.7

NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**93**
	CNEL:	**22**	**48**	**103**

Scenario: EXISTING NO PROJECT
Roadway: I-10
Segment: north of Yucaipa

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	137,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	8403	159	64	6211	117	47	1556	29	12
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	5.8	-11.4	-15.4	4.5	-12.7	-16.7	-1.5	-18.8	-22.7
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.9	66.8	66.4	76.6	65.5	65.1	70.6	59.5	59.1
VEHICULAR NOISE	DAY=	78.5	Leq	EVENING=	77.2	Leq	NIGHT=	71.2	Leq

RESULTS						
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.6**
					CNEL=	**80.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**436**	**940**	**2026**
			CNEL:	**481**	**1035**	**2231**

Scenario: EXISTING NO PROJECT
Roadway: I-10
Segment: Yucaipa to Live Oak

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	111,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6808	129	52	5032	95	38	1260	24	10
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	4.9	-12.3	-16.3	3.6	-13.7	-17.6	-2.4	-19.7	-23.6
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	77.0	65.9	65.5	75.7	64.6	64.1	69.7	58.6	58.1
VEHICULAR NOISE	DAY=	77.6	Leq	EVENING=	76.3	Leq	NIGHT=	70.3	Leq

RESULTS					
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):		**Ldn=**	**78.7**
				CNEL=	**79.3**
NOISE CONTOUR:			*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):		**Ldn:**	**379**	**817**	**1761**
		CNEL:	**418**	**900**	**1939**

Scenario: EXISTING NO PROJECT
Roadway: I-10
Segment: Live Oak to County Line

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	103,000
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	6317	119	48	4669	88	35	1170	22	9
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	4.6	-12.7	-16.6	3.3	-14.0	-17.9	-2.8	-20.0	-23.9
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.4	65.4	64.9	75.1	64.0	63.6	69.1	58.0	57.6
VEHICULAR NOISE	DAY=	77.0	Leq	EVENING=	75.7	Leq	NIGHT=	69.7	Leq

RESULTS					
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):		**Ldn=**	**78.1**
				CNEL=	**78.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**348**	**750**	**1615**
			CNEL:	**383**	**826**	**1779**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Sand Canyon Road
Segment: Crafton Avenue to Campus Drive

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	14,290
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	876	17	7	648	12	5	162	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.0	59.4	59.7	67.7	58.1	58.4	61.7	52.1	52.4
VEHICULAR NOISE	DAY=	69.9	Leq	EVENING=	68.6	Leq	NIGHT=	62.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**71.0**
					CNEL=	**71.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**58**	**125**	**270**
			CNEL:	**64**	**138**	**297**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Sand Canyon Road
Segment: Campus Drive to Chapman Heights Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	12,669
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	777	15	6	574	11	4	144	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-21.9	-25.9	-10.7	-28.0	-31.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.5	58.9	59.2	67.2	57.6	57.9	61.2	51.6	51.9
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	68.1	Leq	NIGHT=	62.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.5**
					CNEL=	**71.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**54**	**116**	**249**
			CNEL:	**59**	**127**	**274**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Sand Canyon Road
Segment: Chapman Heights Road to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	10,261
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	629	12	5	465	9	4	117	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-4.3	-21.5	-25.5	-5.6	-22.9	-26.8	-11.6	-28.9	-32.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.0	58.3	66.2	56.7	57.0	60.2	50.7	50.9
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.1	Leq	NIGHT=	61.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.5**
					CNEL=	**70.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**47**	**101**	**217**
			CNEL:	**51**	**111**	**238**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: Freeway ramps to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	37,048
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2272	43	17	1680	32	13	421	8	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.7	-15.5	-19.5	0.4	-16.8	-20.8	-5.6	-22.8	-26.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.9	66.0	66.6	73.6	64.7	65.2	67.6	58.7	59.2
VEHICULAR NOISE	DAY=	76.0	Leq	EVENING=	74.7	Leq	NIGHT=	68.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**77.1**
					CNEL=	**77.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**148**	**320**	**689**
			CNEL:	**163**	**352**	**758**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: Avenue E to 17th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	33,441
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2051	39	16	1516	29	12	380	7	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	1.3	-16.0	-19.9	0.0	-17.3	-21.2	-6.0	-23.3	-27.2
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.5	65.5	66.1	73.2	64.2	64.8	67.2	58.2	58.8
VEHICULAR NOISE	DAY=	75.5	Leq	EVENING=	74.2	Leq	NIGHT=	68.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**76.6**
					CNEL=	**77.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**139**	**299**	**643**
			CNEL:	**153**	**329**	**708**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: 17th Street to 16th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	29,542
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1812	34	14	1339	25	10	335	6	3
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.7	-16.5	-20.5	-0.6	-17.8	-21.8	-6.6	-23.8	-27.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.0	65.0	65.6	72.7	63.7	64.3	66.6	57.7	58.2
VEHICULAR NOISE	DAY=	75.0	Leq	EVENING=	73.7	Leq	NIGHT=	67.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**76.1**
					CNEL=	**76.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**128**	**275**	**592**
			CNEL:	**141**	**303**	**652**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: 16th Street to 15th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	28,613
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1755	33	13	1297	24	10	325	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.6	-20.6	-0.7	-17.9	-21.9	-6.7	-24.0	-27.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.8	64.9	65.4	72.5	63.6	64.1	66.5	57.5	58.1
VEHICULAR NOISE	DAY=	74.9	Leq	EVENING=	73.6	Leq	NIGHT=	67.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**76.0**
					CNEL=	**76.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**125**	**269**	**580**
			CNEL:	**138**	**296**	**638**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: 15th Street to 12th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	28,793
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1766	33	13	1305	25	10	327	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.1	-16.1	-20.1	-0.2	-17.4	-21.4	-6.2	-23.4	-27.4
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.4	64.1	65.0	71.1	62.8	63.7	65.1	56.8	57.7
VEHICULAR NOISE	DAY=	73.6	Leq	EVENING=	72.3	Leq	NIGHT=	66.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.7**
					CNEL=	**75.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**103**	**222**	**479**
			CNEL:	**114**	**245**	**527**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: 12th Street to 11th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	28,038
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1720	32	13	1271	24	10	318	6	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	1.0	-16.2	-20.2	-0.3	-17.5	-21.5	-6.3	-23.5	-27.5
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.3	64.0	64.9	71.0	62.7	63.6	64.9	56.7	57.5
VEHICULAR NOISE	DAY=	73.5	Leq	EVENING=	72.2	Leq	NIGHT=	66.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.6**
					CNEL=	**75.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**101**	**218**	**470**
			CNEL:	**112**	**240**	**518**

Scenario: FUTURE WITH PROPOSED GP
Roadway: Yucaipa Boulevard
Segment: 11th Street to Oak Glen Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	21,285
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1305	25	10	965	18	7	242	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.2	-17.4	-21.4	-1.5	-18.7	-22.7	-7.5	-24.7	-28.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.1	62.8	63.7	69.8	61.5	62.4	63.7	55.5	56.3
VEHICULAR NOISE	DAY=	72.3	Leq	EVENING=	71.0	Leq	NIGHT=	65.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.4**
					CNEL=	**74.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**84**	**182**	**391**
			CNEL:	**93**	**200**	**431**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 7th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	24,577
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1507	28	11	1114	21	8	279	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.5	-16.8	-20.7	-0.9	-18.1	-22.1	-6.9	-24.1	-28.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.7	63.4	64.3	70.4	62.1	63.0	64.4	56.1	57.0
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	71.6	Leq	NIGHT=	65.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**74.0**
			CNEL=	**74.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**93**	**200**	**431**
	CNEL:	**102**	**220**	**474**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	7th Street to 6th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	24,122
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1479	28	11	1094	21	8	274	5	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	0.4	-16.9	-20.8	-0.9	-18.2	-22.1	-7.0	-24.2	-28.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.6	63.3	64.2	70.3	62.0	62.9	64.3	56.0	56.9
VEHICULAR NOISE	DAY=	72.9	Leq	EVENING=	71.5	Leq	NIGHT=	65.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.9**
			CNEL=	**74.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**92**	**197**	**425**
	CNEL:	**101**	**217**	**468**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	6th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	19,435
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1192	23	9	881	17	7	221	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.6	-17.8	-21.8	-1.9	-19.1	-23.1	-7.9	-25.1	-29.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.7	62.4	63.3	69.4	61.1	62.0	63.3	55.1	56.0
VEHICULAR NOISE	DAY=	71.9	Leq	EVENING=	70.6	Leq	NIGHT=	64.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.0**
			CNEL=	**73.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**79**	**171**	**368**
	CNEL:	**87**	**188**	**406**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th Street to 2nd Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,676
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1084	20	8	801	15	6	201	4	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-0.4	-17.6	-21.6	-1.7	-18.9	-22.9	-7.7	-25.0	-28.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.5	57.9	59.2	64.1	56.6	57.9	58.1	50.6	51.9
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.7	Leq	NIGHT=	59.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.1**
			CNEL=	**68.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**37**	**80**	**172**
	CNEL:	**41**	**88**	**190**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to California Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,988
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	674	13	5	498	9	4	125	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-1.0	-18.2	-22.2	-2.3	-19.6	-23.5	-8.3	-25.6	-29.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	52.8	55.0	57.1	51.5	53.7	51.1	45.5	47.7
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	59.5	Leq	NIGHT=	53.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**62.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**67**
	CNEL:	**16**	**34**	**73**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	California Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	11,578
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	710	13	5	525	10	4	131	2	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-0.8	-18.0	-22.0	-2.1	-19.3	-23.3	-8.1	-25.3	-29.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	53.0	55.2	57.3	51.7	53.9	51.3	45.7	47.9
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.7	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.1**
			CNEL=	**62.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**16**	**35**	**76**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	Yucaipa Boulevard to 17th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,613
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	160	3	1	118	2	1	30	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.7	-25.9	-29.9	-10.0	-27.2	-31.2	-16.0	-33.3	-37.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	48.8	50.1	55.0	47.5	48.8	49.0	41.5	42.8
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.5	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.0**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**43**
	CNEL:	**10**	**22**	**47**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	17th Street to 16th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	3,075
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	189	4	1	139	3	1	35	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.0	-25.2	-29.2	-9.3	-26.5	-30.5	-15.3	-32.6	-36.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	49.5	50.8	55.7	48.2	49.5	49.7	42.2	43.5
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	57.3	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.7**
			CNEL=	**60.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**47**
	CNEL:	**11**	**24**	**52**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	16th Street to 14th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	3,378
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	207	4	2	153	3	1	38	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.6	-24.8	-28.8	-8.9	-26.1	-30.1	-14.9	-32.1	-36.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	49.9	51.2	56.2	48.6	49.9	50.1	42.6	43.9
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	57.7	Leq	NIGHT=	51.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.1**
			CNEL=	**60.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**23**	**51**
	CNEL:	**12**	**26**	**56**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	14th Street to 13th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,533
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	278	5	2	205	4	2	51	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.3	-23.5	-27.5	-7.6	-24.9	-28.8	-13.6	-30.9	-34.8
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	51.6	52.9	57.8	50.3	51.6	51.8	44.3	45.6
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**62.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**65**
	CNEL:	**16**	**33**	**72**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	13th Street to Oak Glen Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,060
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	740	14	6	547	10	4	137	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	55.9	57.1	62.1	54.6	55.8	56.1	48.6	49.8
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	63.6	Leq	NIGHT=	57.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.0**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**27**	**58**	**126**
	CNEL:	**30**	**64**	**138**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	Oak Glen Road to 7th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	11,497
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	705	13	5	521	10	4	131	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.3	-19.5	-23.5	-3.6	-20.8	-24.8	-9.6	-26.8	-30.8
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	55.7	56.9	61.9	54.4	55.6	55.9	48.3	49.6
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.4	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.8**
			CNEL=	**66.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**26**	**56**	**122**
	CNEL:	**29**	**62**	**134**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	7th Street to 5th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	8,664
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	10	4	393	7	3	98	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.5	-20.7	-24.7	-4.8	-22.0	-26.0	-10.8	-28.1	-32.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	54.4	55.7	60.7	53.1	54.4	54.6	47.1	48.4
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.6**
			CNEL=	**65.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**22**	**47**	**101**
	CNEL:	**24**	**51**	**111**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	5th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	9,697
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	595	11	5	440	8	3	110	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.0	-20.2	-24.2	-4.3	-21.6	-25.5	-10.3	-27.6	-31.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	54.9	56.2	61.1	53.6	54.9	55.1	47.6	48.9
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.6	Leq	NIGHT=	56.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
			CNEL=	**65.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**23**	**50**	**109**
	CNEL:	**26**	**55**	**120**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th Street to 1st Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	8,030
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	493	9	4	364	7	3	91	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.8	-21.1	-25.0	-5.1	-22.4	-26.3	-11.1	-28.4	-32.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	53.7	55.0	59.9	52.4	53.7	53.9	46.4	47.6
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.8**
			CNEL=	**64.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**42**	**90**
	CNEL:	**21**	**46**	**99**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,227
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	259	5	2	192	4	1	48	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.6	-23.8	-27.8	-7.9	-25.2	-29.1	-13.9	-31.2	-35.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	50.9	52.2	57.1	49.6	50.9	51.1	43.6	44.9
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**61.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**59**
	CNEL:	**14**	**30**	**65**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	South of the eastbound ramps	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	14,817
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	909	17	7	672	13	5	168	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.3	-19.5	-23.4	-3.6	-20.8	-24.8	-9.6	-26.8	-30.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	58.9	59.4	66.5	57.6	58.1	60.5	51.6	52.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
			CNEL=	**70.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**50**	**107**	**231**
	CNEL:	**55**	**118**	**255**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	eastbound ramps to westbound ran	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	16,679
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1023	19	8	756	14	6	189	4	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.7	-19.0	-22.9	-3.1	-20.3	-24.2	-9.1	-26.3	-30.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.4	59.4	60.0	67.0	58.1	58.6	61.0	52.1	52.6
VEHICULAR NOISE	DAY=	69.4	Leq	EVENING=	68.1	Leq	NIGHT=	62.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.5**
			CNEL=	**71.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**54**	**116**	**250**
	CNEL:	**59**	**128**	**276**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Live Oak Canyon Road	Analyst:	NJF
Segment:	westbound ramps to Calimesa Bou	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	23,334
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1431	27	11	1058	20	8	265	5	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-0.3	-17.5	-21.5	-1.6	-18.8	-22.8	-7.6	-24.8	-28.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.9	64.0	64.5	71.6	62.7	63.2	65.6	56.7	57.2
VEHICULAR NOISE	DAY=	74.0	Leq	EVENING=	72.7	Leq	NIGHT=	66.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**75.1**
			CNEL=	**75.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**109**	**235**	**506**
	CNEL:	**120**	**259**	**557**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Calimesa Boulevard to Colorado R(	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	28,626
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	54
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1756	33	13	1298	25	10	325	6	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	0.6	-16.6	-20.6	-0.7	-17.9	-21.9	-6.7	-24.0	-27.9
Distance	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	71.0	62.0	62.6	69.7	60.7	61.3	63.6	54.7	55.2
VEHICULAR NOISE	DAY=	72.0	Leq	EVENING=	70.7	Leq	NIGHT=	64.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**73.1**
			CNEL=	**73.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**81**	**174**	**374**
	CNEL:	**89**	**191**	**412**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Road to Avenue E	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,491
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1073	20	8	793	15	6	199	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.5	-18.8	-22.7	-2.8	-20.1	-24.0	-8.9	-26.1	-30.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.2	59.8	66.8	57.9	58.4	60.8	51.9	52.4
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.3**
			CNEL=	**70.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**52**	**113**	**243**
	CNEL:	**58**	**124**	**267**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,131
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1051	20	8	777	15	6	195	4	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.1	-18.3	-22.3	-2.4	-19.7	-23.6	-8.4	-25.7	-29.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	58.3	59.2	65.3	57.0	57.9	59.3	51.0	51.9
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	66.5	Leq	NIGHT=	60.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.9**
			CNEL=	**69.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**42**	**91**	**197**
	CNEL:	**47**	**101**	**217**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Yucaipa Boulevard to Chapman He	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,990
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	981	19	7	725	14	6	182	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.9	-19.2	-23.1	-3.2	-20.5	-24.4	-9.2	-26.5	-30.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	58.8	59.4	66.5	57.5	58.1	60.4	51.5	52.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.5	Leq	NIGHT=	61.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.9**
			CNEL=	**70.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**49**	**106**	**229**
	CNEL:	**54**	**117**	**252**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Road to 5th Stre	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	16,148
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	990	19	8	732	14	6	183	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.9	-19.1	-23.1	-3.2	-20.4	-24.4	-9.2	-26.4	-30.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	58.9	59.4	66.5	57.5	58.1	60.5	51.5	52.1
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.5	Leq	NIGHT=	61.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
			CNEL=	**70.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**50**	**107**	**230**
	CNEL:	**55**	**118**	**254**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	5th Street to 2nd Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,990
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	981	19	7	725	14	6	182	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.9	-19.2	-23.1	-3.2	-20.5	-24.4	-9.2	-26.5	-30.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	58.8	59.4	66.5	57.5	58.1	60.4	51.5	52.0
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	67.5	Leq	NIGHT=	61.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.9**
			CNEL=	**70.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**49**	**106**	**229**
	CNEL:	**54**	**117**	**252**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd Streeet to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	16,148
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	990	19	8	732	14	6	183	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.4	-18.6	-22.6	-2.7	-19.9	-23.9	-8.7	-25.9	-29.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	58.1	58.9	65.0	56.7	57.6	59.0	50.7	51.6
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	66.3	Leq	NIGHT=	60.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.7**
			CNEL=	**69.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**41**	**88**	**189**
	CNEL:	**45**	**97**	**208**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant Street to Fremont Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	13,270
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	814	15	6	602	11	5	151	3	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.2	-20.4	-24.4	-4.5	-21.7	-25.7	-10.5	-27.8	-31.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.3	58.7	59.0	67.0	57.4	57.7	61.0	51.4	51.7
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.3**
			CNEL=	**70.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**52**	**112**	**242**
	CNEL:	**57**	**124**	**266**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	Oak Glen Road to 9th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,806
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	663	13	5	490	9	4	123	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.5	-19.8	-23.7	-3.8	-21.1	-25.0	-9.9	-27.1	-31.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	55.0	56.3	61.2	53.7	54.9	55.2	47.7	48.9
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
			CNEL=	**65.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**24**	**51**	**110**
	CNEL:	**26**	**56**	**121**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	9th Street to 8th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,158
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	316	6	2	234	4	2	59	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.7	-23.0	-26.9	-7.1	-24.3	-28.3	-13.1	-30.3	-34.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.3	51.8	53.0	58.0	50.5	51.7	52.0	44.5	45.7
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	59.5	Leq	NIGHT=	53.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**62.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**67**
	CNEL:	**16**	**34**	**74**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Colorado Road	Analyst:	NJF
Segment:	8th Street to Wildwood Canyon Ro	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	8,797
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	540	10	4	399	8	3	100	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.4	-20.7	-24.6	-4.7	-22.0	-25.9	-10.8	-28.0	-31.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	54.1	55.4	60.3	52.8	54.1	54.3	46.8	48.0
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	61.8	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.2**
			CNEL=	**64.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**44**	**96**
	CNEL:	**23**	**49**	**105**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Calimesa Boulevard to Colorado R(	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	2,555
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	157	3	1	116	2	1	29	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.4	-26.6	-30.6	-10.7	-27.9	-31.9	-16.7	-33.9	-37.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	50.0	50.9	57.0	48.7	49.6	51.0	42.7	43.6
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	58.3	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.7**
			CNEL=	**61.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**26**	**55**
	CNEL:	**13**	**28**	**61**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Colorado Road to 5th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	5,210
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	320	6	2	236	4	2	59	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.3	-23.5	-27.5	-7.6	-24.8	-28.8	-13.6	-30.8	-34.8
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	53.1	54.0	60.1	51.8	52.7	54.1	45.8	46.7
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.8**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**89**
	CNEL:	**21**	**46**	**98**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th Street to 4th Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	19,783
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1213	23	9	897	17	7	225	4	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-0.5	-17.7	-21.7	-1.8	-19.0	-23.0	-7.8	-25.0	-29.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	58.9	59.8	65.9	57.6	58.5	59.9	51.6	52.5
VEHICULAR NOISE	DAY=	68.5	Leq	EVENING=	67.1	Leq	NIGHT=	61.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.6**
			CNEL=	**70.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**47**	**101**	**217**
	CNEL:	**51**	**111**	**239**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	4th Street to Bryant Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	14,546
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	892	17	7	659	12	5	165	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.8	-19.1	-23.0	-3.1	-20.4	-24.3	-9.1	-26.4	-30.3
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.6	58.5	64.6	56.3	57.2	58.6	50.3	51.2
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.8	Leq	NIGHT=	59.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.2**
			CNEL=	**68.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**82**	**177**
	CNEL:	**42**	**90**	**194**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant Street to Douglas Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,879
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	974	18	7	720	14	5	180	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-1.4	-18.7	-22.6	-2.8	-20.0	-23.9	-8.8	-26.0	-30.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	57.6	58.5	64.5	56.3	57.2	58.5	50.3	51.1
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	65.8	Leq	NIGHT=	59.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.2**
			CNEL=	**68.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**82**	**176**
	CNEL:	**42**	**90**	**194**

Scenario: FUTURE WITH PROPOSED GP
Roadway: County Line Road
Segment: Westbound ramps to 5th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	14,260
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	875	17	7	646	12	5	162	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.3	-18.6	-22.5	-2.6	-19.9	-23.8	-8.7	-25.9	-29.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	57.0	58.3	63.2	55.7	57.0	57.2	49.7	50.9
VEHICULAR NOISE	DAY=	66.0	Leq	EVENING=	64.7	Leq	NIGHT=	58.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.1**
					CNEL=	**67.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**32**	**69**	**149**
			CNEL:	**35**	**76**	**164**

Scenario: FUTURE WITH PROPOSED GP
Roadway: County Line Road
Segment: 5th Street to 4th Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	13,956
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	856	16	7	633	12	5	158	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.4	-18.7	-22.6	-2.7	-20.0	-23.9	-8.7	-26.0	-29.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.1	57.4	62.3	54.8	56.1	56.3	48.8	50.0
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.8	Leq	NIGHT=	57.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
					CNEL=	**66.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**28**	**60**	**130**
			CNEL:	**31**	**66**	**143**

Scenario: FUTURE WITH PROPOSED GP
Roadway: County Line Road
Segment: 4th Street to 2nd Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	13,843
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	849	16	6	628	12	5	157	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.5	-18.7	-22.7	-2.8	-20.0	-24.0	-8.8	-26.0	-30.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.1	57.3	62.3	54.8	56.0	56.3	48.7	50.0
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.8	Leq	NIGHT=	57.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
					CNEL=	**66.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**28**	**60**	**129**
			CNEL:	**31**	**66**	**142**

Scenario: FUTURE WITH PROPOSED GP
Roadway: County Line Road
Segment: 2nd Street to Bryant Street

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	9,902
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	607	11	5	449	8	3	112	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.2	-24.1	-4.2	-21.5	-25.4	-10.2	-27.5	-31.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	54.6	55.9	60.8	53.3	54.6	54.8	47.3	48.6
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.3	Leq	NIGHT=	56.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.7**
					CNEL=	**65.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**48**	**103**
			CNEL:	**25**	**53**	**114**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 14th Street
Segment: Calimesa Boulevard to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	9,313
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	571	11	4	422	8	3	106	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.2	-20.4	-24.4	-4.5	-21.7	-25.7	-10.5	-27.7	-31.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	54.4	55.6	60.6	53.0	54.3	54.5	47.0	48.3
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.5**
					CNEL=	**65.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**46**	**99**
			CNEL:	**24**	**51**	**109**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 14th Street
Segment: Avenue E to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	10,010
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	614	12	5	454	9	3	114	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	54.7	55.9	60.9	53.4	54.6	54.9	47.3	48.6
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	62.4	Leq	NIGHT=	56.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.8**
					CNEL=	**65.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**48**	**104**
			CNEL:	**25**	**53**	**115**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 5th Street
Segment: County Line Road to Wildwood Canyon Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	9,564
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	587	11	4	434	8	3	109	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.1	-20.3	-24.3	-4.4	-21.6	-25.6	-10.4	-27.6	-31.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	54.5	55.7	60.7	53.2	54.4	54.7	47.1	48.4
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS					
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):		**Ldn=**	**64.6**
				CNEL=	**65.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**47**	**101**
			CNEL:	**24**	**52**	**111**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 5th Street
Segment: Wildwood Canyon Road to Avenue E

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	7,482
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	459	9	3	339	6	3	85	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.1	-21.4	-25.3	-5.4	-22.7	-26.6	-11.5	-28.7	-32.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.9	53.4	54.7	59.6	52.1	53.4	53.6	46.1	47.3
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	61.1	Leq	NIGHT=	55.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.5**
					CNEL=	**64.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**18**	**40**	**86**
			CNEL:	**20**	**44**	**95**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 5th Street
Segment: Avenue E to Yucaipa Boulevard

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	7,336
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	450	8	3	333	6	3	83	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.5	-22.8	-26.7	-11.5	-28.8	-32.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	53.3	54.6	59.5	52.0	53.3	53.5	46.0	47.3
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	61.0	Leq	NIGHT=	55.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
					CNEL=	**64.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**18**	**39**	**85**
			CNEL:	**20**	**43**	**93**

Scenario: FUTURE WITH PROPOSED GP
Roadway: 5th Street
Segment: Yucaipa Boulevard to Oak Glen Road

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	5,496
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	337	6	3	249	5	2	62	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.6	-23.8	-27.8	-7.9	-25.1	-29.1	-13.9	-31.1	-35.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	54.6	55.1	62.2	53.3	53.8	56.2	47.2	47.8
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.3	Leq	NIGHT=	57.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.7**
					CNEL=	**66.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**26**	**55**	**119**
			CNEL:	**28**	**61**	**131**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	County Line Road to Wildwood Car	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,656
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	286	5	2	211	4	2	53	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.2	-23.4	-27.4	-7.5	-24.7	-28.7	-13.5	-30.8	-34.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	51.3	52.6	57.5	50.0	51.3	51.5	44.0	45.3
VEHICULAR NOISE	DAY=	60.4	Leq	EVENING=	59.1	Leq	NIGHT=	53.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.5**
			CNEL=	**62.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**63**
	CNEL:	**15**	**32**	**69**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	6,347
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	389	7	3	288	5	2	72	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.4	-22.7	-26.6	-6.7	-24.0	-27.9	-12.7	-30.0	-33.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.6	54.5	60.6	52.3	53.2	54.6	46.3	47.2
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	61.8	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.2**
			CNEL=	**64.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**44**	**95**
	CNEL:	**23**	**49**	**105**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	California Street	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	6,425
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	394	7	3	291	6	2	73	1	1
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-3.3	-20.6	-24.5	-4.6	-21.9	-25.8	-10.7	-27.9	-31.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	50.5	52.7	54.7	49.1	51.3	48.7	43.1	45.3
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	57.1	Leq	NIGHT=	51.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.5**
			CNEL=	**60.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**22**	**47**
	CNEL:	**11**	**24**	**51**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	County Line Road to Wildwood Car	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,489
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	766	14	6	566	11	4	142	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.9	-19.1	-23.1	-3.2	-20.5	-24.4	-9.2	-26.5	-30.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.0	57.3	62.2	54.7	56.0	56.2	48.7	50.0
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.7	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**60**	**129**
	CNEL:	**30**	**66**	**142**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	13,478
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	827	16	6	611	12	5	153	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.6	-18.8	-22.8	-2.9	-20.1	-24.1	-8.9	-26.1	-30.1
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.9	56.4	57.6	62.6	55.1	56.3	56.6	49.0	50.3
VEHICULAR NOISE	DAY=	65.4	Leq	EVENING=	64.1	Leq	NIGHT=	58.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.5**
			CNEL=	**67.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**135**
	CNEL:	**32**	**69**	**149**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Avenue E to Yucaipa Boulevard	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	12,609
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	773	15	6	572	11	4	143	3	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-1.9	-19.1	-23.1	-3.2	-20.4	-24.4	-9.2	-26.4	-30.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.6	56.1	57.3	62.3	54.8	56.0	56.3	48.7	50.0
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	63.8	Leq	NIGHT=	57.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**60**	**129**
	CNEL:	**31**	**66**	**142**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Boulevard to Date Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	15,463
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	948	18	7	701	13	5	176	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-19.3	-23.3	-3.4	-20.6	-24.6	-9.4	-26.6	-30.6
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	58.7	59.2	66.3	57.4	57.9	60.3	51.3	51.9
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.8**
			CNEL=	**70.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**104**	**224**
	CNEL:	**53**	**114**	**246**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Date Street to Oak Glen Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,631
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1081	20	8	799	15	6	200	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.5	-18.7	-22.7	-2.8	-20.0	-24.0	-8.8	-26.1	-30.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.2	59.8	66.9	57.9	58.5	60.9	51.9	52.5
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.3**
			CNEL=	**71.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**53**	**113**	**244**
	CNEL:	**58**	**125**	**269**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Fir Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,853
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1095	21	8	809	15	6	203	4	2
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-1.4	-18.7	-22.6	-2.8	-20.0	-24.0	-8.8	-26.0	-30.0
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.3	59.9	66.9	58.0	58.5	60.9	52.0	52.5
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	68.0	Leq	NIGHT=	62.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.4**
			CNEL=	**71.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**53**	**114**	**246**
	CNEL:	**58**	**126**	**271**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Street to Carter Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,471
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1072	20	8	792	15	6	198	4	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.0	-19.2	-23.2	-3.3	-20.5	-24.5	-9.3	-26.6	-30.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.5	59.9	60.2	68.2	58.6	58.9	62.1	52.6	52.9
VEHICULAR NOISE	DAY=	70.4	Leq	EVENING=	69.1	Leq	NIGHT=	63.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**71.5**
			CNEL=	**72.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**63**	**135**	**290**
	CNEL:	**69**	**148**	**320**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Carter Street to Topaz Street	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	17,360
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1065	20	8	787	15	6	197	4	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-2.0	-19.3	-23.2	-3.3	-20.6	-24.5	-9.3	-26.6	-30.5
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.4	59.9	60.2	68.1	58.6	58.8	62.1	52.6	52.8
VEHICULAR NOISE	DAY=	70.3	Leq	EVENING=	69.0	Leq	NIGHT=	63.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**71.4**
			CNEL=	**72.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**62**	**134**	**289**
	CNEL:	**69**	**148**	**318**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Topaz Street to Mill Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	10,563
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	648	12	5	479	9	4	120	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-4.2	-21.4	-25.4	-5.5	-22.7	-26.7	-11.5	-28.7	-32.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.3	57.7	58.0	66.0	56.4	56.7	60.0	50.4	50.7
VEHICULAR NOISE	DAY=	68.2	Leq	EVENING=	66.9	Leq	NIGHT=	60.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.3**
			CNEL=	**69.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**45**	**96**	**208**
	CNEL:	**49**	**106**	**229**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Chapman Heights Road	Analyst:	NJF
Segment:	Sand Canyon Road to Oak Glen Rc	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	9,048
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	555	10	4	410	8	3	103	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.3	-20.5	-24.5	-4.6	-21.9	-25.8	-10.6	-27.9	-31.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.7	54.2	55.5	60.4	52.9	54.2	54.4	46.9	48.2
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	61.9	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.3**
			CNEL=	**65.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**97**
	CNEL:	**23**	**50**	**107**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to Wildwood Canyo	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	7,764
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	476	9	4	352	7	3	88	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-21.2	-25.2	-5.3	-22.5	-26.5	-11.3	-28.5	-32.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.1	53.6	54.8	59.8	52.3	53.5	53.8	46.2	47.5
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	61.3	Leq	NIGHT=	55.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.7**
			CNEL=	**64.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**88**
	CNEL:	**21**	**45**	**97**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Wildwood Canyon Road to Avenue	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	9,984
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	612	12	5	453	9	3	113	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-2.9	-20.1	-24.1	-4.2	-21.4	-25.4	-10.2	-27.4	-31.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	54.7	55.9	60.9	53.3	54.6	54.9	47.3	48.6
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	62.4	Leq	NIGHT=	56.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.8**
			CNEL=	**65.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**22**	**48**	**104**
	CNEL:	**25**	**53**	**115**

Scenario:	FUTURE WITH PROPOSED GP	Project:	Yucaipa General Plan
Roadway:	Calimesa Boulevard	Analyst:	NJF
Segment:	Avenue I to County Line Road	Date:	22-Oct-15

ROADWAY INPUTS	
ADT	4,097
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	251	5	2	186	4	1	47	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.7	-24.0	-27.9	-8.1	-25.3	-29.3	-14.1	-31.3	-35.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	51.6	52.9	57.8	50.3	51.5	51.8	44.3	45.5
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**62.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**65**
	CNEL:	**15**	**33**	**72**

Scenario: 2040
Roadway: I-10
Segment: north of Yucaipa

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	233,859
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	14343	271	109	10602	200	81	2656	50	20
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	8.1	-9.1	-13.1	6.8	-10.4	-14.4	0.8	-16.4	-20.4
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	80.2	69.2	68.7	78.9	67.8	67.4	72.9	61.8	61.4
VEHICULAR NOISE	DAY=	80.8	Leq	EVENING=	79.5	Leq	NIGHT=	73.5	Leq

RESULTS					
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):		**Ldn=**	**81.9**
				CNEL=	**82.5**
NOISE CONTOUR:			*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**623**	**1343**	**2894**
			CNEL:	**686**	**1479**	**3186**

Scenario: 2040
Roadway: I-10
Segment: Yucaipa to Live Oak

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	189,477
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	110
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	11621	219	88	8590	162	65	2152	41	16
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	7.2	-10.0	-14.0	5.9	-11.3	-15.3	-0.1	-17.3	-21.3
Distance	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4	-3.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	79.3	68.2	67.8	78.0	66.9	66.5	72.0	60.9	60.5
VEHICULAR NOISE	DAY=	79.9	Leq	EVENING=	78.6	Leq	NIGHT=	72.6	Leq

RESULTS					
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):		**Ldn=**	**81.0**
				CNEL=	**81.6**
NOISE CONTOUR:			*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**542**	**1167**	**2515**
			CNEL:	**597**	**1285**	**2769**

Scenario: 2040
Roadway: I-10
Segment: Live Oak to County Line

Project: Yucaipa General Plan
Analyst: NJF
Date: 22-Oct-15

ROADWAY INPUTS	
ADT	175,821
SPEED (mph)	65
ROAD NEAR-FAR LN. DIST.	100
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	10784	204	82	7971	151	61	1997	38	15
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	6.9	-10.3	-14.3	5.6	-11.7	-15.6	-0.4	-17.7	-21.6
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	78.8	67.7	67.2	77.4	66.4	65.9	71.4	60.4	59.9
VEHICULAR NOISE	DAY=	79.4	Leq	EVENING=	78.0	Leq	NIGHT=	72.0	Leq

RESULTS						
NOISE LEVELS AT	100	FEET FROM CENTERLINE (dBA):			**Ldn=**	**80.4**
					CNEL=	**81.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**497**	**1071**	**2307**
			CNEL:	**547**	**1179**	**2540**

Appendix G Service Provider Questionnaire Responses

Appendices

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If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please confirm that the Yucaipa Fire Department's service area includes all areas of the City of Yucaipa as shown in attached Figure 1, *Citywide Aerial*.
   Yes, to also include the area East of Yucaipa known as Oak Glen through an agreement with San Bernardino County Fire.

2. Please summarize any cooperative/joint service agreements with the City of Yucaipa and any other agencies for fire protection services.
   Automatic Aid agreement with CAL FIRE Riverside Ranger unit (Resources to the South and East of Yucaipa at the Riverside County Line).
   Automatic Aid with Redlands Fire Department.
   Mutual Aid agreement with USFS San Bernardino National Forest.

3. Please confirm, correct, and supplement the information below regarding the equipment (i.e. engines, fire trucks, EMT vehicles) and daily staffing for each of the existing fire stations that serve the City.

Station	Location	Equipment	Daily Staffing
Crafton Hills Fire Station No. 2	32664 Yucaipa Boulevard	1 Front Line Type I Fire Engine 1 Reserve Type I Fire Engine 1 Type II Fire Engine	3 person ALS municipally staffed Type I. (1-Captain, 1- Engineer, 1-Firefighter) One will be paramedic qualified.
CAL FIRE Fire Station No. 1	11416 Bryant Street	1 Front Line Type I Fire Engine 2 Front Line Type III Fire Engines	3 person ALS municipally staffed Type I. (1-Captain, 1- Engineer, 1-Firefighter) One will be paramedic qualified. Each Type III Engine will be minimum staffed at 3 person, 1 Captain or Engineer and 2 Firefighters
Yucaipa Fire Station No. 3	34259 Wildwood Canyon Road	1 Front Line Type I Fire Engine 1 Reserve Type I Fire Engine 1 Utility (Pick up)	3 person ALS municipally staffed Type I. (1-Captain, 1- Engineer, 1-Firefighter) One will be paramedic qualified.
Oak Glen Fire Station (Volunteer)	11877 Oak Glen Rd. Yucaipa, Ca. 92399	1 Type I Fire Engine 1 Type IV Fire Engine 1 Type II Water Tender	Varies depending on Reserve (Volunteer) Firefighters

4. What is Yucaipa Fire Department's performance standard for responding to emergency and non-emergency calls within the service area (i.e., minutes to reach the call location)?
   Yucaipa Fire strives to meet the NFPA recommendation of 5:00 call times. As you can see from the below question (#5) we currently average 5:06.

5. Please confirm or correct: The current average response time (in minutes) for emergency and non-emergency calls is 5:00 minutes.
   Correct, 5:06 average to all parts of the city including the Wildwood Canyon and Oak Glen areas.

6. Are existing resources (personnel, equipment) adequate to serve the City of Yucaipa under current conditions?
   Under current conditions YES, existing resources are adequate and are currently meeting our goals.

7. Please summarize any plans for fire service improvement plans or expanded capacity (personnel, equipment) that would serve the City. What are the funding sources for the planned improvements?
   We are currently planning for upgrades to the fire station #2 facility through an earthquake retrofit grant that was awarded as well as additional funding received through the City of Yucaipa as a service level option for additional improvements.

8. Please summarize any additional resources (facilities, equipment, personnel) needed to serve future development under the General Plan Update.
   Future development (may) include the addition of a fourth fire station to improve emergency response call times if necessary. Also the addition of a ladder truck to the fire departments equipment (may) be required depending on future facilities that could be built (i.e. high rise over 3 stories).

9. How would the proposed General Plan Update affect Yucaipa Fire Department's ability to provide services? Please comment on any area of specific concern.
   The City of Yucaipa works very well in cooperation with the fire department. We believe that the general plan update will only enhance and improve the fire departments ability to provide services to the citizens of the city of Yucaipa.

10. Please provide any additional comments and/or information regarding fire service provision in Yucaipa under the proposed General Plan Update (attach additional pages as necessary).
Thank you for allowing us the opportunity to take part in this process.

Response Prepared By:

Ron Janssen	Battalion Chief/Fire Chief
Name	**Title**
CAL FIRE/Yucaipa Fire and Paramedic Department	10/21/2014
Agency	**Date**

YUCAIPA GENERAL PLAN UPDATE DRAFT EIR
Police Service Questionnaire – Yucaipa Police/ San Bernardino County Sheriff's Department

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If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please confirm that all areas of the City of Yucaipa (see Figure 1, *Citywide Aerial*) are served by the Yucaipa Police Department. Which areas are served by the San Bernardino County Sheriff's Department (SBCSD)?

   The map provided has the city limits of Yucaipa accurately marked. The Yucaipa Police provide police services for all areas within the marked city limits.

   The map has some areas highlighted outside of the marked city limits including Crafton Hills, Zanja Peak, and area at top of the map that are not in the City of Yucaipa, these areas are serviced by the San Bernardino County Sheriff.

2. Please confirm or correct: There are currently 33 sworn and 10 general positions in the Yucaipa Police Department.

   Correct

3. What is Yucaipa Police Department's performance standard for responding to emergency and non-emergency calls within its service area (i.e., minutes to reach the call location)?

   No Quantitative response goal. The Yucaipa police standard is to achieve the best possible response to all calls for service.

3. What is the current average response time (in minutes) for emergency and non-emergency calls in the City?

   Average response time is 05:43

4. Are existing resources (personnel, equipment, and facilities) adequate to serve the City under current conditions?

   Under normal circumstances the existing personnel and equipment are just adequate. Staffing and equipment can always increase based on crime trends, special events, and city needs for police services.

5. Please summarize any additional resources (stations, equipment, personnel) needed to serve future development under the Yucaipa General Plan Update.

   The industry standard is 1 field officer/deputy per 1000 residents. Currently, the Yucaipa Police Department's Ratio is .42 per 1000 (22/52,000). A conservative goal for the Yucaipa Police Department would be .62. To achieve this staffing level with the current population, the department would need to add 10 deputies.

6. Please describe any existing plans to expand police service and/or facilities in the area that serves the City. Please also describe anticipated funding sources for those improvements.

   None projected

7. Please provide any additional comments and/or information regarding police service for this project under the proposed General Plan Update (attach additional pages as necessary).

   The city of Yucaipa provided a state of the art police facility, which opened in July 2014. The facility was built with the needs expectation through 2040.

Response Prepared By:

Dave Caddel	Lieutenant
Name	**Title**
San Bernardino County Sheriff/Yucaipa Police	12/2/14
Agency	**Date**

If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please summarize the Yucaipa-Calimesa Joint Unified School District's service boundary relative to the City of Yucaipa's boundaries as shown in attached Figure 1, *Citywide Aerial*. Please confirm that the District serves all areas of the City.

    - Approximately 99% - see attached map

2. Does Yucaipa-Calimesa Joint Unified School District have a current facilities master plan available? If so, please provide link or PDF.

    - Current master plan not available, in process of updating

3. Please provide any information available on the capacities and current 2014-2015 enrollment of each of the schools outlined below.

School & Location	*Grades*		*TOTAL CLASSROOMS*	*Maximum Capacity*	*Current 2014-2015 Enrollment*
Elementary School					
Calimesa Elementary School 13523 Second Street, Yucaipa	K-5	TOTAL CLASSROOMS	29	875	397
Chapman Heights Elementary School 33692 Cramer Road, Yucaipa	K-5		33	975	738
Competitive Edge Charter Academy 34450 Stonewood Drive, Yucaipa	K-8		35	1060	669
Dunlap Elementary School 32870 Avenue E, Yucaipa	K-5		26	775	405
Ridgeview Elementary School 11021 Sunnyside Drive, Yucaipa	K-5		31	950	747
Valley Elementary School 12333 Eighth Street, Yucaipa	K-5		30	895	455
Wildwood Elementary School 35972 Susan Street, Yucaipa	K-6		33	975	688
Middle Schools					
Mesa View Middle School 800 Mustang Way, Calimesa	6-8		49	1700	886
Park View Middle School 34875 Tahoe Drive, Yucaipa	6-8		43	1500	930
High Schools					
Yucaipa High School 33000 Yucaipa Boulevard, Yucaipa	9-12		93	3255	2698
Green Valley High School 35948 Susan Street, Yucaipa	9-12	*** Students transfer	To attend this program		132
Oak View High School and Education Center 12358 Sixth Street, Yucaipa	7-12	*** Students transfer	To attend this program		123

4. Are the existing school facilities (classroom, athletic, recreational, or other facilities) adequate to serve the District under current conditions?

    - Current facilities are not adequate, many upgrades are needed

5. Please indicate the District's student generation rates for residential land uses (e.g., single-family, multifamily).

Table 1
Student Generation Rates

School Level	SFD Student Generation Rates[1]	SFA Student Generation Rates[1]	MF Student Generation Rates[1]
Elementary School	0.2867	0.2591	0.3667
Middle School	0.0680	0.0718	0.1133
High School	0.1344	0.1278	0.2100
Total	**0.4891**	**0.4587**	**0.6900**

[1] Source: The School District, Analysis for BUSD dated March 6, 2014, and Analysis for RUSD dated April 2013.

6. Please summarize any additional resources (facilities, personnel) needed to serve future development under the General Plan Update.

    - Resources needed vary significantly based on future development

7. Please describe any existing plans to expand school facilities in the area that serves the City (see Figure 1). Please also describe the anticipated funding source for such improvements.

- Various improvements and modernizations needed at all sites
- Local bond funding is required to fund future projects
- State funding is currently unavailable

8. What school impact fees does the District currently charge by land use (e.g., residential, commercial, office)? Please provide Level I, II, and/or III impact fees, if applicable.

- New Residential $5.91
- Commercial $0.54

9. Please provide any additional comments and/or information regarding school service for this project under the proposed General Plan Update (attach additional pages as necessary).

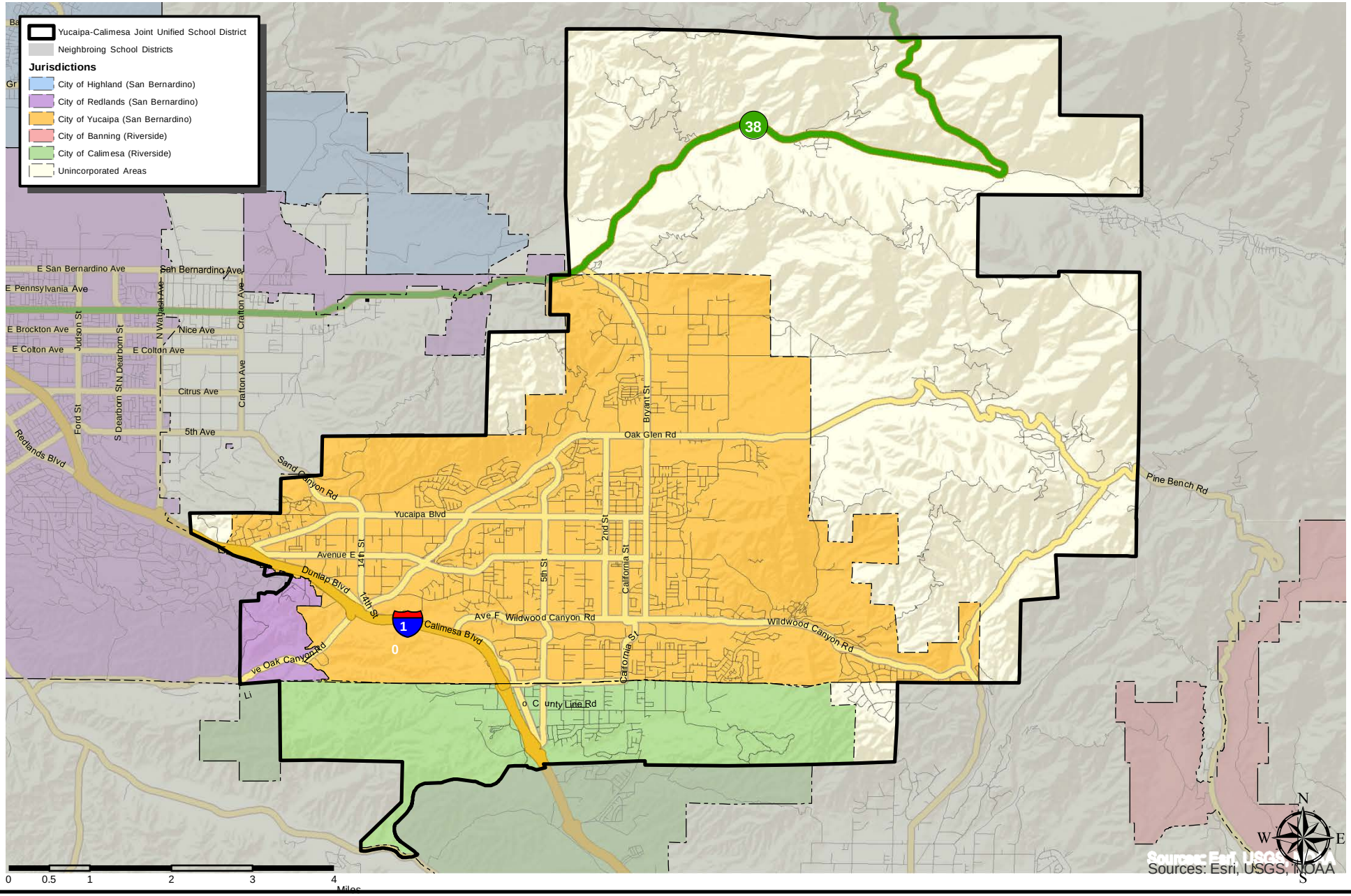
- Existing facilities are aging and inadequate. The only funding adequate will be the passage of a local bond
- New schools will need to be added depending on actual growth

Response Prepared By:

Christi Richards	Planner/Accountant
Name	**Title**
Yucaipa-Calimesa Joint Unified School District	**12/10/14**
Agency	**Date**

Yucaipa-Calimesa Joint Unified School District

Geographic Profile - School Year 2013/2014



May 2014

If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please summarize Yucaipa Branch Library's existing facilities, resources, and services (library building square footages, collection volume, capacity), and special services provided (i.e., computer labs, summer reading programs, tutoring) to residents of the City. Do other libraries serve Yucaipa residents?

Facility is 12,070 sq. ft.
Total item count = 42, 970
Total computers available = 42 including staff and public

Open computer lab available for instruction and public use when no classes
Adult Literacy tutor program to assist adults learning to read or reading improvement
Summer Reading Program open to children, teens and adults
Variety of children's programs including age 0-5 and elementary age
Teen craft and movie programs
Adult basic computer classes
Adult English Improvement class

Riverside County Library System - Calimesa Branch also serves the Yucaipa community

2. Are existing library facilities and resources (books, computers, etc.) adequate for the system's service population? If not, what is the estimated deficit of space and/or volumes?

Current population of 52,000 x .34 per capita need would be served by 17,000 sq. ft or larger facility.
Current facility is 12,070
Deficit of space is approximately 5000 sq. ft.

3. What factors or standards are used to estimate library facility and resource requirements (e.g. square feet of library facility floor area per capita and book volumes per capita)?

There are no definitive guidelines or standards used to determine per capita needs. California State Library Statistical Report provides comparative data and estimates approximately .34 sq. ft per capita need.

4. Please summarize any additional resources and/or facilities needed to provide library services for future development under the General Plan Update.

City of Yucaipa would benefit from a new facility or the expansion of the current facility.

5. Please describe any existing plans to expand library service and/or facilities that would serve the City. Please also describe the anticipated funding sources for those improvements.

The County Library currently has no plans to expand library services or the facility.

6. Please provide any additional comments and/or information regarding the provision of library services under the proposed General Plan Update (attach additional pages as necessary).

Response Prepared By:

Patty Turley	Regional Manager
Name	**Title**
San Bernardino County Library	11/14/2014
Agency	**Date**

If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please confirm that the South Mesa Water Company provides water service to certain areas within the City of Yucaipa (for boundaries, see Figure 1, *Citywide Aerial*).

   Yes, SMWC provides water to the City of Yucaipa. Attached is a service boundary map.

2. Where does South Mesa Water Company currently receive it water supply from? Is there an Urban Water Management Plan (or similar plan) available?

SMWC get's all water from eight wells within the local groundwater basins. SMWC will be submitted a UWMP for the year 2015. SMWC is currently under the 3,000 service connections required for a plan, but anticipates going over that threshold soon.

3. Please provide South Mesa Water Company's per-capita water consumption rates used to predict water supply demand.

   SMWC supplies water to a population of approximately 10,000 through 2,996 service connections. Over the past five years, the SMWC annual water production in Acre Feet is 2,354.

   Acre Feet
   2013- 2435.36
   2012- 2377.30
   2011- 2223.95
   2010- 2221.54
   2009- 2514.10

4. Please summarize any ongoing or planned water supply facilities and/or infrastructure projects. Would additional facilities and/or infrastructure be needed to provide water service to future development under the General Plan Update (see Table 1 for buildout statistics)? If so, identify how those services and/or facilities would be funded.

SMWC is currently constructing a 2.5 MG reservoir located south of County Line road on Douglas Street. This will increase storage capacity in Pressure Zone 2 from 1.25 MG to 3.75 MG. As always, future development will be subject to review and/or a feasibility study based on the project.

Although recycled water is not available at this time and cost restraints and infrastructure may be an obstacle, SMWC is being proactive by preparing a recycled water plan in preparation to provide retail service of this valuable resource.

8. Please provide any additional comments and/or information regarding South Mesa Water Company's water supply services for Yucaipa under the proposed General Plan Update (attach additional pages as necessary).

SMWC is currently involved in a ground water study with the other neighboring agencies. The plan is intended to find optimal locations for ground water recharge to help maintain groundwater sustainability.

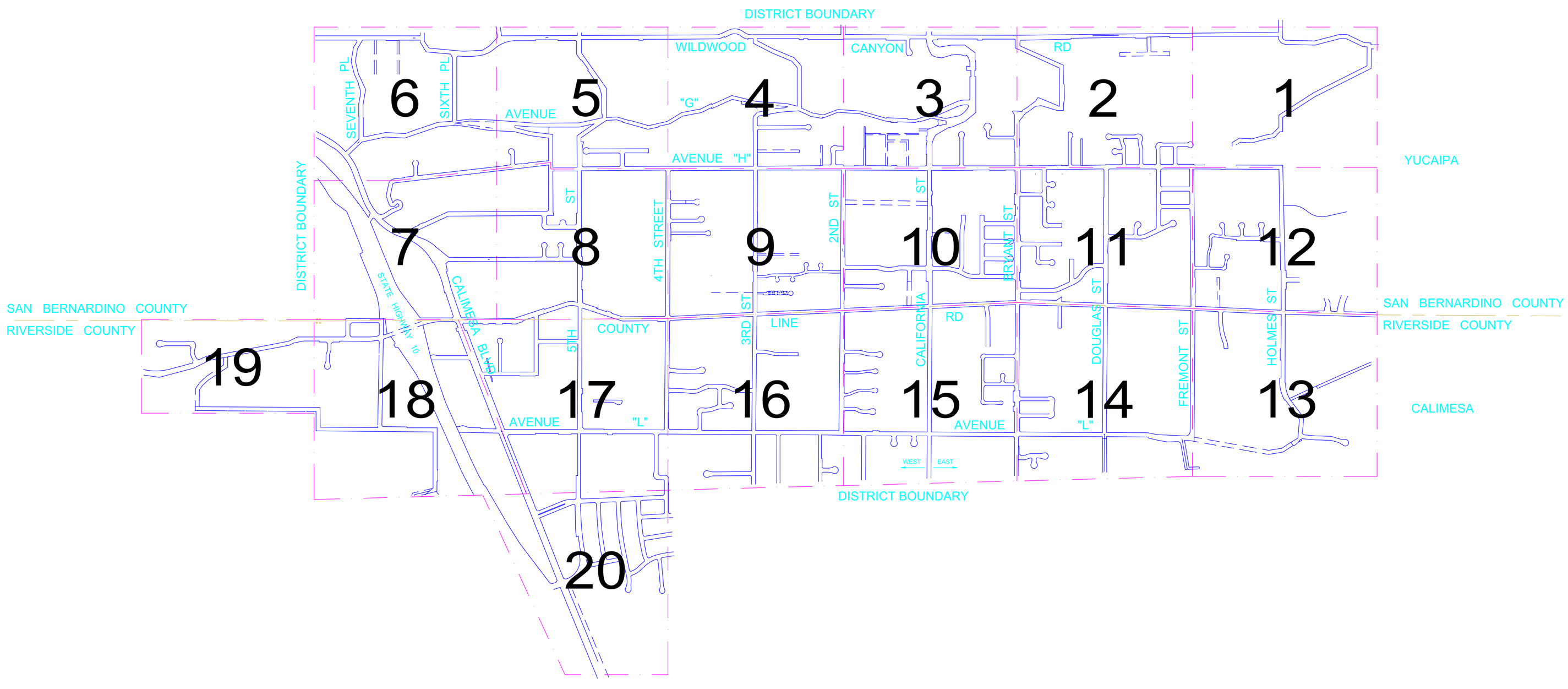
Response Prepared By:

David Armstrong	**General Manager**
Name	**Title**
SOUTH MESA WATER COMPANY	**10-27-2014**

INDEX MAP

of

South Mesa Water Company



LEGEND

FIRE HYDRANTS		SUBDIVISION LOT NUMBERS	22
VALVES		SUPERSEDED LOT NUMBERS	200
WELLS		TRACT MAP BOOK / PAGE	
PIPELINES		PARCEL MAP BOOK / PAGE	PM 00/00
STREET LINES		ASSESSOR'S MAP BOOK	322-20
LOT LINES		DETAIL REFERENCE LETTERS	D
CENTERLINES		FIRE DEPARTMENT CONNECTION	C
SECTION CORNERS	11 12 14 13		
POST INDICATOR VALVE	P		

PRESSURE ZONES

ZONE 1a:

ZONE 1:

ZONE 2:

ZONE 3:

If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please confirm that the Western Heights Water Company provides water service to certain areas within the City of Yucaipa (for boundaries, see Figure 1, *Citywide Aerial*).

   WHWC provides water service to the Dunlap Acres Community of the City. (Company also serves southeast area of Redlands.)

2. Where does Western Heights Water Company currently receive it water supply from? Is there an Urban Water Management Plan (or similar plan) available?

   WHWC obtains most of its water supply from the underlying groundwater basin via wells. At this time, a very small amount is obtained from the California State Water Project (SWP), filtered and transported through facilities of the Yucaipa Valley Water District. Larger amounts may be used in the future.

   WHWC is not required to prepare an Urban Water Management Plan due to its smaller number of connections. A Water Supply Master Plan (WSMP) exists though not recently updated.

3. Please provide Western Heights Water Company's per-capita water consumption rates used to predict water supply demand.

   Estimated daily water use for the Dunlap Acres portion of the Company's Service Area is 772 gallons/service per records for calendar year 2013 with 1,555 services. Estimated average daily per capita use, based upon 2.8 persons per service per 2010 census date, is 275 gallons.

4. Please summarize any ongoing or planned water supply facilities and/or infrastructure projects. Would additional facilities and/or infrastructure be needed to provide water service to future development under the General Plan Update (see Table 1 for buildout statistics)? If so, identify how those services and/or facilities would be funded.

   Additional source facilities will be required for prospective future development in the Company's Yucaipa Service Area, perhaps both groundwater and SWP. For the former, additional well(s) will be required, while for additional SWP, an additional connection would be required. Facilities will be funded by available and future capacity charges collected from development.

5. Please provide existing infrastructure maps showing pipe locations and sizes along with a system pressure map.

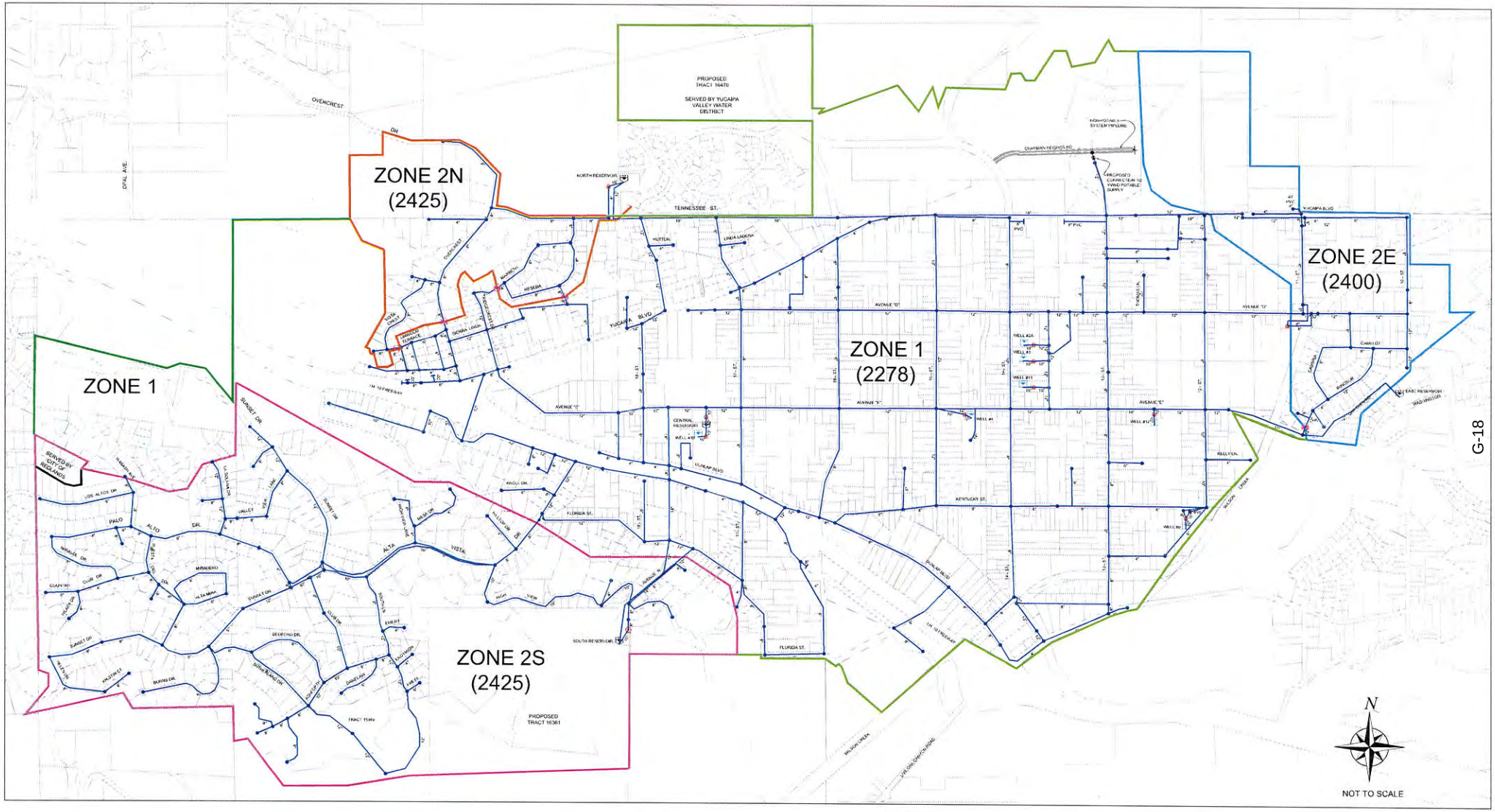
   Company's System Map accompanies this questionnaire.

6. Please provide any additional comments and/or information regarding Western Heights Water Company's water supply services for Yucaipa under the proposed General Plan Update (attach additional pages as necessary).

There is considerable area for potential development in the Company's Yucaipa Service Area – both via "densification" on the developed portion and new on the periphery – particularly adjacent to Crafton Hills College area, area west of Sand Canyon Road, and in the southeast, both north and south of Interstate 10.

Response Prepared By:

[illegible]	MANAGER
Name	**Title**
WESTERN HEIGHTS WATER COMPANY	10/30/2014
Agency	**Date**



WESTERN HEIGHTS WATER COMPANY
EXISTING WATER SYSTEM
10-29-2014

If you would like to receive this questionnaire in MS Word format, please email Frances Ho at fho@placeworks.com.

1. Please identify confirm that landfills owned and/or operated by San Bernardino County receive solid waste generated by land uses in the City of Yucaipa.

   The County of San Bernardino owns and operates the San Timoteo Sanitary Landfill and the Mid-Valley Sanitary Landfill, which receives solid waste generated by land uses in the City of Yucaipa. The County has a Waste Disposal Agreement with the City that requires the City to deliver all of its Controllable Waste to the County's landfills.

2. Please confirm or correct the following information we obtained from the California Department of Resources Recovery and Recycling (CalRecycle) website:

   a. In 2013, approximately 93 percent of solid waste disposed from the City of Yucaipa was disposed at one landfill: the San Timoteo Sanitary Landfill in the City of Redlands. This landfill is owned and operated by the County of San Bernardino, Solid Waste Management Division.

      The County has a Waste Disposal Agreement with the City that requires the City to deliver all of its Controllable Waste to the County's landfills.

   b. Please confirm, correct, and supplement the information in the following table.

Facility	**Maximum Permitted Throughput, Tons per Day**	**Average Disposal, tons per day[1]**	**Remaining Capacity, cubic yards**	**Estimated Closing Date**
San Timoteo Sanitary Landfill 31 Refuse Road, Redlands, CA 92373	2,000	980	20,400,000	2043-permit 39 yrs. landfill life
Mid-Valley Sanitary Landfill 2390 N. Alder Avenue Rialto, CA 92377	7,500	2954	101,300,000	2033-permit 64 yrs. landfill life
Other landfill(s):				

Source: CalRecycle 2013.

3. Please confirm or correct the following data on solid waste diversion rates for the City of Yucaipa we obtained from CalRecycle's website:

Year	Diversion Rate, Percent
2001	45
2002	45
2003	41
2004	46
2005	48
2006	53

Source: CalRecycle 2013.

	Population Disposal, Percent		Employment Disposal, Percent	
Year*	Target	Actual	Target	Actual
2007	4.5	4.3	32.4	30.0
2008	4.5	3.4	32.4	23.6
2009	4.5	2.8	32.4	20.6
2010	4.5	2.7	32.4	22.4
2011	4.5	2.8	32.4	20.9
2012	4.5	2.7	32.4	21.6

Source: CalRecycle 2013.

* From 2007 onward, diversion rates are reported as actual disposal rates compared to target disposal rates. Actual disposal rates at or below target rates are one of several measures of compliance with the diversion requirement in AB 939.

The County of San Bernardino has no authority to determine the authenticity of the City's diversion rates. Diversion requirements are between the City and CalRecycle.

4. Please describe any existing plans to expand solid waste facilities that would serve the City of Yucaipa. Please also describe the **anticipated funding sources** for such improvements.

The San Timoteo Sanitary Landfill is permitted to accept waste until 2043. The County has the option to expand the existing waste footprint as needs arise. The site has sufficient landfilling capacity until 2043.

The Mid-Valley Sanitary Landfill is permitted to accept waste until 2033. The County has the option to expand the existing waste footprint as needs arise. The site has sufficient landfilling capacity until 2033.

5. If not addressed in the previous question, please summarize any additional facilities or infrastructure needed to serve future development under the General Plan Update.

   No additional facilities are needed.

6. Could solid waste disposal be provided to serve future growth in accordance with buildout of the General Plan Update without significantly impacting existing solid waste services?

   The County is obligated to provide 15 years of disposal needs for the County's citizens. Both landfill sites that serve the City could handle growth and expansion within the City.

7. What impact will the General Plan Update, in combination with all the other development projects in the area, have on solid waste providers' ability to provide disposal services?

   The Yucaipa General Plan Update will have minimal impact on the County's landfill infrastructure. Without knowing what the "other development projects in the area" are, it is unknown what the impact will be.

8. Please add any additional comments you may wish to make regarding the Yucaipa General Plan Update and its impact on the provision of solid waste pickup and disposal.

Response Prepared By:

Arthur L. Rivera, P.E.	Deputy Director
Name	**Title**
Department of Public Works – Solid Waste Management Division	10/27/14
Agency	**Date**

Yucaipa General Plan EIR Information

1. Burrtec Waste Industries, Inc., through its subsidiary, Yucaipa Disposal, provides waste and recycling services to the City of Yucaipa ands surrounding unincorporated County areas. Services include:

   Single Family Residential:
   - Municipal solid waste collection – 15 to 90 gallon wheeled totes or dumpsters
   - Commingled recyclable collection – 90 gallon wheeled tote
   - Green waste collection - 60 gallon wheeled tote
   - Manure – 60 gallon wheeled tote or 2 cubic yard bin

   Multi-Family:
   - Municipal solid waste collection – 15 to 90 gallon wheeled totes or dumpsters
   - Commingled recyclable collection
   - Green waste collection

   Commercial and Industrial:
   - Municipal solid waste collection – 1 to 3 cubic yard bins
   - Commingled recyclable collection
   - Green waste collection

   Burrtec also provide:
   - Roll-off boxes (10 to 40 cubic yard)
   - Commercial Trash Compactors
   - Temporary bin service
   - Residential bulky item pickup – up to 3 times per calendar year

2. Burrtec has a franchise to provide waste and recycling services to the entire area of incorporated City of Yucaipa.

3. Burrtec operates its collection activities for the City of Yucaipa out of its yard located at 5455 Industrial Parkway, San Bernardino, Ca. Burrtec is fully capable of providing all collection services for any future development within the City of Yucaipa and future annexation areas.

4. Presently, Burrtec provides the following recycling services:
   - Commingled recycling collection – all customer types
   - Christmas tree collection/recycling
   - School Education programs
   - Compost workshops
   - Business Recycling Newsletters

All wastes and recyclables collected in the City of Yucaipa are transported to Burrtec's East Valley Recycling & Transfer facility located at 1150 S. Tippecanoe Avenue, San Bernardino, CA. East Valley is a fully permitted Materials Recovery Facility (MRF)/Transfer Station with a permitted capacity to receive up to 900 tons per day of incoming wastes and recyclables. Recyclables are sorted at the MRF with recovered materials transferred to secondary industries for reuse. Municipal solid waste is transferred to landfills owned and operated by the County of Riverside, principally the Lamb Canyon Landfill in Beaumont, CA. Greenwaste is transferred to either the Robert A. Nelson MRF in Jurupa Valley or the West Valley MRF in Fontana for further organics processing. All facilities accepting wastes or recyclables have adequate capacity to accept all current and future wastes and recyclables generated by the City of Yucaipa.

5. Increased development within the City may require additional collection vehicles that are not a significant issue to Burrtec. All processing facilities have adequate capacity to process and transfer all future waste and recyclables generated in the City by new development.

6. Burrtec does not see any significant impacts in its ability to provide waste and recycling services to the City resulting from new development.

Gary Koontz, Facility Project Manager
Burrtec Waste Industries, Inc.
9890 Cherry Avenue
Fontana, CA 92335
(909) 429-4200
gkoontz@burrtec.com

Appendix H Traffic Impact Analysis

Appendices

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City of Yucaipa

TRAFFIC IMPACT ANALYSIS REPORT
CITY OF YUCAIPA GENERAL PLAN UPDATE

DRAFT

OCTOBER 9, 2015

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1. INTRODUCTION

The City of Yucaipa is updating its General Plan, a planning document that sets forth the guidelines for the City's long-term development. This traffic impact study identifies the transportation network proposed under the new General Plan, and assesses the potential impacts to the transportation network within the city resulting from development that could occur under the plan.

This report is used as part of the Environmental Impact Report for the General Plan Update. The results and findings of this traffic study report summarize forecast traffic conditions with the proposed General Plan and identify any necessary refinements to the future transportation network to accommodate future transportation conditions.

The report is organized into nine sections:

- Section 1 – Introduction
- Section 2 – Project Description
- Section 3 – Roadway Classifications
- Section 4 – Roadway and Transit Inventory
- Section 5 – Traffic Analysis Methodology
- Section 6 – Existing Conditions
- Section 7 – Existing Infrastructure With Project Conditions
- Section 8 – Buildout Post-2040 With General Plan Conditions
- Section 9 – Vehicle Miles Traveled Analysis
- Section 10 – Congestion Management Program Analysis
- Section 11 – Transportation Impact Assessment

Section 1 provides a brief introduction of the study area and report content. A summary of the project description is included in Section 2. Section 3 describes the various roadway classifications adopted by the City. Section 4 contains the inventory of City's roadway and transit routes. Section 5 includes the methodology utilized in the analysis and City standards. Study area roadway, intersection geometry, current daily segment, peak hour intersection turning movements and level of service are presented in Section 6. The assessment of the proposed General Plan update on the existing infrastructure is analyzed in Section 7. Section 8 includes an analysis of Post-2040 conditions with the proposed General Plan Update. An assessment of vehicle miles traveled resulting from the proposed General Plan is provided in Section 9. Section 10 summarizes the analysis of traffic conditions under the guidelines of the San Bernardino County Congestion Management Program. Section 11 presents the findings of the impact assessment following CEQA guidelines.

2. PROJECT DESCRIPTION

The purpose of this section is to give an overview of the project background and traffic study prepared in support of the General Plan Update for the City of Yucaipa.

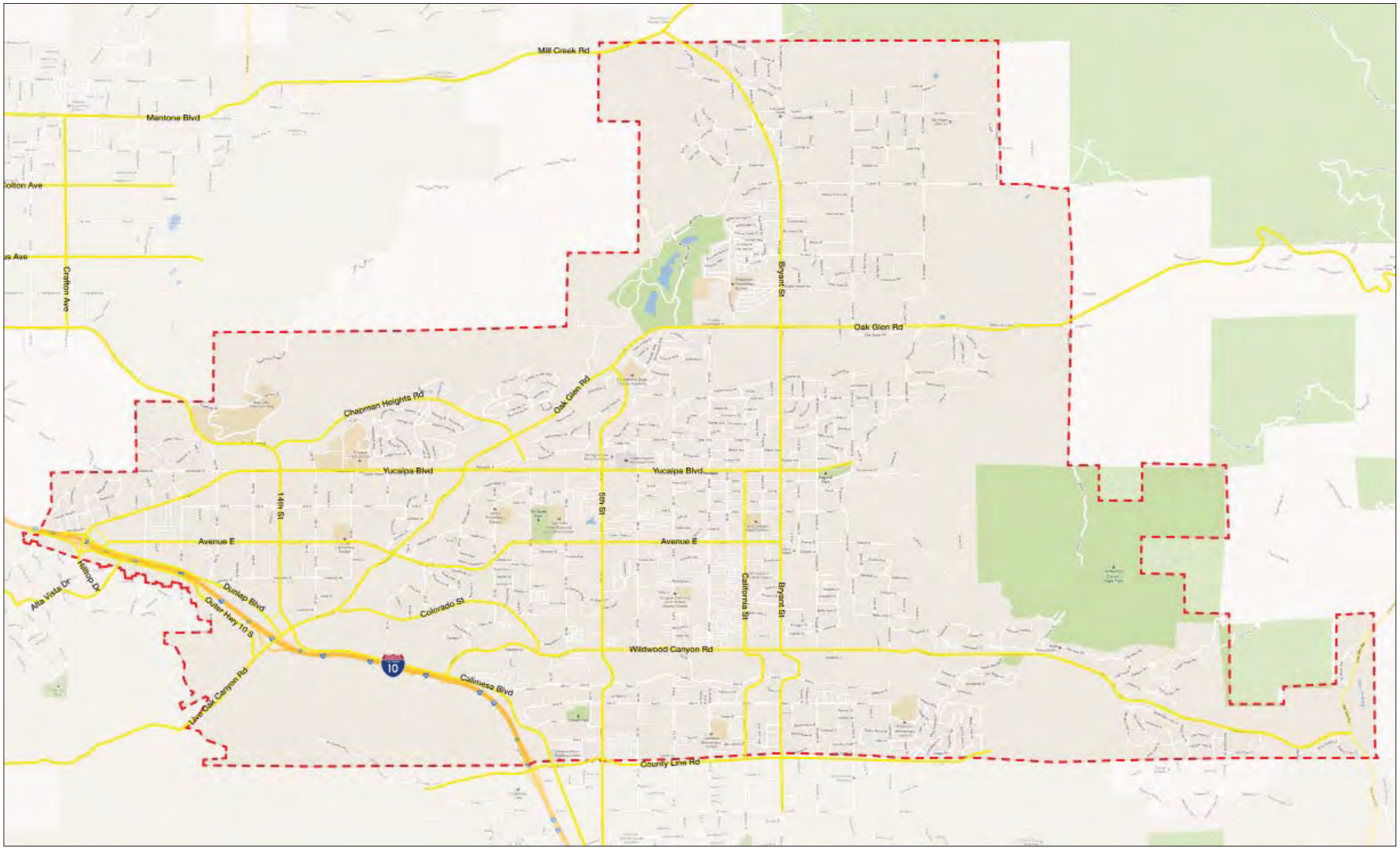
2.1 Background

The City of Yucaipa is located in San Bernardino County, California, immediately north of and adjacent to the border with Riverside County, and about 10 miles east of the City of San Bernardino. Regional access is provided by the Interstate 10 (I-10) Freeway. Neighboring jurisdictions include Redlands (San Bernardino County) to the northwest, Calimesa (Riverside County) to the south, as well as the unincorporated communities of Crafton (San Bernardino County), and Cherry Valley (Riverside County). Yucaipa is also bound to the north by the San Bernardino National Forest. Figure 2-1 illustrates the project location and Figure 2-2 contains the study area utilized in the traffic analysis.

The City's current circulation element, contained within the General Plan, identifies the existing transportation conditions within the City including roadway configuration and capacities. In addition, the element identifies issues and opportunities, goals, policies, and actions related to circulation within the City. The City's goals include safe and efficient transportation and promoting non-motorized transportation; these goals encourage alternative transportation, congestion management, and traffic demand management.

Figure 2-1: Project Location

Figure 2-2: Study Area



2.2 Regulatory Framework

There are a series of regional planning documents and state legislation that impact the preparation of the General Plan update and help to frame the parameters of this traffic impact analysis. These regulations and plans are summarized below.

Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32)

This legislation is focused on reducing the amount of greenhouse gas (GHG) emissions released into the atmosphere within the State of California. AB32 sets a state-wide target of reducing forecast GHG emissions for the Year 2020 to the level that occurred in 1990. This represents a 15% reduction below emissions expected under a "business as usual" scenario[1]. The California Air Resources Board (CARB) is tasked with developing regulations to achieve this objective. CARB developed an initial Scoping Plan in 2008 to achieve these reductions, and released an updated plan in 2014. To comply with AB32, the City of Yucaipa must identify strategies to reduce GHG emissions within the city. The City is currently pursuing the development of a Climate Action Plan (CAP) separate from this General Plan update that will help to identify potential recommendations for GHG reduction strategies. It is anticipated that recommendations from the CAP will be incorporated as appropriate into the General Plan policies.

Sustainable Communities and Climate Protection Act (Senate Bill) (SB) 375)

SB375 is focused on reducing GHG emissions associated with vehicle travel through better coordination between transportation and land use planning at the regional and local government levels. SB375 established regional targets for reducing vehicle-generated GHG emissions for the Years 2020 and 2035. Each region within the state must prepare a Sustainable Communities Strategy (SCS) every four years as part of the Regional Transportation Plan. The SCS documents the regional and local strategies and projects that will be implemented to achieve the GHG emission reduction goals. The preparation of the regional SCS for Southern California is the responsibility of the Southern California Association of Governments (SCAG). The City of Yucaipa will comply with the requirements of SB375 and the SCS by implementing the projects contained in the adopted RTP/SCS.

Complete Streets Act (Senate Bill 1358)

This legislation requires that local agencies plan for a balanced, multi-modal transportation network that meets the needs of all users of the roadway for safe and convenient travel. All local agencies are to incorporate Complete Streets principals in their General Plan Circulation Element, through the adopted policies and projects contained within the document. Specifically, the Act requires that local agencies "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." The City of Yucaipa will comply with the Complete Streets Act as part of this General Plan update through the establishment of a network of streets that accommodate multiple users of the transportation network, including pedestrians, bicyclists, automobiles, and transit vehicles.

2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG prepares the RTP/SCS every four years as part of Federal and State requirements for regional planning. The most recent RTP/SCS was adopted in 2012. This plan documents the region's plans for transportation and land use improvements from the year of adoption to a future horizon year. For the 2012 RTP/SCS, this horizon year was 2035. Transportation projects

[1] California Air Resources Board

identified in the funded and regionally constrained project lists within and near the City of Yucaipa are incorporated into the Circulation Element update. Any new projects or programs identified as part of this update will be communicated by the city to SCAG for inclusion in the 2016 RTP/SCS.

SANBAG Congestion Management Program

The San Bernardino Associated Governments (SANBAG) is the subregional planning agency for San Bernardino County. SANBAG is responsible for the preparation and adoption of the county's Congestion Management Program (CMP). A CMP is prepared for each county, and establishes a county-wide network of state highways and arterial roadways that are monitored using established metrics for level of service to ensure that new development properly mitigates potential increases in traffic volume along the designated highways and roadways. All traffic studies prepared in San Bernardino County must conform to the CMP guidelines, and regional projects, including this General Plan update, must analyze whether the forecasted increase in traffic volumes would result in significant impacts to the CMP highway and roadway network. The CMP analysis conducted as part of this study is presented in Section 10.0 of this report.

2.3 Existing Conditions (2013)

A summary of the existing land use conditions is illustrated in Table 2-1. This scenario is based on the land use conditions, roadway segment, and intersection lane geometry present in the City of Yucaipa in 2013.

Table 2-1: Existing Land Use Conditions

Land Use Category	Acres	Households	Population	Nonresidential Building SF	Employment
City of Yucaipa					
Agriculture	173	-	-	-	-
Commercial and Service	269	-	-	2,391,804	4,784
Education	365	-	-	-	1,352
Facilities	177	-	-	-	100
General Office	12	-	-	118,194	182
Industrial	89	-	-	240,928	375
Multi-Family Residential	101	814	2,352	-	-
Open Space and Recreation	3,064	-	-	-	-
Other Utilities	79	-	-	-	-
Rural Residential	2,729	4,960	11,547	-	-
Single Family Residential	3,803	12,359	33,931	-	96
Transportation, Communications, and Utilities	6	-	-	-	-
Under Construction	160	-	-	-	-
Vacant	4,804	-	-	-	-
Water Utilities	516	-	-	-	-
ROW	1,743	-	-	-	-

Land Use Category	Acres	Households	Population	Nonresidential Building SF	Employment
Sphere of Influence					
Facilities	20	-	-	-	-
Open Space and Recreation	1,332	-	-	-	-
Rural Residential	20	2	5	-	-
Vacant	280	-	-	-	-
ROW	11	-	-	-	-
Grand Total	**19,753**	**18,134**	**47,835**	**275,0926**	**6,888**

2.4 Post-2040 Proposed General Plan Buildout

Table 2-2 summarizes the land use information for the proposed buildout of the General Plan.

Table 2-2: Proposed General Plan Buildout Conditions

Land Use Code	Acres	Households	Population	Nonresidential Building SF	Employment
City of Yucaipa					
RL-40	41	1	3	-	-
RL-20	20	1	3	-	-
RL-10	1,280	121	332	-	-
RL-5	240	45	124	-	-
RL-2.5	638	241	628	-	-
RL-1	2,477	2,335	6,422	-	-
R-1	16	15	41	-	-
R-2	121	228	627	-	-
RS-20M	1,951	4,047	11,082	-	-
R-4	199	750	2,061	-	-
RM-10M	1,328	1,748	4,858	-	-
RM-72C	566	5,931	15,898	-	-
R-8	50	375	1,033	-	-
RS-10M	421	5,511	15,119	-	-
RS-72C	1,048	3,185	8,327	-	-
R-24	40	906	2,618	-	-
RM-24	21	465	1,343	-	-
CR	175	-	-	2,435,125	2,970
CG	384	-	-	3,710,114	7,531
CN	49	-	-	322,320	716
CS	175	-	-	1,523,561	3,386
BP	26	-	-	575,996	576

Land Use Code	Acres	Households	Population	Nonresidential Building SF	Employment
IC	97	-	-	513,987	627
IN	798	-	-	500,000	2,488
PD	740	2,473	6,802	-	194
PUB	45	-	-	-	-
OS-PD	507	-	-	-	-
OS	2,185	-	-	-	-
P	617	-	-	-	-
FW	92	-	-	-	-
ROW	1,743	-	-	-	-
Sphere of Influence					
RL-10	13	1	3	-	-
RL-5	7	1	3	-	-
OS	1,632	-	-	-	-
ROW	11				
Grand Total	**19,753**	**28,380**	**77,328**	**9,581,104**	**18,488**

Land Use Districts	
RL-XX – Rural Living XX ac min	CS – Service Commercial
R-X – Single Residential XX du/ac	BP – Business Park
RS-XX – Single Residential XX sf min	IC – Community Industrial
RM-XX – Multiple Residential XX sf min	IN - Institutional
Land Use Districts	
R-XX – Multiple Residential XX du/ac	PUB – Public Facilities
PD – Planned Development	OS – Open Space
CR – Regional Commercial	OS/PD – Open Space Planned Development
CG – General Commercial	P – Park
CN – Neighborhood Commercial	FW – Floodway

The proposed General Plan Update buildout conditions are only about 1.5% higher than the current General Plan buildout conditions for population and households, but non-residential development and employment are anticipated to experience a stronger growth, with 9.3% more employment than the current General Plan.

3. ROADWAY CLASSIFICATIONS

The current City of Yucaipa General Plan Circulation Element identifies a hierarchy of roadway classifications to organize the City's transportation infrastructure. These classifications, along with their designated standard right-of-way widths, are intended to provide the city with a range of roadway types that are designed to serve anticipated traffic, pedestrian, bicycle, and transit volumes now and into the future. Existing roadway classifications are described below in terms of functionality and typical right of way based on the City's design standard plans. No changes to the definition of these roadway classifications are proposed as part of this General Plan update process.

3.1 Existing Roadway Classifications

Freeway/Interstate

Freeways are multi-lane, limited access and high speed roadways dedicated to serve regional and interregional vehicular travel. Access to these facilities is restricted to interchange ramps at selected roadways only. Freeways fall under the jurisdiction of the California Department of Transportation (Caltrans), with specific requirements for right of way regulated by Caltrans.

Major Arterial

Typical right of way for major arterial roadways within Yucaipa is 120 feet. This classification is consistent with the classification provided in the San Bernardino County Master Plan of Highways for the Valley/Desert Areas.

Major

Major roadways typically have right of way of 104 feet, and standard section includes raised median and two to three lanes in each direction, with provision for the installation of a bike lane in the 10 foot area located next to the curb. These roadways provide for trough traffic movement between and across urban areas and are the backbone of the city's transportation system, with limited or no parking allowed.

Secondary

Secondary roadways have a standard configuration requiring a right-of-way width of 88 feet, with two lanes of travel in each direction, and no raised median. This configuration allows for the placement of bike lanes in the 8 foot area located next to the curb. Secondary roadways provide for traffic movement across the city, as well as shorter distance local intra-city movement and complement the major roadway system.

Controlled/Limited Access Collector

This roadway configuration consists of one or two lanes in each direction, with no median, requiring right-of-way of 66 feet. These facilities are utilized to connect the city's main street network to lower density areas (mainly residential).

Mountain Major

This roadway classification consists of one lane in each direction, undivided, with right of way of 80 feet. This roadway configuration contains traffic calming measures, and bike lanes can be present next to the curb, along with parallel or diagonal parking.

Local

These streets constitute the majority of the developed roads within the City. Their purpose is to provide access to private properties and provide circulation within neighborhoods. Standard local streets are undivided roads with one lane in each direction and require 60 feet of right of way. This typical section is also used for cul-de-sac streets.

Modified Street

The typical street section for a modified street is an undivided roadway, with one lane in each direction, and 60-66 feet of right-of-way. This street section is used for residential streets requiring a narrower curb-to-curb width for traffic calming purposes.

4. EXISTING TRANSPORTATION NETWORK

The existing transportation network within the city is described below. Existing conditions are described for arterial roadways, bicycle facilities, and transit services. These descriptions help to establish the existing configuration for the transportation network and serve as a basis for comparison for future planning efforts.

4.1 Existing Arterial Roadways

Arterial roadway classifications consistent with the current General Plan are shown in Figure 4-1. Descriptions for the current condition of each roadway are also provided below.

Yucaipa Boulevard - Yucaipa Boulevard is designated as an east-west Major highway in the Circulation Element of the City's General Plan from Interstate 10 (I-10) to 5th Street, a secondary highway from 5th Street to 2nd Street, and a Mountain Major from 2nd Street to Bryant Street. The roadway's existing lane configuration is:

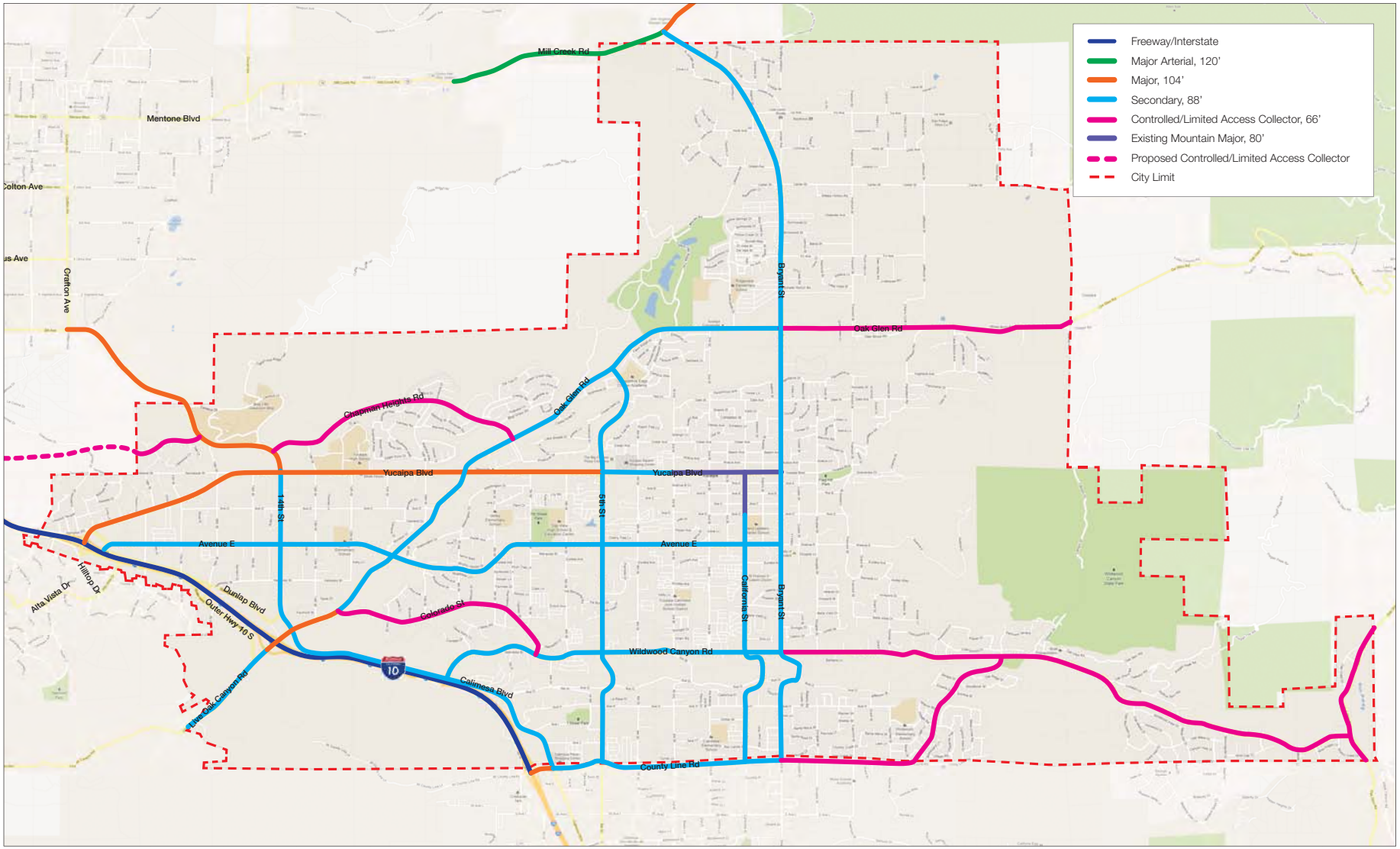
- four-lane divided roadway between Interstate 10 and 14th Street,
- six-lane divided roadway between 15th Street and 5th Street,
- four-lane with center-turn lane from 5th Street to 2nd Street and
- two-lane undivided from 2nd Street to Bryant Street.

The segment between the I-10 and 15th Street is currently under construction to be widened from four to six lanes. The posted speed limit ranges from 45 mph between I-10 and 14th Street to 35 mph between 5th Street and 2nd Street, and 25 mph from 2nd Street to Bryant Street. The roadway includes bike lanes from 14th Street to 5th Street. On-street parking is allowed east of 2nd Street, where back-in angled parking is provided in the eastbound direction, and parallel parking is available in the westbound direction. The land use adjacent to Yucaipa Boulevard is mostly commercial and residential. Yucaipa Boulevard is also a designated truck route. Sidewalks are present on a majority of Yucaipa Blvd. from 14th Street to Bryant Street.

Sand Canyon Road - Sand Canyon Road is designated as a Major highway in the Circulation Element. This road runs parallel to the I-10, and connects west Yucaipa to Crafton Hills. The roadway geometry is four-lane undivided west of Campus Drive (north), with a smaller footprint than the designation given in the Circulation Element. East of Campus Drive (north), this road is a four-lane facility with center turn-lane and bike lane, and curb-to-curb width is consistent with the roadway designation. Speed limit is 50 mph. Land use designations adjacent to Sand Canyon Road and within Yucaipa include commercial, residential and institutional, but most of the land is currently undeveloped, with the exception of the parcels in the vicinity of Campus Drive (institutional to the north and residential to the south). Sidewalks are limited.

Live Oak Canyon Road – Live Oak Canyon Road is designated as a Major highway close to the limits between Yucaipa and Redlands, and from the I-10 eastbound ramps to Calimesa Boulevard; and as a secondary highway in between. The road is not built to this designation south of the I-10 ramps, and is currently a two-lane undivided facility. North of the I-10 interchange, the roadway transitions to a section consistent with the major highway designation, with two lanes in each direction. This configuration changes to a divided roadway with three lanes in each direction from I-10 westbound ramps to Calimesa Road. Land use designations surrounding this roadway are residential, commercial and open space, but development in the area is limited, with the majority of the land being vacant. Speed limit is 45mph, with localized speed reductions due to roadway geometry. Sidewalks are present at the I-10 interchange.

Figure 4-1: Current General Plan Circulation Network



Oak Glen Road – Oak Glen Road is classified as a Major highway from Calimesa Boulevard to Colorado Street, and a secondary highway between Colorado Street and Bryant Street, and a collector street east of Bryant Street. Oak Glen Road currently is a divided roadway with three lanes in the north direction and two lanes in the south direction from Calimesa Boulevard to Colorado Street, a four-lane divided road from Colorado Street to the vicinity of Chapman Heights Road and a four-lane undivided roadway from Chapman Heights Road to Bryant Street. East of Bryant Street, the roadway is undivided with one lane in each direction. The posted speed limit ranges from 40 mph between Avenue E and Yucaipa Boulevard to 45 mph between Calimesa Boulevard to Avenue E and east of Bryant Street. The roadway has striped Class II bike lanes from Calimesa Boulevard to Yucaipa Boulevard and from 5th Street to Fremont Street (east of Bryant Street). Land use along Oak Glen Road is mostly commercial and institutional, with a few pockets of residential uses and vacant land. Oak Glen Road is a designated truck route. Sidewalks are prevalent between Avenue E and Bryant Street.

Avenue E – Avenue E is designated as an east-west Secondary highway from 14th Street to Bryant Street and as a local street otherwise. The roadway is not built to facility standards for most of the extension designated as secondary highway, as it provides one lane in each direction, with the exception of the segment between the Wilson Creek Channel and Oak Glen Road (2 lanes in each direction), between Oak Glen Road and 10th Street (one lane eastbound and two lanes westbound) and from 10th Street to 8th Street (2 lanes in each direction). On-street parking is permitted on both sides of the road. The posted speed limit is 35 mph, except between Oak Glen and 8th Streets where it is 40 mph. Land uses along this roadway are mostly residential.

Colorado Street – Colorado Road is a two-lane undivided roadway that connects Oak Glen Road to Wildwood Canyon Road. Number of lanes is consistent with the designation as a Collector street, but other characteristics such as lane width and sidewalks do not currently match those included in City standards. Posted speed limit is 35 mph. Development along Colorado Road is mainly residential, with some area designated as open space in the vicinity of Oak Glen Road.

Wildwood Canyon Road – Wildwood Canyon Road is designated as an east-west Secondary highway west of Bryant Street and as a collector from Bryant Street to City limits. Curb-to-curb distance is narrower than the standard for this type of roadway, and this road is currently configured as a two-lane undivided roadway with a posted speed limit of 40 mph and 45 mph east of Bryant Street. The land use adjacent to this roadway is mostly residential.

Calimesa Boulevard – Calimesa Boulevard is a Secondary highway that runs parallel to I-10 on the north side, connecting the south end of 5th Street (in Calimesa) to Oak Glen Road and 14th Street/Sand Canyon Road. For most of its extension, Calimesa Boulevard is not built to designation and is a two-lane undivided roadway, with the exception of the segment south of Avenue I, where the number of lanes is increased to two in each direction, and divided by a center turn-lane. Posted speed limit is 50 mph between Oak Glen Road and Wildwood Canyon Road, 45 mph between Wildwood Canyon Road and County Line Road and 35 mph south of County Line Road. The land along Calimesa Boulevard is partially developed. Allowed land uses along this roadway are mainly commercial, with some industrial, residential, and open space.

County Line Road – This east-west roadway serves as the city limits of Yucaipa to the south, and serves also as a divider between the counties of San Bernardino and Riverside. The City of Yucaipa Circulation Element contains three designations for County Line Road: Major highway (between I-10 and Calimesa Boulevard), Secondary Highway (between Calimesa Boulevard and Bryant Street) and Collector (east of Bryant Street). Current configuration is two-lane undivided for most of its length, with a center turn-lane and an additional lane in the southbound direction between 5th Street and the I-10 northbound/westbound ramps, where geometry transitions back into two-lane undivided road.

Mesa Grande Drive – Mesa Grande Drive is designated as a Collector street in the City's Circulation Element between Wildwood Canyon Road and County Line Road, and as a local street north of Wildwood Canyon Road. Geometry is two-lane undivided roadway with the exception of the block north of County Line Road and 200 feet south of Wildwood Canyon Road, where there is a raised median dividing the lanes. Speed limit is 40 mph for the segment south of Wildwood Canyon Road. Land use adjacent to this roadway is residential, with some undeveloped parcels. Sidewalks are present on the western side of the road for the entire segment. The eastern side of the road has sidewalks between Escena Drive and Village Road.

14th Street – 14th Street is an extension of Sand Canyon Road, connecting Yucaipa Boulevard to Oak Glen Road, and is designated as a Secondary highway in the City's Circulation Element. This north-south roadway is not built out to this designation, with only one lane in each direction, with curb-to-curb widths varying between 32 feet to 68 feet. Posted speed limit is 35 mph. Land uses surrounding 14th Street are commercial in the vicinity of Yucaipa Boulevard and residential in the segment in between Yucaipa Boulevard and Oak Glen Road. Land use close to Oak Glen Road is designated as commercial, but the land is not developed.

5th Street – 5th Street runs from Oak Glen Road towards the City's southern limits, and is designated as a Secondary highway. Currently the roadway is only built to standard between Oak Glen Road and Yucaipa Boulevard. South of Yucaipa Boulevard, 5th Street has only one traffic lane in each direction. Posted speed limit is 35 mph. Land use surrounding 5th Street is primarily residential, with the occurrence of undeveloped parcels. Sidewalks are present between Oak Glen Road and Avenue E. South of Avenue E, sidewalks are sporadic.

California Street – California Street is a north-south roadway, and is designated as a Mountain Major from Yucaipa Boulevard to Avenue D and as Secondary highway between Avenue D and County Line Road. Current configuration is a two-lane divided roadway from Yucaipa Boulevard and Avenue E with posted speed limit of 25 mph, four-lane divided roadway from Avenue E to Ave H with 40 mph speed limit, and two-lane undivided with posted speed limit of 35 mph south of Avenue H. On-street parking is striped north of Avenue C. Land use north of Yucaipa Boulevard is mainly residential. Commercial and institutional uses are added to the land use mix south of Yucaipa Boulevard. Curb-to-curb width is not as wide as included in City standards for the segments north of Avenue D. Sidewalks are present on both sides of the road between Yucaipa Blvd. and Avenue E. Sidewalks are present again south of Vickey Street.

Bryant Street – Bryant Street is designated as a Secondary highway. Current configurations are: two-lane undivided with bike lane from Mill Creek Road to Juniper Avenue, two-lane with center turn-lane and bike lane from Juniper Avenue to Carter Street, three-lane (2 southbound and 1 northbound) with center turn-lane and bike lane from Carter Street to Sunnyside Drive, four-lane divided by center turn-lane and bike lane from Sunnyside Drive to Yucaipa Boulevard, and two-lane undivided south of Yucaipa Boulevard. Posted speed limits are 50 mph (north of Oak Glen Road), 45 mph from Oak Glen Road to Yucaipa Boulevard and 35 mph south of Yucaipa Boulevard. Right-of-way varies significantly along the segments analyzed. Land use along Bryant Street is a mix of residential, commercial, institutional and vacant. Most sidewalks are located between Oak Glen Road and Yucaipa Blvd.

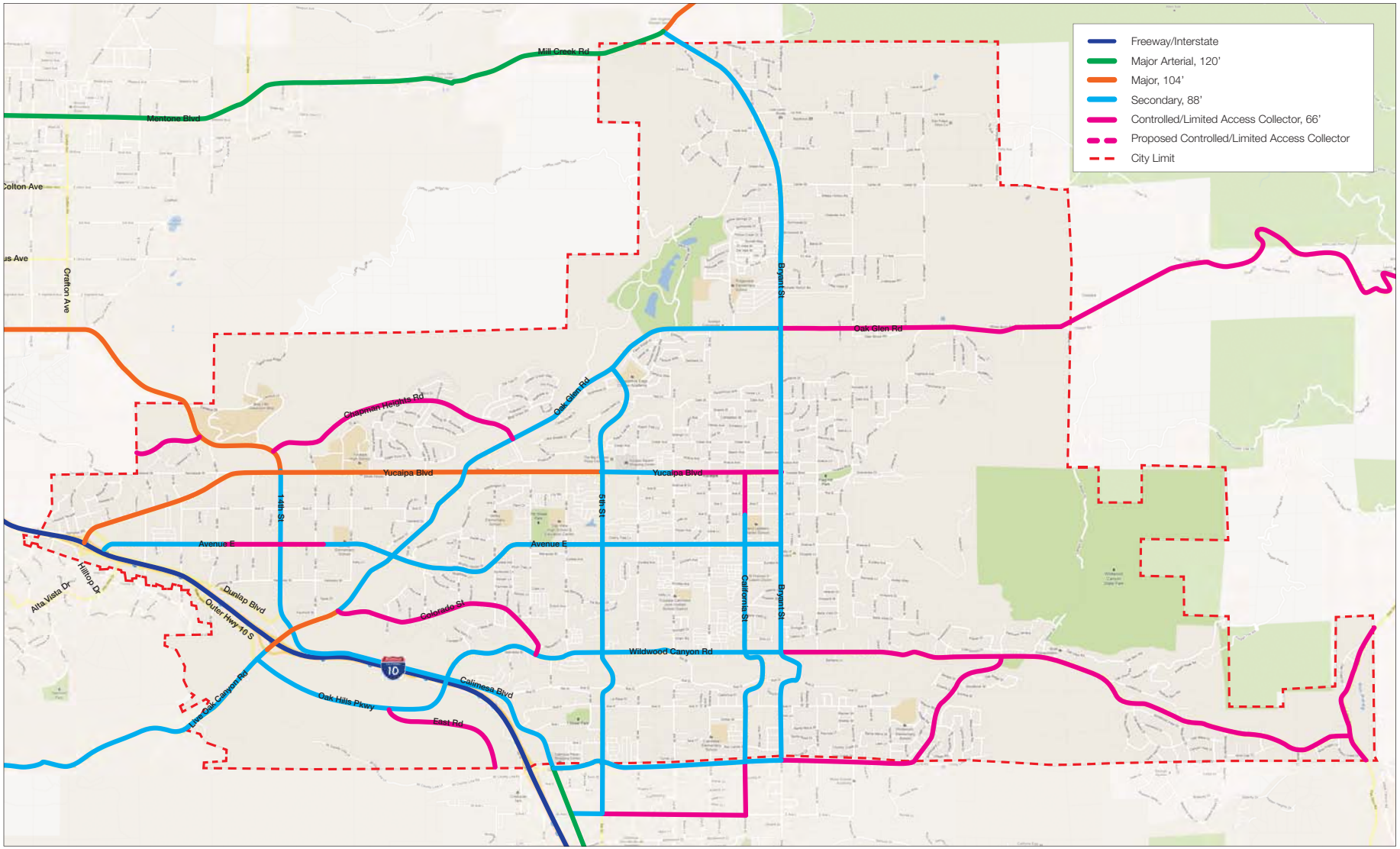
Mill Creek Road (CA-38) – This roadway is designated as a Major arterial west of Bryant Street and as a Major highway east of Bryant Street. This roadway is not built to City standards, as the current configuration is a two-lane undivided roadway. Posted speed limit is 55 mph.

Interstate 10 – Interstate 10 provides east-west regional connection to the City of Yucaipa. In the study area, it currently has 4 travel lanes in the eastbound direction and 3 travel lanes in the westbound direction west of Oak Glen Road, and 3 lanes in each direction thereafter.

4.2 Proposed Arterial Roadway Network

The General Plan update process would incorporate some new planned roadways into the circulation network for the City of Yucaipa. These new roadways are associated with the Freeway Corridor Specific Plan, and would be located south of I-10. The proposed circulation network is illustrated in Figure 4-2.

Figure 4-2: Proposed General Plan Circulation Network



4.3 Consistency with Neighboring Jurisdictions

Many of the arterial roadways noted above extend beyond the limits of Yucaipa, and selected roadways may have different road classifications outside of the city, as designated by the County of San Bernardino, the City of Redlands, the City of Calimesa, and/or the County of Riverside. Those arterials and their road classifications within each jurisdiction were compared for consistency with the road classifications for the City of Yucaipa in order to understand the potential for differences across different jurisdictions. The classifications adopted by each agency are listed in Table 4-1. Table 4-2 contains a comparison of standard right-of-way requirements for those roadways that are also contemplated in other planning documents (within Yucaipa and connecting to City roadways). No changes are proposed as part of the General Plan update to the roadway classifications summarized below.

Table 4-1: Roadway Classifications by Agency

Agency/Source	Roadway Designation	Right of Way Width
City of Yucaipa – General Plan Circulation Element	Major Arterial	120’
	Major Highway	104’
	Secondary Highway	88’
	Collector Street	66’
	Local Street	60’
	Cul-De-Sac Street	60’
County of San Bernardino – Master Plan of Highways (Valley/Desert Areas)	Major Arterial	120’ min
	Major Divided Highway	120’
	Major Highway	104’
	Secondary Highway	88’
	Collector Street	66’
	Controlled/Limited Access Collector	66’
	Industrial Collector	60’
	Local Street	60’
	Hillside Paved Road	60’
City of Redlands – General Plan Circulation Element	Major Arterial	110-132’
	Minor Arterial	72-88’
	Collector – Industrial	64’
	Collector – Residential	64’
	Local	60’
City of Calimesa – General Plan Circulation Element	Urban Arterial Highway	134’
	Arterial Highway	110’
	Major Highway	100’
	Secondary Highway	88’
	Collector Highway	66’
	Local Residential Street	N/A
County of Riverside – General Plan Circulation Element	Expressway	184-220’
	Urban Arterial	152’
	Arterial Highway	128’
	Arterial Mountain Highway	110’
	Major Highway	118’
	Secondary Highway	100’
	Collector Street	74’
	Industrial Collector	78’

Table 4-2: Yucaipa Roads and Right-of-Way Requirements per Agency

Roadway	Segment	ROW (ft)				
		Yucaipa	County of San Bernardino	Redlands	Calimesa	County of Riverside
14th Street	Within City limits	88	88			
5th Street	Within City limits	88	88			
5th Street	In Calimesa				88	100
Avenue E	14th St to Bryant St	88	88			
Avenue E	West of 14th St	60				
Bryant Street	North of Oak Glen Rd	88	104			
Bryant Street	South of Oak Glen Rd, within City limits	88	88			
Bryant Street	In Calimesa				88	100
California Street	South of Yucaipa Blvd	80	88			
California Street	In Calimesa					74
Calimesa Boulevard	Within City limits	88	88			
Calimesa Boulevard	In Calimesa				100	118
Colorado Road	Within City limits	66	66			
County Line Road	West of W County Line Ln				88	100
County Line Road	W County Line Ln 7th Pl				88	118
County Line Road	7th Pl to Calimesa Blvd	104	88		100	
County Line Road	Calimesa Blvd to Bryant St	88	88		88	100
County Line Road	Bryant St to Holmes St	66	88			74
County Line Road	East of Holmes St	66	88			100
Live Oak Canyon Road	South of City limits, San Bernardino County	104	88	72-88		
Live Oak Canyon Road	In Riverside County					118
Live Oak Canyon Road	City limits to I-10 SB ramps	88	88			
Live Oak Canyon Road	I-10 SB ramps to Calimesa Blvd	104	88			
Mesa Grande Drive	South of Wildwood Canyon Rd, within City limits	66	66			
Mill Creek Road	West of Bryant St	120	104			
Mill Creek Road	East of Bryant St	104	104			
Oak Glen Road	Calimesa Blvd to Colorado St	104	88			
Oak Glen Road	Colorado St to Bryant St	88	88			
Oak Glen Road	East of Bryant St	66	88			
Sand Canyon Road	Crafton Ave to Yucaipa Blvd	104	104	72-88		
Wildwood Canyon Road	West of Bryant St	88	88			
Wildwood Canyon Road	East of Bryant St	66	88			
Yucaipa Boulevard	West of 2nd St	104	104			
Yucaipa Boulevard	2nd St to Bryant St	80	88			

As it can be observed in Table 4-2, the existing standard conditions of the roadways in Yucaipa are, in general, consistent with the design standards for the neighboring jurisdictions. Differences

can be explained by different completion times for the planning documents as well as different levels of approach to the City's street system, and the implementation of local street improvement projects. Based on this review, no changes are recommended to roadway designations or classifications in Yucaipa.

4.4 Pedestrian and Bicycle Facilities

Pedestrian and bicycle transportation is an important part of the multi-modal mobility for Yucaipa residents. The City of Yucaipa has been actively working to implement additional pedestrian and bicycle infrastructure in recent years. Additionally, the proposed General Plan further encourages maintenance of existing pedestrian and bicycle facilities, as well as the implementation of more of these facilities into the future.

Pedestrian Facilities

Pedestrian facilities within the City of Yucaipa include sidewalks and multi-use trails (both paved and unpaved).

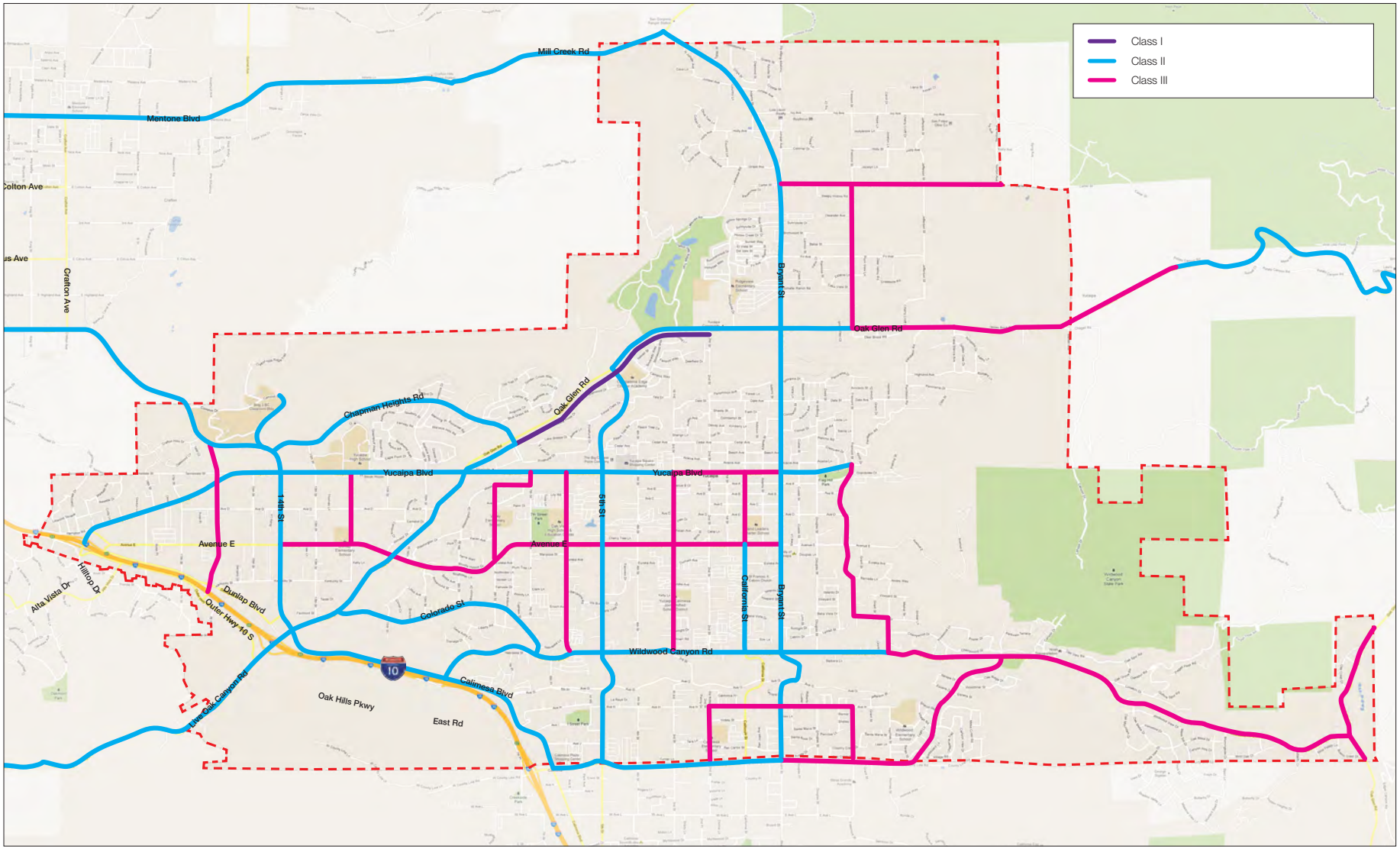
Bicycle Facilities

The City of Yucaipa classifies bikeways in a manner consistent with the Caltrans Highway Design Manual. These classifications are:

- Class I Bikeway (Bike Path) – An off-street paved pathway for use by bicyclists and pedestrians
- Class II Bikeway (Bike Lane) – An on-street striped bicycle lane for use by bicyclists
- Class III Bikeway (Bike Route) – An on-street signed or marked bicycle route that allows for shared use of a travel lane by bicyclists and automobiles.

Existing bicycle facilities in the city include bikeways in all three classifications, Figure 4-3 illustrates the proposed network of on and off-street paved bicycle facilities within the city.

Figure 4-3: Bikeway Network



4.5 Transit Service

Bus and shuttle service for the City of Yucaipa is provided by OMNITRANS, the regional transit provider for the Valley portions of San Bernardino County. These routes and bus stop locations are subject to annual changes, and existing bus routes are shown in Figure 4-4: Existing Transit Routes to illustrate core service area. There are two bus routes that connect Yucaipa directly to San Bernardino:

- **Route 8**: San Bernardino-Mentone-Yucaipa. Route 8 provides daily service to Yucaipa from San Bernardino via Loma Linda, Redlands and Mentone. Route 8 provides connection to San Bernardino International Airport, Crafton Hills College, Redlands Mall, Yucaipa City Hall, Yucaipa High School, Yucaipa Square Shopping Center and Yucaipa Transit Center. Monday through Saturday, frequencies are 60 minutes, with 120 minute frequencies on Sundays.

- **Route 9**: San Bernardino – Redlands – Yucaipa. Route 9 provides daily service to Yucaipa from San Bernardino via Loma Linda and Redlands. Buses run approximately every 60-90 minutes on weekdays with the termini at 4th & F in San Bernardino and Yucaipa Transit Center. Route 9 provides connection to Crafton Hills College, Jerry L. Pettis Memorial Hospital, Loma Linda Medical Center, Redlands Mall, San Bernardino County Health Department, San Bernardino International Airport, Yucaipa City Hall, Yucaipa High School, Yucaipa Square Shopping Center, and Yucaipa Transit Center. Monday through Saturday, frequencies are 60 minutes with 120 minute frequencies on Sundays.

In addition, there is service within the City of Yucaipa operated by OMNITRANS – the "OmniGo" shuttle service. The OmniGo shuttle has three routes: 308, 309, and 310.

- **Route 308:** Route 308 runs in a counter-clockwise direction, starting at the Yucaipa Transit Center, turning south on 5th Street, West on County Line Road, north on Bryant, east on Avenue E, north on California, east on Avenue B, and west on Yucaipa Boulevard.

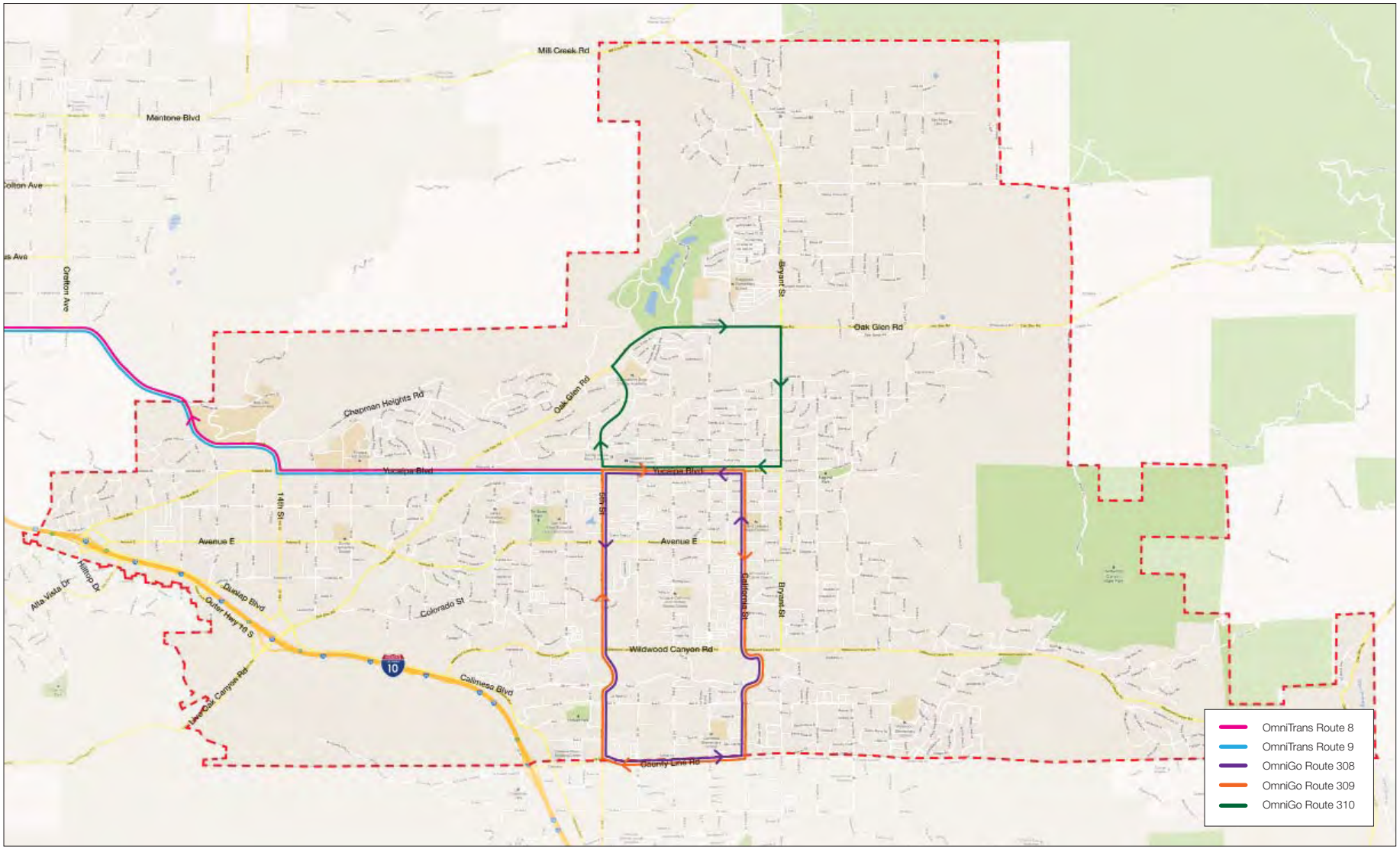
Route 308	Weekday (30)	Weekday (60)	Saturday	Sunday
Frequency	30 Minute	60 Minute	30 Minute	60 Minute
First Pick Up	6:30 AM	9:00 AM	7:00 AM	8:00 AM
Last Drop Off	8:55 AM	7:25 PM	8:25 PM	6:25 PM

- **Route 309:** Route 309 runs in a clockwise direction, starting at the Yucaipa Transit Center and following almost the exact opposite route of Route 308.

Route 309	Weekdays	Saturday	Sunday
Frequency	30 Minute	30 Minute	60 Minute
First Pick Up	6:30 AM	7:00 AM	7:30 AM
Last Drop Off	8:44 PM	8:25 PM	6:39 PM*

* Last drop off occurs at County Line & 3rd Streets

Figure 4-4: Existing Transit Routes



Routes 308 and 309 provide connection to:

- OMNTRANS Bus Routes 8 and 9 via the Yucaipa Transit Center
- Community Bank
- Ace Hardware
- Chase (bank)
- State Bros. (grocery store)
- Walgreens
- Citibank
- Pick 'n Save
- Yucaipa Baptist Church
- Yucaipa Senior Center
- Sail Drug
- Faith Lutheran Church
- Yucaipa Post Office
- St. Frances X. Cabrini Catholic Church
- Skyline Mobile Home Park (MHP)
- Mountain View MHP
- Carriage Trade Manor MHP
- Bryant Street Baptist Church
- 7-Eleven
- Patrician Park MHP
- Bonanza MHP
- Yucaipa Fire Department
- Wishing Well MHP
- St. Albans Episcopal Church
- Westwood Well MHP
- Twin Peaks MHP

- **Route 310:** Route 310 runs in a clockwise direction, starting at the transit center and heading north on 5th street, east on Oak Glen, north on Sunnyside, east on Sunnyside, south on Bryant, east on Yucaipa Boulevard, south on Adams, east on Ave B. north on 2nd Street, and again west on Yucaipa Boulevard.

Route 310	Weekday (30)	Weekday (60)	Weekend
Frequency	30 Minute	60 Minute	No Service
First Pick Up	6:00 AM	9:30 AM	
Last Drop Off	8:24 AM	7:54 PM	

Route 310 provides connection to:

- OMNTRANS Bus Routes 8 and 9 via the Yucaipa Transit Center
- Yucaipa City Library & Police Station
- Competitive Edge Charter Academy
- Yucaipa Regional Parks
- Yucaipa Community Park
- Parkview Middle School
- Ridgeview Elementary School
- Executive Mobile Home Estates (MHE)
- North View MHP
- El Dorado MHP
- Lakeview MHP
- Stater Bros. (2)

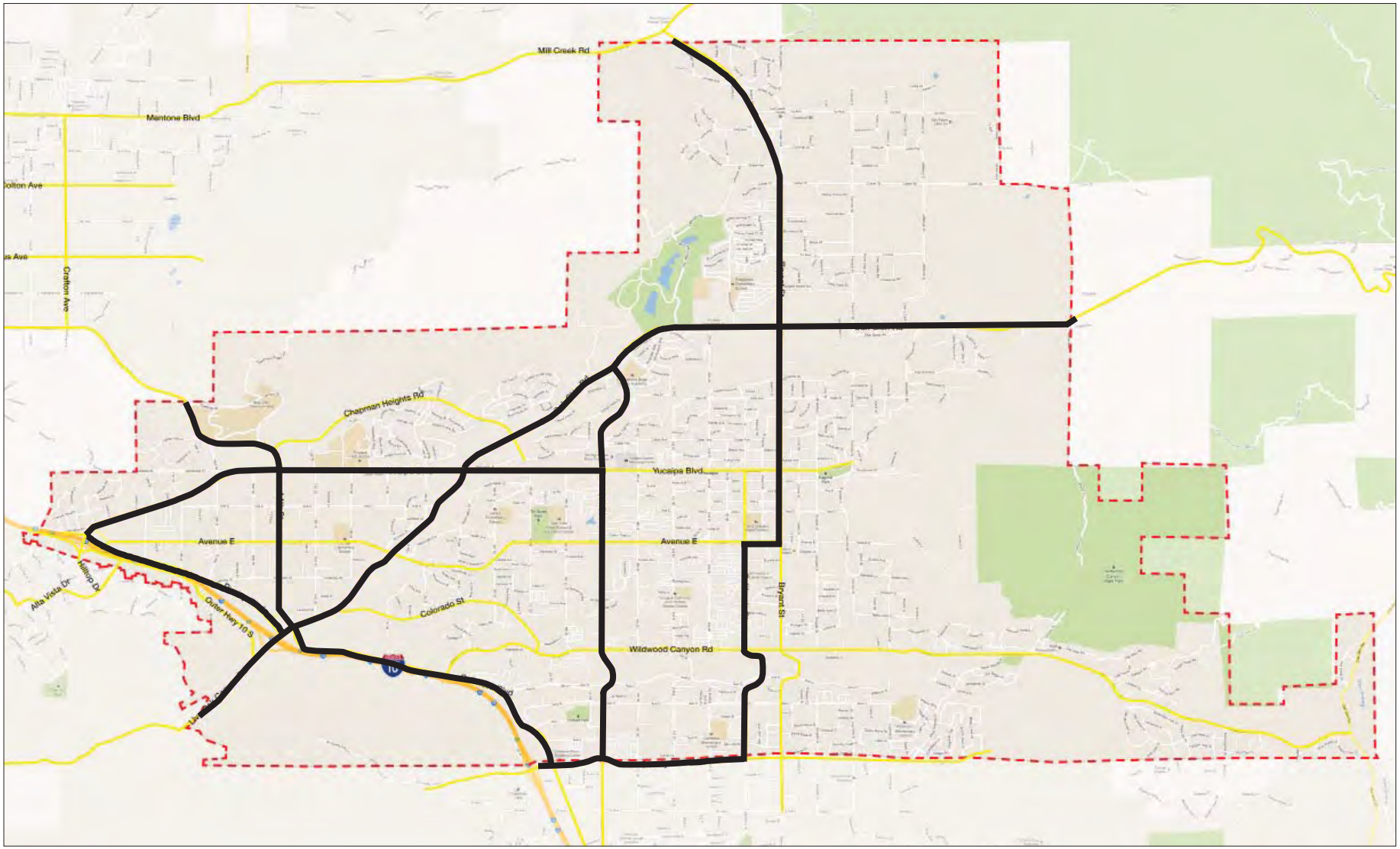
- Yucaipa Fire Station
- Green Valley Church
- Yucaipa News Mirror
- 7-Eleven
- Yucaipa Little Theater
- Yucaipa Senior Center
- Yucaipa Baptist Church
- Pick ‘n Save
- Citibank
- Walgreens
- CVS
- Chase (bank)

4.6 Truck Routes

The City of Yucaipa has defined a truck network comprised of several roadways designated as truck routes. The roadways included in this network are main thoroughfares and have classifications including major highway, secondary highway and mountain major, and must be used by all vehicles defined as trucks while traveling within City limits. Trucks may travel on non-designated truck routes in order to access their origin/destination or a designated truck route. The roadways included in this truck network are listed below and illustrated in Figure 4-5: Designated Truck Routes.

- Sand Canyon Road
- 14th Street
- Yucaipa Boulevard
- Live Oak Road
- Oak Glen Road
- 5th Street
- California Street
- Bryant Street
- County Line Road

Figure 4-5: Designated Truck Routes



5. TRAFFIC ANALYSIS METHODOLOGY

The traffic analysis considers and evaluates Yucaipa's main transportation infrastructure, as well as the main locations where roadways enter neighboring jurisdictions to ensure that impacts are not generated at these locations. Three scenarios are examined in this report:

- Existing Condition (2013)
- Existing Condition (2013) with proposed General Plan land use
- Buildout Post-2040 with the proposed General Plan land use

The existing condition scenario analysis sets the baseline to be utilized in the traffic study. The second scenario, involving the existing condition with proposed General Plan land use allows for the analysis of existing traffic conditions with the addition of proposed General Plan land uses. The post-2040 analyses forecast the traffic conditions considering the buildout of the proposed General Plan.

Traffic operations at study intersections are evaluated for the AM and PM peak hours for each of the scenarios identified above. The peak hours are defined by the hour with the highest traffic volumes over a two hour period, typically between 7AM and 9AM in the morning and between 4PM and 6PM in the evening.

5.1 Level of Service Analysis and Criteria

Level of Service (LOS) is a qualitative measure of traffic operations, defined by a letter grading system ranging from "A" to "F". The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from "A" to "F," with LOS "A" representing the highest level operating conditions and LOS "F" representing extremely congested and restricted operations.

5.1.1 INTERSECTION OPERATIONS ANALYSIS

The analysis conducted for the study intersections follows the traffic impact analysis guidelines established by the City of Yucaipa, San Bernardino Associated Governments (SANBAG) Congestion Management Program (CMP), and Caltrans. All three agencies require analysis to be conducted following the Highway Capacity Manual 2000 methodology. The appropriate agency's guidelines and requirements have been followed for intersections that are under the jurisdiction or prevue of each agency.

Chapter 16 of the Highway Capacity Manual (HCM) 2000 contains the operations methodology for signalized intersections, which evaluates LOS based on controlled delay per vehicle. Controlled delay is defined as the portion of the total delay attributed to the traffic signal operation including deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between controlled delay per vehicle and LOS for signalized intersections is summarized in Table 5-1.

Table 5-1: Level of Service for Signalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	Insignificant delays: no approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 – 20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 – 35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 – 55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55 – 80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80
Source: Highway Capacity Manual, Transportation Research Board, 2000.		

The methodology described in HCM 2000 Chapter 17 is used for all unsignalized intersections, including roundabouts. With this methodology, LOS is related to the controlled delay for each stop-controlled movement, or in the case of roundabouts, each approach movement. The relationship between controlled delay per vehicle and LOS for unsignalized intersections and roundabouts is summarized in Table 5-2. For four-way stop locations, LOS is based on the average delay for all approaches to the intersection. In the case of two-way stop intersections and roundabouts, the LOS, as described in Table 5-2, is based on the delay for the worst-case approach.

Table 5-2: Level of Service for Unsignalized Intersections

Level of Service	Description of Traffic Conditions	Controlled Delay (sec/veh)
A	No delay for stop-controlled approaches.	≤ 10
B	Operations with minor delay.	> 10 – 15
C	Operations with moderate delays.	> 15 – 25
D	Operations with some delays.	> 25 – 35
E	Operations with high delays and long queues.	> 35 – 50
F	Operation with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50
Source: Highway Capacity Manual, Transportation Research Board, 2000.		

The HCM level of service analysis is performed using TRAFFIX for Windows, version 8.0 for the signalized and stop-controlled intersections in the study area, and HCS2010 was used to analyze the roundabouts.

5.1.2 ROAD SEGMENT ANALYSIS

The level of service for roadway operations is calculated considering the daily volume-to-capacity ratio, where the capacity of each roadway segment is based on its classification (facility type) and number of lanes. Table 5-3 displays the designations and configuration of the roadway types contained in current the City of Yucaipa Circulation Element, which are proposed to be carried forward into the updated General Plan and Circulation Element. Table 5-4 contains the definitions of level of service contained in the current General Plan. No changes to these definitions are proposed as part of the General Plan update.

Table 5-3: Roadway Facility Type and Standards

Roadway Facility Type	Number of Lanes	Right-of-Way Width
Major Highway	4-6	104’
Secondary Highway	4	88’
Controlled/Limited Access Collector Street	2-4	66’
Mountain Major	2	80’
Local Street	2	60-66
Cul-de-Sac Street	2	60
Source: City of Yucaipa General Plan		

Table 5-4: Level of Service for Roadway Segments

Level of Service	Description of Traffic Conditions	Volume-to-Capacity Ratio
A	EXCELLENT. Free flow, light volumes	0.00 – 0.60
B	VERY GOOD. Free to stable flow, light to moderate volumes	0.61 – 0.70
C	GOOD. Stable flow, moderate volumes, freedom to maneuver noticeably restricted	0.71 – 0.80
D	FAIR. Approaches unstable flow, moderate to high volumes, limited freedom to maneuver	0.81 – 0.90
E	POOR. Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor	0.91 – 0.99

Level of Service	Description of Traffic Conditions	Volume-to-Capacity Ratio
F	FAILURE. Forced of breakdown conditions, slow speeds, tremendous delays with continuously increasing queuing lengths	Varies (≥1.00)
Source: Highway Capacity Manual, Transportation Research Board, 2000.		

Table 5-5 illustrates the maximum segment volumes for the main roadway classifications identified in the current City of Yucaipa General Plan. No changes to these segment volumes and capacities are proposed as part of the General Plan update.

Table 5-5: Daily Roadway Capacities

Facility Type	Lane Geometry	A	B	C	D	E
Major Highway	6 lanes, divided	35,400	41,300	47,200	53,100	59,000
Major Highway	4 lanes, divided	22,800	26,600	30,400	34,200	38,000
Secondary Highway	4 lanes, undivided	18,000	21,000	24,000	27,000	30,000
Controlled/Limited Access Collector Street	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000
Mountain Major	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000
Local Street	2 lanes, undivided	9,600	11,000	12,800	14,400	16,000
	Source: City of Yucaipa General Plan, Mountain Major capacities assumed to be the same as local street					

Consistent with SANBAG CMP guidelines, the following peak hour factors and lane saturation flow rates were utilized in the analysis to determine intersection LOS:

- Peak Hour Factor: 0.95
- Saturation Flow Rate – Existing Conditions
    - Exclusive through lanes – 1,800 vehicles per lane per hour (vplph)
    - Exclusive right turn lanes – 1,800 vplph
    - Exclusive left turn lanes – 1,700 vplph (1,600 per lane for dual left turn lanes)
- Saturation Flow Rate – Future Conditions
    - Exclusive through lanes – 1,900 vplph
    - Exclusive right turn lanes – 1,900 vplph

- Exclusive left turn lanes – 1,800 vplph (1,700 per lane for dual left turn lanes)

5.1.3 LOS STANDARDS

To promote the safe and efficient movement of vehicular traffic, the City of Yucaipa establishes that the roadway network should maintain a minimum level of service (LOS) C on all intersections and road segments except for two conditions:

- At roadway intersections where traffic movements are controlled by roundabouts, LOS D shall be acceptable.
- On roadway segments where a roundabout controls at least one of the intersections at the ends of the segment, the lower half of LOS D shall be acceptable (e.g., V/C ratio of 0.849 or better).

Intersections within the City of Yucaipa associated with freeway on-ramps and off-ramps fall under Caltrans jurisdiction. Caltrans targets a minimum acceptable LOS at the transition between LOS “C” and LOS “D”. For intersection analysis, this limit is the equivalent of having a delay of about 35 seconds per vehicle using the HCM 2000 methodology. As noted previously, Caltrans and the City of Yucaipa both require use of the HCM 2000 methodology for the analysis of traffic conditions.

Intersections along designated CMP roadways have a minimum acceptable LOS of E, as defined by the SANBAG CMP.

This traffic impact study identifies as part of the General Plan circulation network, appropriate intersection and roadway improvements to achieve the minimum acceptable LOS.

5.2 Traffic Forecasting

The methodology for forecasting the future traffic volumes used in this TIA is consistent with the San Bernardino Associated Governments (SANBAG) Congestion Management Program (CMP) guidelines. Traffic volumes are forecast the base year with project condition and for year 2040.

The forecast process consists of two steps. The first step consists of the application of a regional model that considers socio-economic input and infrastructure configuration to forecast traffic volumes. The second step is the post processing of the regional model’s forecast volumes to be used in the traffic analysis.

5.2.1 REGIONAL MODEL

The San Bernardino County Transportation Analysis Model (SBTAM) is a subregional model based on the Southern California Association of Governments (SCAG) regional model, focusing on the San Bernardino County, and validated against year 2008. The street network in Yucaipa was reviewed, minor inconsistencies were corrected and the model was re-run, with results compared to counts collected around 2008. This step was taken to ensure that the model was still producing results that adhered to the existing conditions for the base year, despite of the changes to network.

Year 2013 socio-economic data and network were coded into the model, configuring the new base year scenario (no project conditions). This approach was adopted to ensure consistency between all model runs (existing conditions and with project conditions), as the land use assessed differed in distribution and totals when compared to the coded into the model TAZ’s structure.

The socio-economic data contained within the model is consistent with the regional growth forecasts developed by SCAG and included in the San Bernardino County subregional model. These growth forecasts consider and incorporate adopted general plans and specific plans for jurisdictions throughout Southern California. Model input was tailored to represent the post-2040 buildout conditions of the proposed General Plan in Yucaipa.

5.2.2 POST PROCESSING

Traffic volumes for the proposed General Plan in Post-2040 conditions are estimated using the forecast growth in traffic extracted from the SANBAG regional model[2]. The growth in traffic volumes is calculated considering the difference between the directional traffic volume flows in the model base year and the scenario's year, factored to represent the period between the existing condition and scenario year. The growth rate is then added to the existing traffic volume approaches and departures at each study intersection. The forecast traffic volumes at the link approaches and departures are then post processed to estimate the intersection turning movement volumes.

6. EXISTING CONDITIONS

This section provides a description of the existing roadway system in the study area, the traffic volumes for the study intersections and key road segments, and presents the level of service analysis for the existing conditions scenario. This section also contains the analysis of the project's expected impacts to the existing transportation system.

6.1 Existing Roadway System

The circulation network considered for analysis consists mainly of collector streets, major and secondary highways, which are anticipated to be affected by the traffic volumes generated by the buildout of the General Plan. This network includes the following roadways (which were described in detail in the following section):

- Yucaipa Boulevard
- Sand Canyon Road
- Live Oak Canyon Road
- Oak Glen Road
- Avenue E
- Colorado Road
- Wildwood Canyon Road
- Calimesa Boulevard
- County Line Road
- Mesa Grande Road
- 14th Street
- 5th Street
- California Street
- Bryant Street
- Mill Creek Road
- Interstate 10

Thirty seven intersections were selected for analysis. This includes 35 existing intersections within the City of Yucaipa or gateways to neighboring communities plus 2 intersections to be included in the future scenarios due to the addition of the Wildwood Canyon Interchange to the local network.

[2] The model includes truck volumes, converted to passenger car equivalents during post processing.

Intersection locations, lane geometry (with mid-block lanes), and traffic control for the current conditions are illustrated in Figure 6-1.

Figure 6-1: Existing Roadway Configuration and Intersection Control

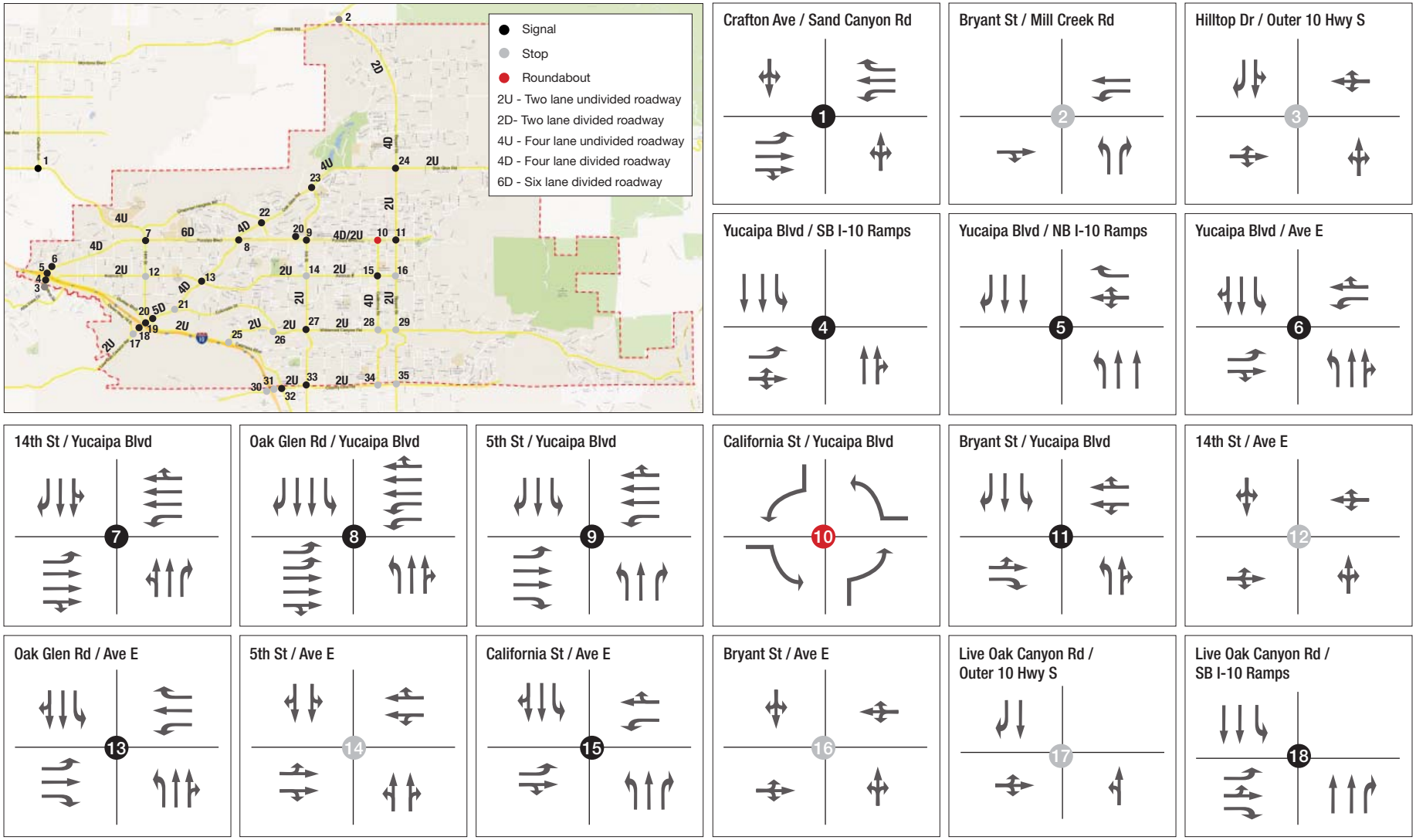
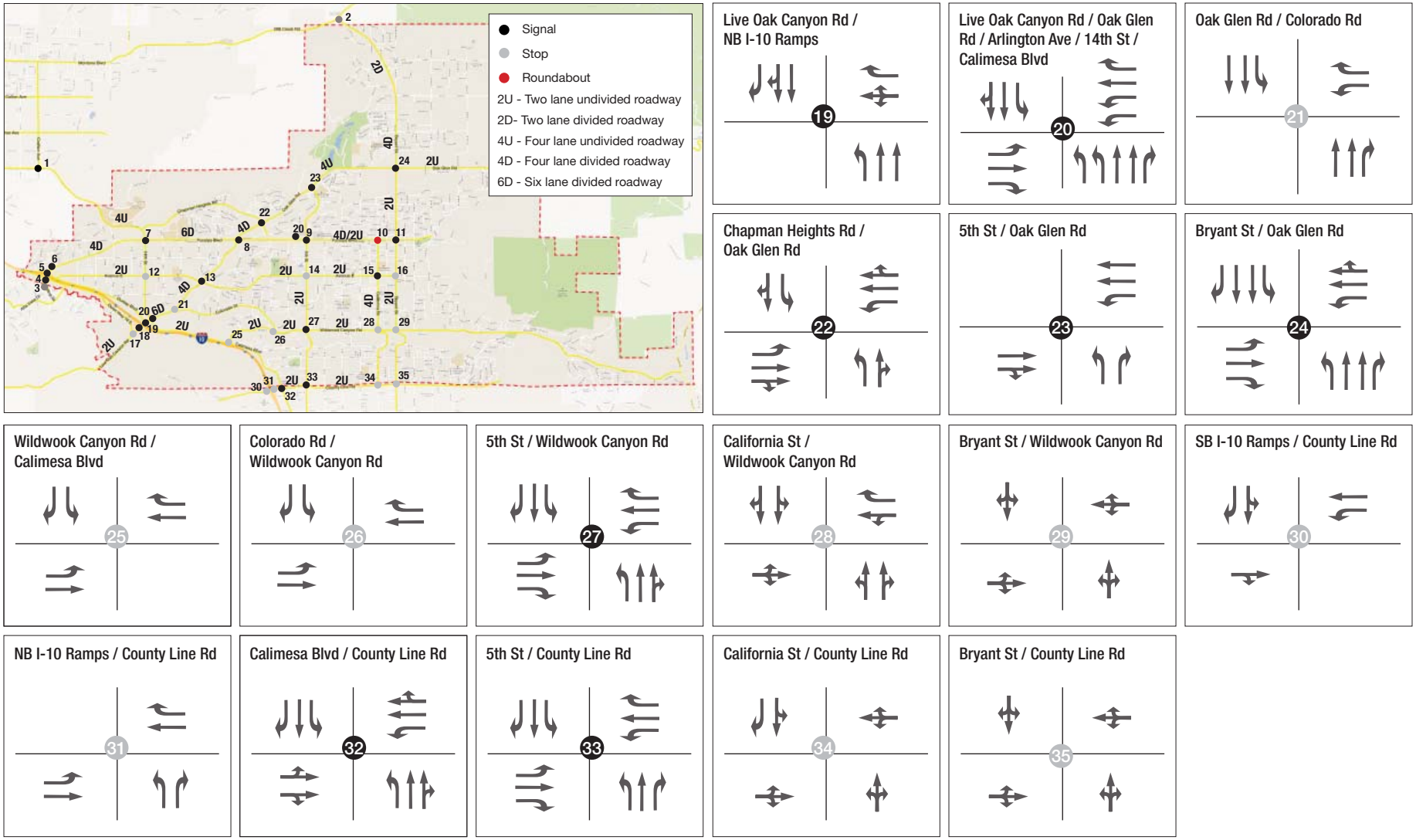


Figure 6-1: Existing Roadway Configuration and Intersection Control



6.2 Existing Volumes

6.2.1 INTERSECTION VOLUMES

Existing traffic volumes at study intersections were determined utilizing counts obtained through recent TIAs. In locations where recent (last three years) traffic counts were unavailable, new traffic counts were collected in January and February of 2013 by National Data & Surveying Services (NDS). Table 6-1 summarizes the data sources and information available for each of the intersections in the study area.

Table 6-1: Intersection Data Summary

Int. No.	N/S Street	E/W Street	Control	Count Date
1	Crafton Ave	Sand Canyon Rd	Signal	January 2013
2	Bryant St	Mill Creek Rd	NB/SB stop	January 2013
3	Hilltop Drive	Outer 10 Highway S	NB/EB/WB stop	January 2013
4	Yucaipa Blvd	SB I-10 Ramps (EB)	Signal	January 2013
5	Yucaipa Blvd	NB I-10 Ramps (WB)	Signal	January 2013
6	Yucaipa Blvd	Ave E	Signal	January 2013
7	14th St	Yucaipa Blvd	Signal	February 2010
8	Oak Glen Rd	Yucaipa Blvd	Signal	February 2010
9	5th St	Yucaipa Blvd	Signal	January 2013
10	California St	Yucaipa Blvd	Roundabout	January 2013
11	Bryant St	Yucaipa Blvd	Signal	February 2010
12	14th St	Ave E	All-way stop	2012
13	Oak Glen Rd	Ave E	Signal	January 2013
14	5th St	Ave E	All-way stop	2012
15	California St	Ave E	Signal	2012
16	Bryant St	Ave E	All-way stop	2012
17	Live Oak Canyon Rd	Outer 10 Highway S	EB stop	January 2013
18	Live Oak Canyon Rd	SB I-10 Ramps (EB)	Signal	January 2013
19	Live Oak Canyon Rd	NB I-10 Ramps (WB)	Signal	January 2013
20	Live Oak Canyon Rd / Oak Glen Rd	Arlington Ave / 14th St/ Calimesa Blvd	Signal	January 2013
21	Oak Glen Rd	Colorado Rd	WB stop	January 2013
22	Chapman Heights Rd	Oak Glen Rd	Signal	January 2013
23	5th St	Oak Glen Rd	Signal	January 2013
24	Bryant St	Oak Glen Rd	Signal	February 2010
25	Wildwood Canyon Rd	Calimesa Blvd	All-way stop	January 2013
26	Colorado Rd	Wildwood Canyon Rd	SB stop	February 2013
27	5th St	Wildwood Canyon Rd	Signal	February 2013
28	California St	Wildwood Canyon Rd	All-way stop	2012
29	Bryant St	Wildwood Canyon Rd	All-way stop	2012
30	SB I-10 Ramps (EB)	County Line Rd	SB stop	January 2013
31	NB I-10 Ramps (WB)	County Line Rd	NB stop	January 2013
32	Calimesa Blvd	County Line Rd	Signal	2012
33	5th St	County Line Rd	Signal	February 2013
34	California St	County Line Rd	All-way stop	2012
35	Bryant St	County Line Rd	All-way stop	2012

All traffic counts collected prior to 2013 were subject to the application of a 1.5% annual traffic growth factor to estimate year 2013 traffic volumes. Figure 6-2 and Figure 6-3 illustrate the traffic volumes used for the existing condition analysis. Appendix A contains the count sheets and other supporting data.

Figure 6-2: Existing Conditions – AM Peak Hour Traffic Volumes

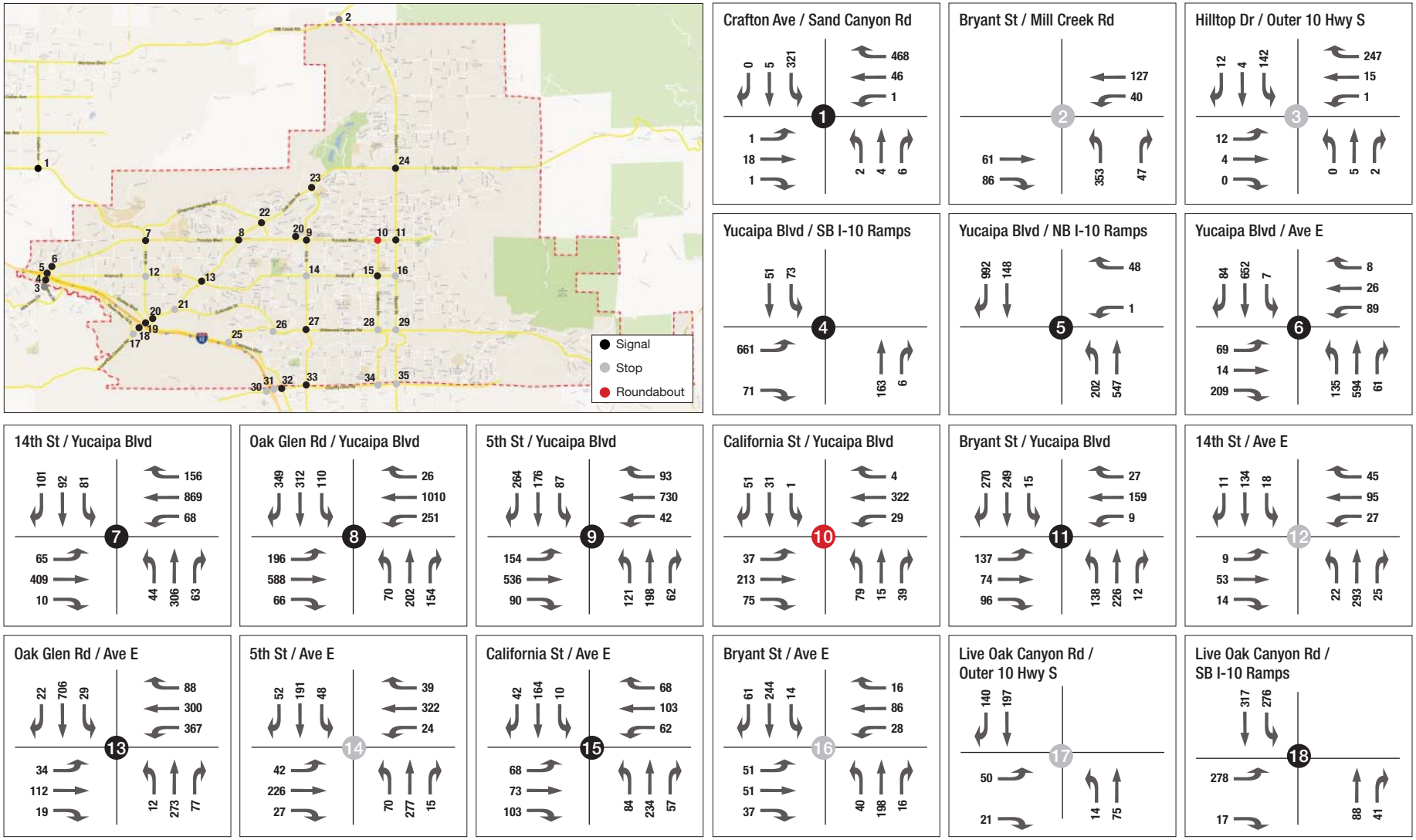


Figure 6-2: Existing Conditions – AM Peak Hour Traffic Volumes

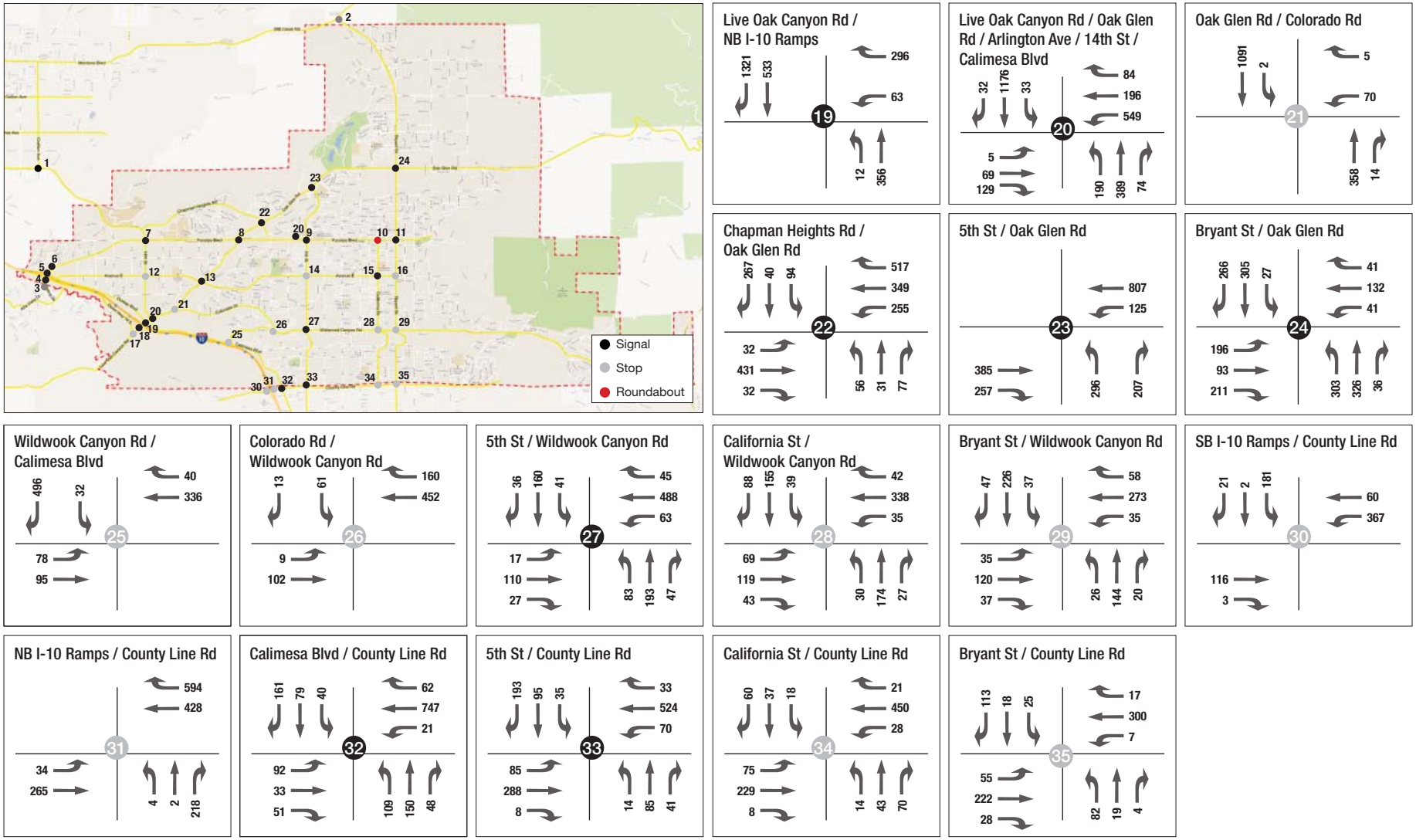


Figure 6-3: Existing Conditions – PM Peak Hour Traffic Volumes

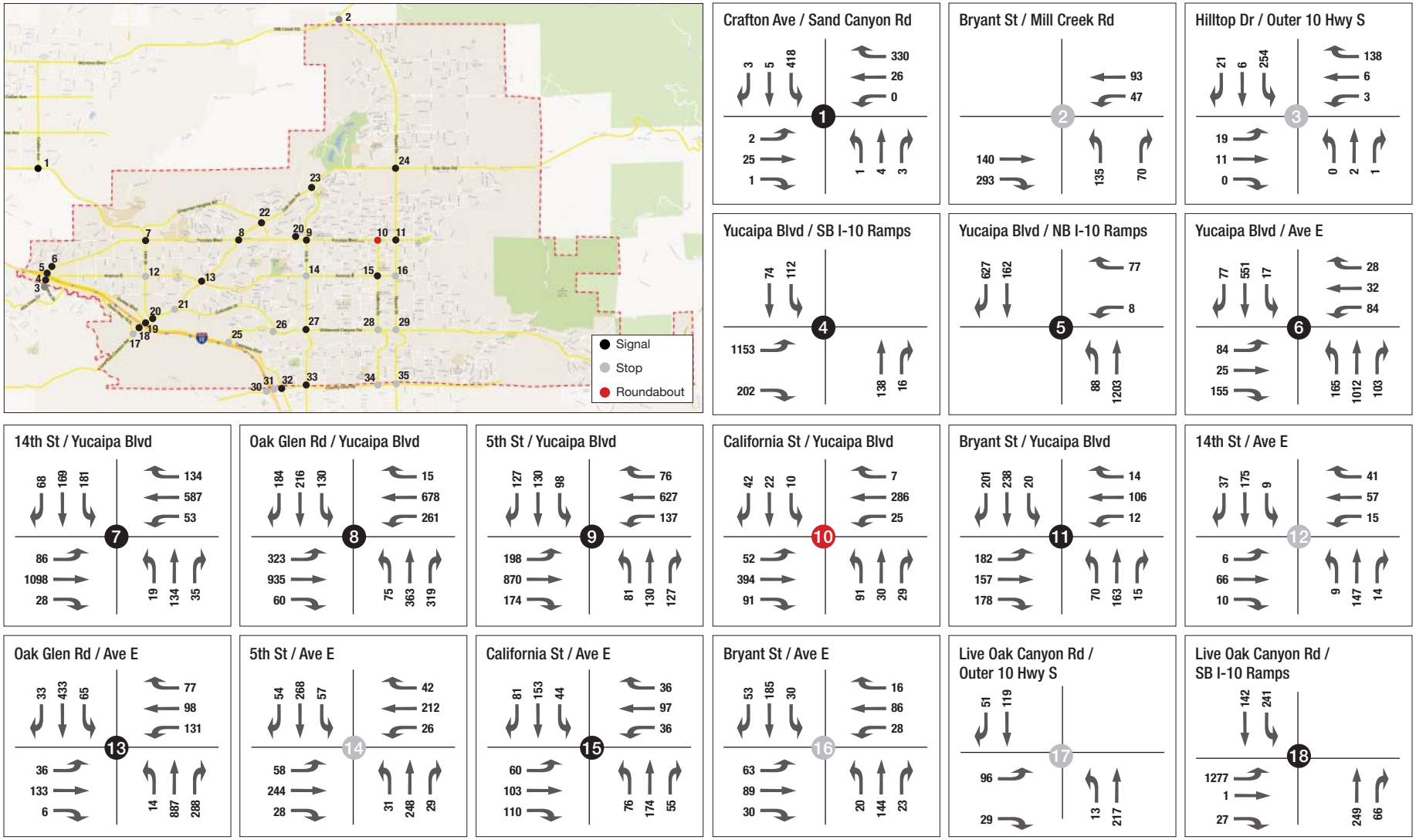
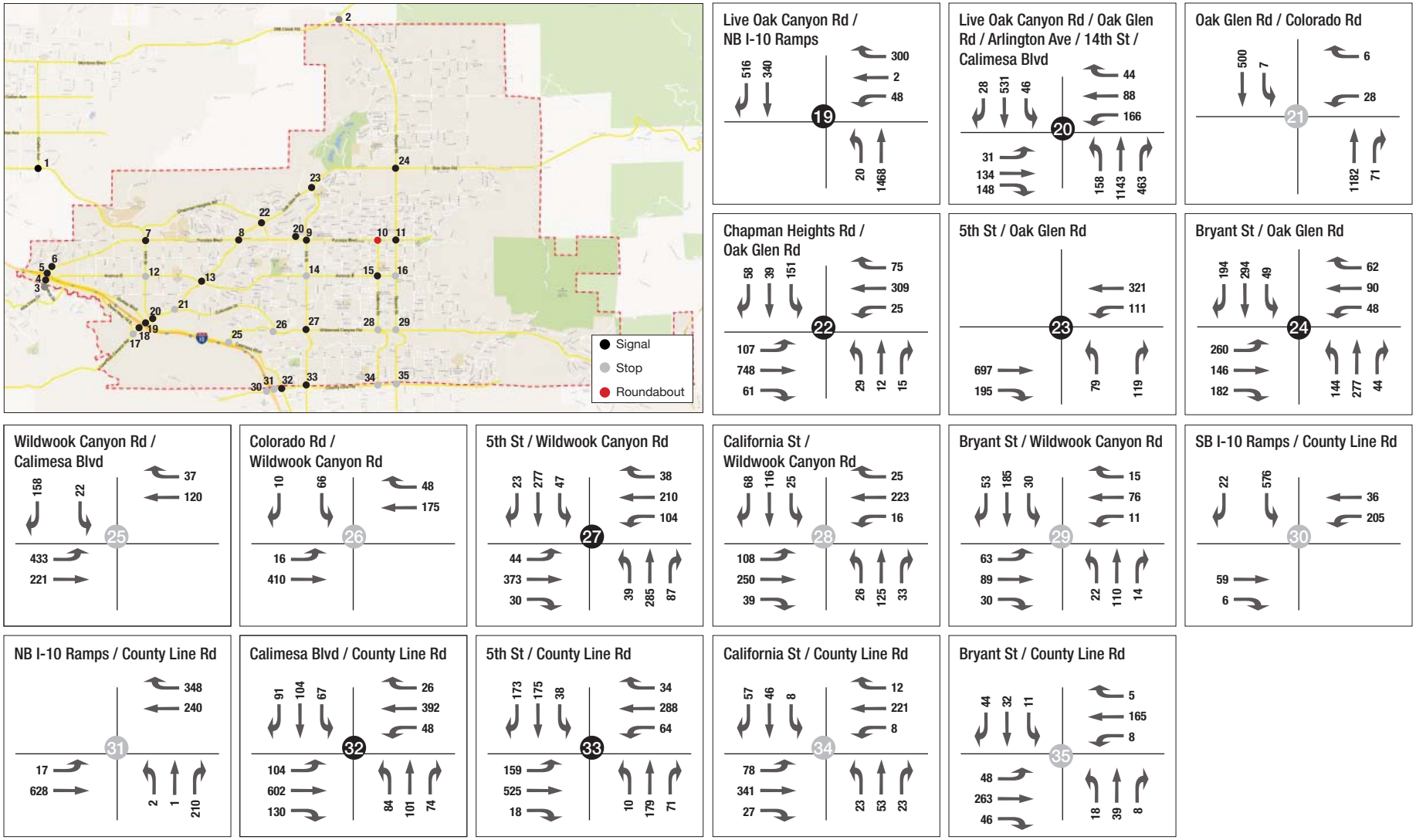


Figure 6-3: Existing Conditions – PM Peak Hour Traffic Volumes



6.2.2 ROAD SEGMENT VOLUMES

Existing road segment volumes are obtained from 24-hour classified counts. Similar to the intersection data collection, existing data is presented where available, and complemented by new traffic counts collected in January and February of 2013 by NDS. All traffic counts collected prior to 2013 were subject to the application of a 1.5% annual traffic growth factor to estimate year 2013 traffic volumes. Table 6-2 summarizes the information about the road segment data collection, and the 24-hour count sheets are contained in Appendix B.

Table 6-2: Roadway Segment Data Collection Summary

Segment No.	Segment	From	To	Count Date
1	Sand Canyon Rd	Crafton Ave	Campus Drive	February 2010
2	Sand Canyon Rd	Campus Drive	Chapman Heights Rd	January 2013
3	Yucaipa Blvd	17th St	16th St	February 2010
4	Yucaipa Blvd	11th St	10th St	January 2013
5	Yucaipa Blvd	7th St	6th St	February 2010
6	Yucaipa Blvd	2nd St	California St	October 2013
7	Ave E	17th St	16th St	January 2013
8	Ave E	14th St	13th St	February 2013
9	Ave E	7th St	6th St	February 2013
10	Ave E	5th St	4th St	February 2013
11	Live Oak Canyon Rd	South of the EB ramps	--	February 2010
12	Oak Glen Rd	Colorado Rd	Ave E	February 2010
13	Oak Glen Rd	Ave E	Yucaipa Blvd	January 2013
14	Oak Glen Rd	Chapman Heights Rd	5th St	February 2010
15	Oak Glen Rd	2nd St	Bryant St	February 2010
16	Oak Glen Rd	Bryant St	Fremont St	February 2010
17	Colorado Rd	9th St	8th St	February 2010
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	January 2013
19	Wildwood Canyon Rd	5th St	4th St	February 2013
20	Wildwood Canyon Rd	Bryant St	Douglas St	February 2013
21	County Line Rd	5th St	4th St	February 2013
22	14th St	Calimesa Blvd	Ave E	February 2010
23	14th St	Ave E	Yucaipa Blvd	January 2013
24	5th St	Wildwood Canyon Rd	Ave E	February 2010
25	5th St	Ave E	Yucaipa Blvd	February 2010
26	California St	County Line Rd	Wildwood Canyon Rd	January 2013
27	California St	Wildwood Canyon Rd	Ave E	January 2013
28	Bryant St	County Line Rd	Wildwood Canyon Rd	January 2013
29	Bryant St	Wildwood Canyon Rd	Ave E	February 2010
30	Bryant St	Ave E	Yucaipa Blvd	January 2013
31	Bryant St	Yucaipa Blvd	Date St	February 2010
32	Bryant St	Fir St	Carter St	February 2010

6.3 Existing Conditions Level of Service Analysis

6.3.1 INTERSECTION ANALYSIS

The intersection operations analysis for the existing condition without project was performed consistent with the methodology outlined in Section 4. Of the 35 intersections analyzed in the study area, only 2 operate at LOS "E" or worse in the existing condition in one or both peak hours. Table 6-3 presents the results for the existing conditions traffic analysis without the proposed project.

Table 6-3: Intersection LOS Analysis – Existing Conditions

Intersection		Control	AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
1	Crafton Ave & Sand Canyon Rd	Signal	C	24.0	0.49	C	23.7	0.46
2	Bryant St & Mill Creek Rd	TWSC	C	17.4	0.60	B	13.5	0.29
3	Hilltop Drive & Outer 10 Highway S	NB / EB / WB stop	B	14.0	0.23	C	16.8	0.16
4	Yucaipa Blvd & SB I-10 Ramps (EB)	Signal	B	11.2	0.38	B	13.4	0.67
5	Yucaipa Blvd & NB I-10 Ramps (WB)	Signal	A	6.9	0.22	A	6.5	0.16
6	Yucaipa Blvd & Ave E	Signal	C	28.7	0.54	C	24.2	0.55
7	14th St & Yucaipa Blvd	Signal	B	19.9	0.50	C	20.2	0.50
8	Oak Glen Rd & Yucaipa Blvd	Signal	C	26.1	0.71	C	26.3	0.77
9	5th St & Yucaipa Blvd	Signal	B	19.0	0.54	B	17.2	0.54
10	California St & Yucaipa Blvd	SLRBT	A	7.2		A	8.8	
11	Bryant St & Yucaipa Blvd	Signal	B	11.7	0.45	B	13.3	0.5
12	14th St & Ave E	AWSC	B	11.7	0.56	A	9.4	0.35
13	Oak Glen Rd & Ave E	Signal	B	10.2	0.53	A	6.7	0.51
14	5th St & Ave E	AWSC	C	18.6	0.71	C	15.6	0.66
15	California St & Ave E	Signal	B	12.9	0.27	B	11.2	0.30
16	Bryant St & Ave E	AWSC	C	16.4	0.71	B	10.3	0.40
17	Live Oak Canyon Rd & Outer 10 Highway S	EB stop	B	10.5	0.07	B	11.4	0.15
18	Live Oak Canyon Rd & SB I-10 Ramps (EB)	Signal	A	9.7	0.31	B	17.2	0.68
19	Live Oak Canyon Rd & NB I-10 Ramps (WB)	Signal	B	15.9	0.54	B	16.3	0.57
20	Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd	Signal	**D**	**38.4**	**0.75**	C	26.1	0.57
21	Oak Glen Rd & Colorado Rd	WB stop	C	21.4	0.25	**E**	**39.1**	**0.24**
22	Chapman Heights Rd & Oak Glen Rd	Signal	C	31	0.69	C	22.8	0.5
23	5th St & Oak Glen Rd	Signal	C	22.9	0.61	B	16.1	0.56
24	Bryant St & Oak Glen Rd	Signal	C	24.9	0.69	C	20.4	0.55
25	Wildwood Canyon Rd & Calimesa Blvd	AWSC	C	17.4	0.75	B	14.3	0.69
26	Colorado Rd & Wildwood Canyon Rd	SB stop	B	13.1	0.13	B	13.6	0.15
27	5th St & Wildwood Canyon Rd	Signal	C	22.7	0.53	C	23.6	0.57
28	California St & Wildwood Canyon Rd	AWSC	**D**	**33.3**	**0.99**	C	16.1	0.73
29	Bryant St & Wildwood Canyon Rd	AWSC	C	23.7	0.84	B	13.3	0.61
30	SB I-10 Ramps (EB) & County Line Rd	SB stop	**E**	**47.4**	**0.73**	**F**	**136**	**1.21**
31	NB I-10 Ramps (WB) & County Line Rd	NB stop	B	12.1	0.28	C	18.2	0.43
32	Calimesa Blvd & County Line Rd	Signal	B	10.4	0.33	B	8.4	0.32
33	5th St & County Line Rd	Signal	B	17.6	0.43	C	20.5	0.44
34	California St & County Line Rd	AWSC	C	17.0	0.77	B	13.1	0.65
35	Bryant St & County Line Rd	AWSC	B	13.2	0.57	B	10.7	0.52

Note: Bold indicates that intersection performs below LOS "D"

TWSC – Two-way stop control intersection

AWSC – All-way stop control intersection

SLRBT – Single Lane Roundabout, * denotes conditions at the worst movement

The analysis indicates that the following intersections currently operate under deficient conditions (LOS D, E or F) during one or both peak hours:

- Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd
- Oak Glen Rd & Colorado Rd
- California St & Wildwood Canyon Rd
- SB I-10 Ramps (EB) & County Line Rd

6.3.1 SEGMENT ANALYSIS

The segment analysis for the existing condition without project was performed consistent with the methodology outlined in Section 4, and results for the existing conditions traffic analysis without the proposed project are presented in Table 6-4.

Table 6-4: Segment LOS Analysis – Existing Conditions

Segment				Lane Geom.	Daily Volume	LOS	V/C
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4 D	9,608	A	0.25
2		Campus Drive	Chapman Heights Rd	4 D	10,460	A	0.28
3	Yucaipa Blvd	17th St	16th St	4 D	22,163	A	0.58
4		11th St	10th St	6 D	24,011	A	0.41
5		7th St	6th St	6 D	26,975	A	0.46
6		2nd St	California St	2 U	12,628	C	0.79
7	Ave E	17th St	16th St	2 U	1,936	A	0.12
8		14th St	13th St	2 U	2,761	A	0.17
9		7th St	6th St	2 U	7,669	A	0.48
10		5th St	4th St	2 U	7,616	A	0.48
11	Live Oak Canyon Rd	S of the EB ramps	--	2 U	4,329	A	0.27
12	Oak Glen Rd	Colorado Rd	Ave E	4 D	17,491	A	0.58
13		Ave E	Yucaipa Blvd	4 D	15,662	A	0.52
14		Chapman Heights Rd	5th St	4 D	15,316	A	0.51
15		2nd St	Bryant St	4 U	12,147	A	0.40
16		Bryant St	Fremont St	4 U	4,176	A	0.26
17	Colorado Rd	9th St	8th St	2 U	1,097	A	0.07
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	2 U	7,332	A	0.46
19		5th St	4th St	2 U	10,348	B	0.65
20		Bryant St	Douglas St	2 U	7,068	A	0.44
21	County Line Rd	5th St	4th St	2 U	13,293	**D**	**0.83**
22	14th St	Calimesa Blvd	Ave E	2 U	4,978	A	0.31
23		Ave E	Yucaipa Blvd	2 U	5,480	A	0.34
24	5th St	Wildwood Canyon Rd	Ave E	2 U	7,878	A	0.49
25		Ave E	Yucaipa Blvd	2 U	8,831	A	0.55
26	California St	County Line Rd	Wildwood Canyon Rd	2 U	4,757	A	0.30
27		Wildwood Canyon Rd	Ave E	2 U	5,863	A	0.37
28	Bryant St	County Line Rd	Wildwood Canyon Rd	2 U	3,806	A	0.24
29		Wildwood Canyon Rd	Ave E	2 U	5,940	A	0.37
30		Ave E	Yucaipa Blvd	2 U	6,611	A	0.41
31		Yucaipa Blvd	Date St	4 D	10,179	A	0.34
32		Fir St	Carter St	4 D	12,541	A	0.42

Note: Bold indicates that segment performs below LOS "C"

Note: See Table 5-5 for information on the capacities for each roadway classification and geometry

The analysis indicates that only the segment of County Line Road between 5th Street and 4th Street currently operates under deficient conditions (LOS D, E or F).

7. EXISTING INFRASTRUCTURE WITH PROJECT CONDITIONS

This section provides a description of the forecast traffic conditions generated by the anticipated buildout configuration of the proposed General Plan Update on the City's existing infrastructure. The street network is the same as the for the existing conditions except for addition of Oak Hills Road and East Road, which are included in the development of the land south of the I-10, between Oak Glen Road and County Line Road, known as the Freeway Corridor Specific Plan. These improvements are included in the proposed Circulation Plan and are assumed to be incorporated into the Existing With Project condition.

The intersection of Oak Hills Parkway and Outer 10 Highway S and Live Oak Canyon Road is to be signalized with the following geometry:

- Northbound left-through-right lane
- Southbound through-left and through-right lanes
- Eastbound left, right and two through lanes
- Westbound left, right and two through lanes

On the south side, Oak Hills Road joins Wildwood Canyon Road, and the intersection of Calimesa Boulevard is to be signalized and will have the following geometry:

- Northbound left, right and two through lanes
- Southbound through-left and through-right lanes
- Eastbound through-left and through-right lanes
- Westbound through-left and through-right lanes

The Oak Hills Parkway improvements would occur with development of the Freeway Corridor Specific Plan. There is no established timeline for the implementation of development associated with this Specific Plan, except that the development would be in place before General Plan Buildout. The Interstate 10/Wildwood Canyon interchange is identified in the Financially Constrained project list for the 2012 Regional Transportation Plan. While the full project cost does not yet have specific funding sources, funding is anticipated to be available through Federal, State, and private sources. This project is programmed to be completed by 2030.

7.1 Volume Forecast

7.1.1 INTERSECTION VOLUMES

Forecast traffic volumes at study intersections were determined utilizing the methodology described in Section 5. Figure 7-1 and Figure 7-2 illustrate the traffic volumes used for the existing infrastructure with project analysis.

Figure 7-1: Existing Infrastructure with Project Conditions – AM Peak Hour Traffic Volumes

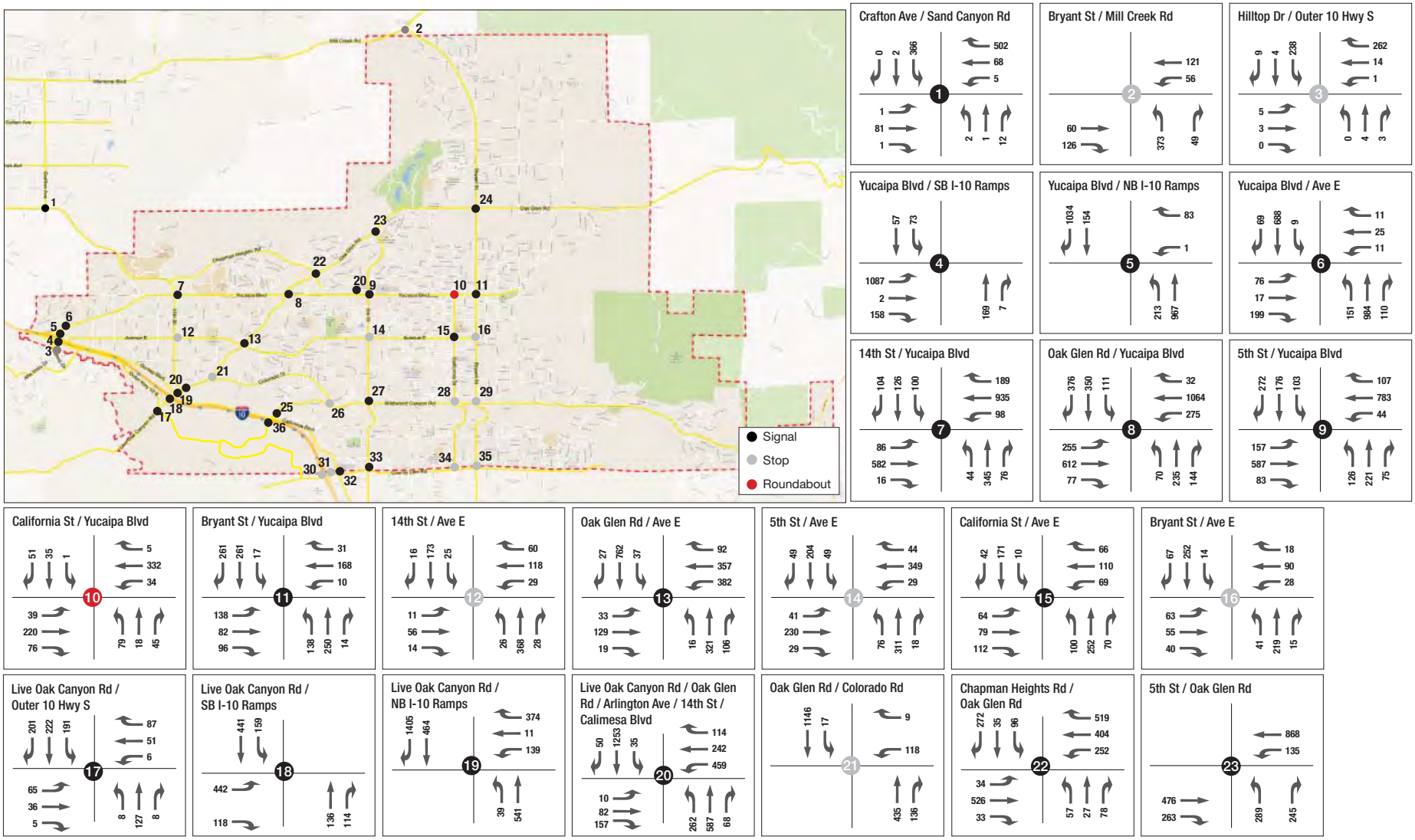


Figure 7-1: Existing Infrastructure with Project Conditions – AM Peak Hour Traffic Volumes

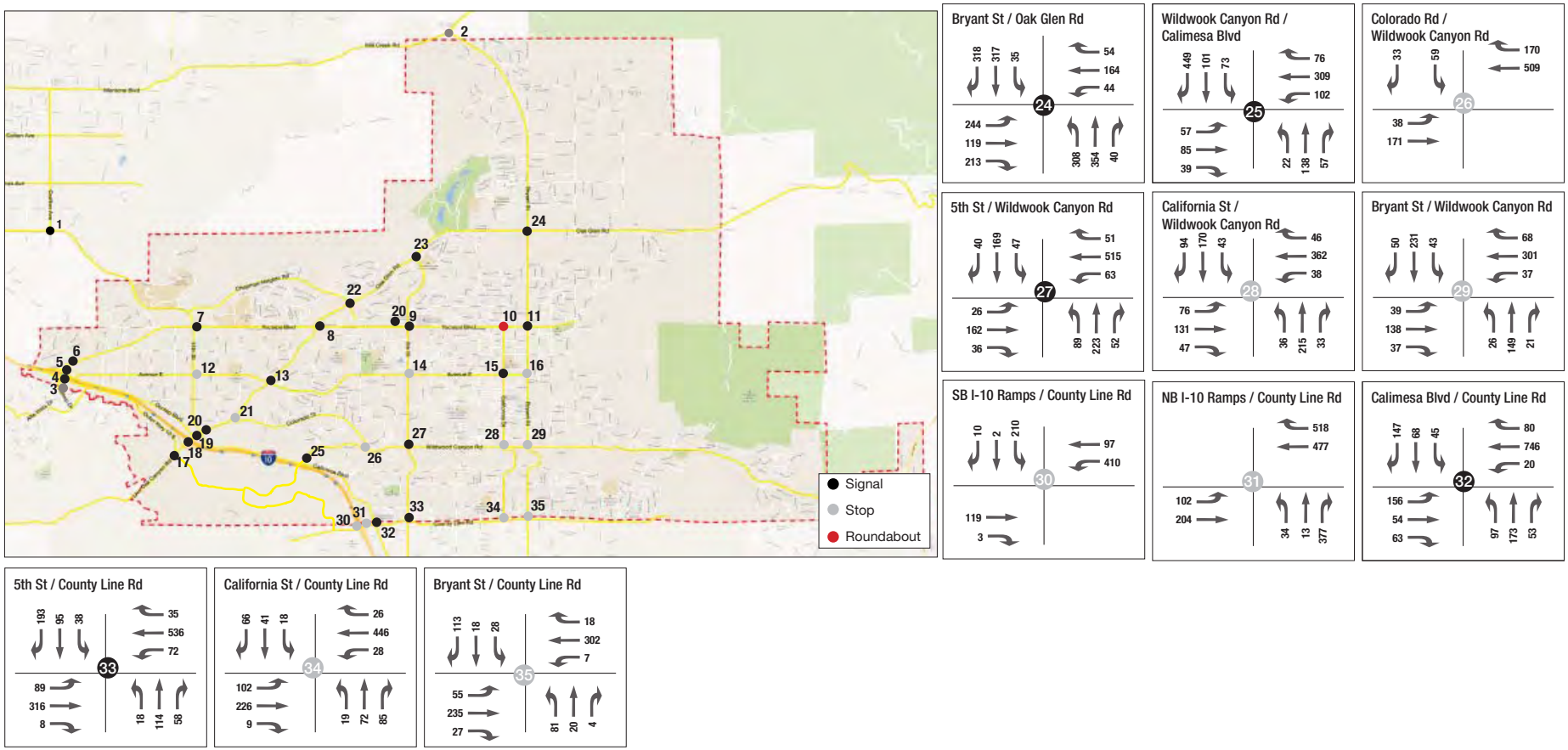


Figure 7-2: Existing Infrastructure with Project Conditions – PM Peak Hour Traffic Volumes

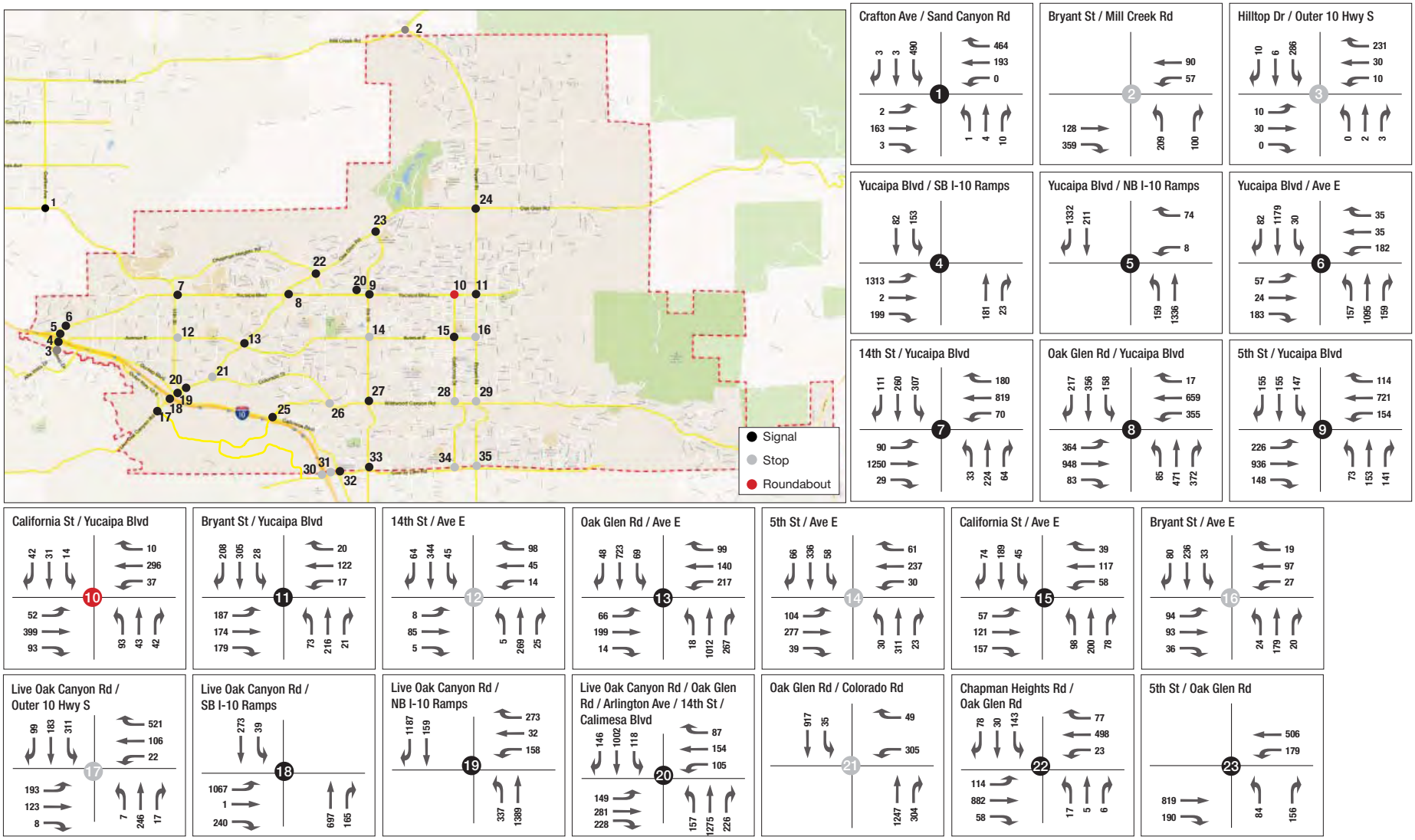
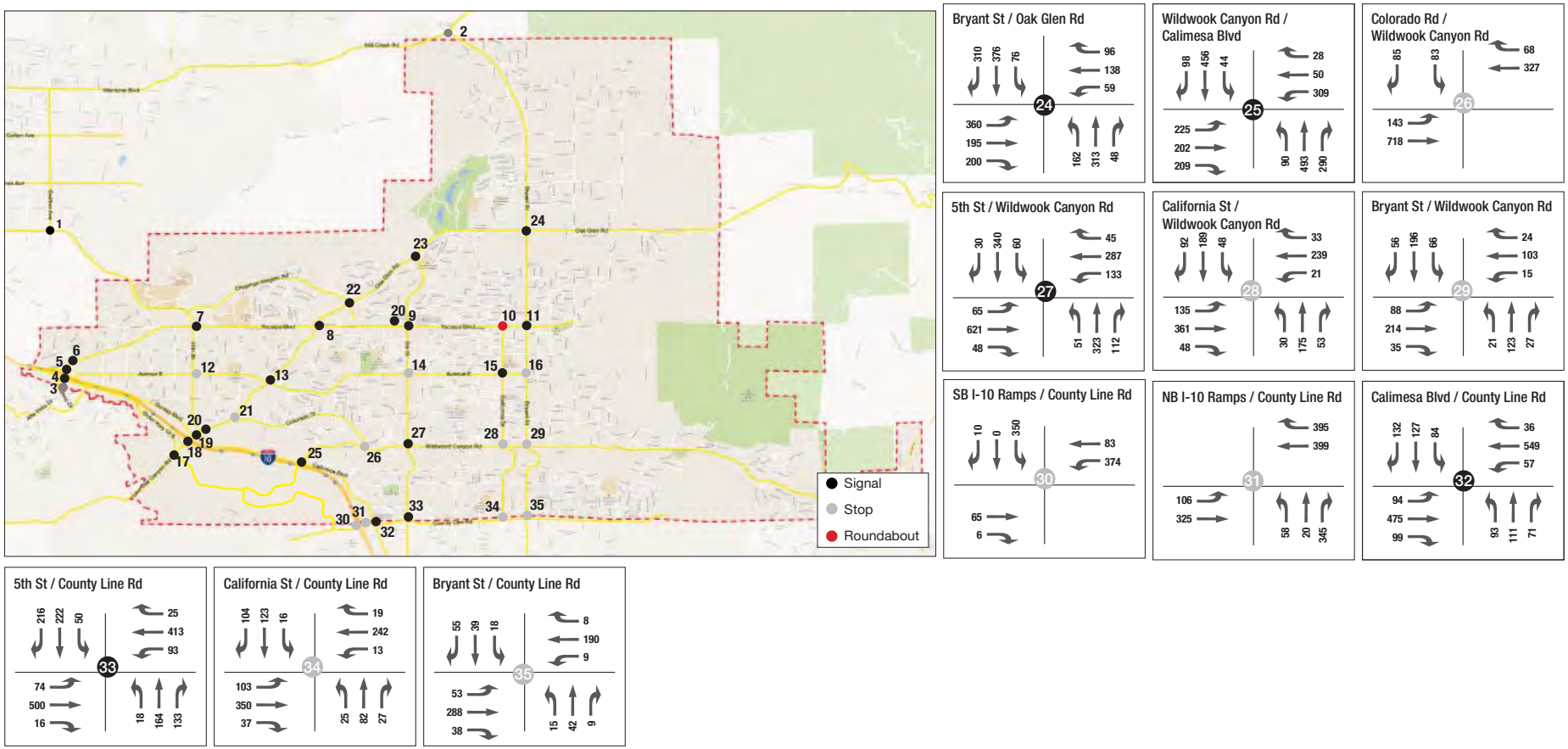


Figure 7-2: Existing Infrastructure with Project Conditions – PM Peak Hour Traffic Volumes



7.2 Existing Infrastructure with Project Conditions Level of Service Analysis

7.2.1 INTERSECTIONS ANALYSIS

The intersection operations analysis for the existing infrastructure with project conditions was performed consistent with the methodology outlined in Section 5. Of the 35 intersections analyzed in the study area, four additional intersections would operate at LOS "E" or worse in the existing condition with project in one or both peak hours, when compared to the existing conditions. Table 7-1 presents the results for the existing infrastructure with project conditions traffic analysis.

Table 7-1: Intersection LOS Analysis – Existing Infrastructure with Project Conditions

Intersection		Peak Hour	Existing Conditions			Year 2013 - Proposed GP			Impact
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	
1	Crafton Ave & Sand Canyon Rd	AM	C	24.0	0.49	C	31.7	0.61	
		PM	C	23.7	0.46	**D**	**38.4**	**0.67**	Yes
2	Bryant St & Mill Creek Rd	AM	C	17.4	0.6	**F**	**174**	**1.35**	**Yes**
		PM	B	13.5	0.29	C	15.6	0.44	
3	Hilltop Drive & Outer 10 Highway S	AM	B	14	0.23	C	21.9	0.29	
		PM	C	16.8	0.16	C	19	0.21	
4	Yucaipa Blvd & SB I-10 Ramps (EB)	AM	B	11.2	0.38	B	15.7	0.72	
		PM	B	13.4	0.67	B	15.4	0.75	
5	Yucaipa Blvd & NB I-10 Ramps (WB)	AM	A	6.9	0.22	A	7.1	0.29	
		PM	A	6.5	0.16	A	6.8	0.21	
6	Yucaipa Blvd & Ave E	AM	C	28.7	0.54	C	28.7	0.68	
		PM	C	24.2	0.55	C	29.2	0.74	
7	14th St & Yucaipa Blvd	AM	B	19.9	0.5	C	20.6	0.56	
		PM	C	20.2	0.5	C	22.6	0.6	
8	Oak Glen Rd & Yucaipa Blvd	AM	C	26.1	0.71	C	28.9	0.78	
		PM	C	26.3	0.77	C	25.8	0.77	
9	5th St & Yucaipa Blvd	AM	B	19	0.54	B	18.7	0.5	
		PM	B	17.2	0.54	B	17.8	0.55	
10	California St & Yucaipa Blvd	AM	A	7.2		A	7.6		
		PM	A	8.8		A	9.4		
11	Bryant St & Yucaipa Blvd	AM	B	11.7	0.45	B	11.6	0.42	
		PM	B	13.3	0.5	B	13.7	0.54	
12	14th St & Ave E	AM	C	11.7	0.56	B	12.7	0.61	
		PM	A	9.4	0.35	C	15.4	0.72	
13	Oak Glen Rd & Ave E	AM	B	10.2	0.53	B	10.4	0.55	
		PM	A	6.7	0.51	A	8	0.57	
14	5th St & Ave E	AM	C	18.6	0.71	**D**	**32.1**	**0.93**	Yes
		PM	C	15.6	0.66	**D**	**25.8**	**0.91**	Yes
15	California St & Ave E	AM	B	12.9	0.27	B	13.4	0.36	
		PM	B	11.2	0.3	B	11.4	0.35	
16	Bryant St & Ave E	AM	C	16.4	0.71	C	15.8	0.68	
		PM	B	10.3	0.4	B	11.8	0.52	

Intersection		Peak Hour	Existing Conditions LOS	Existing Conditions Delay (s)	Existing Conditions V/C	Year 2013 - Proposed GP LOS	Year 2013 - Proposed GP Delay (s)	Year 2013 - Proposed GP V/C	Impact
17	Live Oak Canyon Rd & Outer 10 Highway S	AM	B	10.5	0.07	A	7.1	0.34	
		PM	B	11.4	0.15	B	11.6	0.62	
18	Live Oak Canyon Rd & SB I-10 Ramps (EB)	AM	A	9.7	0.31	B	10.4	0.36	
		PM	B	17.2	0.68	B	15.6	0.63	
19	Live Oak Canyon Rd & NB I-10 Ramps (WB)	AM	B	15.9	0.54	C	21.9	0.72	
		PM	B	16.3	0.57	C	26.7	0.77	
20	Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd	AM	**D**	**38.4**	**0.75**	**D**	**42.7**	**0.87**	**Yes**
		PM	C	26.1	0.57	C	31.7	0.65	
21	Oak Glen Rd & Colorado Rd	AM	C	21.4	0.25	**F**	**112.5**	**0.96**	**Yes**
		PM	**E**	**39.1**	**0.24**	**F**	**OVRFL**	**6.03**	**Yes**
22	Chapman Heights Rd & Oak Glen Rd	AM	C	31	0.69	C	30.5	0.66	
		PM	C	22.8	0.5	C	20.2	0.47	
23	5th St & Oak Glen Rd	AM	C	22.9	0.61	C	21.9	0.6	
		PM	B	16.1	0.56	B	17.1	0.53	
24	Bryant St & Oak Glen Rd	AM	C	24.9	0.69	C	26.6	0.75	
		PM	C	20.4	0.55	C	22.9	0.66	
25	Wildwood Canyon Rd & Calimesa Blvd	AM	C	17.4	0.75	B	10.2	0.45	
		PM	B	14.3	0.69	B	11.1	0.39	
26	Colorado Rd & Wildwood Canyon Rd	AM	B	13.1	0.13	C	16.8	0.21	
		PM	B	13.6	0.15	**E**	**35.8**	**0.6**	**Yes**
27	5th St & Wildwood Canyon Rd	AM	C	22.7	0.53	C	24.3	0.57	
		PM	C	23.6	0.57	**D**	**49.3**	**0.79**	**Yes**
28	California St & Wildwood Canyon Rd	AM	**D**	**33.3**	**0.99**	**F**	**66.1**	**1.26**	**Yes**
		PM	C	16.1	0.73	**F**	**59.7**	**1.19**	**Yes**
29	Bryant St & Wildwood Canyon Rd	AM	C	23.7	0.84	**F**	**169.7**	**1.59**	**Yes**
		PM	B	13.3	0.61	C	20.3	0.77	
30	SB I-10 Ramps (EB) & County Line Rd	AM	**E**	**47.4**	**0.73**	**F**	**523**	**2.01**	**Yes**
		PM	**F**	**136**	**1.21**	**F**	**OVRFL**	**4.13**	**No**
31	NB I-10 Ramps (WB) & County Line Rd	AM	B	12.1	0.28	**F**	**53.8**	**0.63**	**Yes**
		PM	C	18.2	0.43	**D**	**27.1**	**0.51**	**Yes**
32	Calimesa Blvd & County Line Rd	AM	B	10.4	0.33	B	10.3	0.39	
		PM	A	8.4	0.32	A	8.9	0.27	
33	5th St & County Line Rd	AM	B	17.6	0.43	B	18.2	0.44	
		PM	C	20.5	0.44	C	21.2	0.44	
34	California St & County Line Rd	AM	C	17	0.77	C	16.8	0.75	
		PM	B	13.1	0.65	C	16.5	0.76	
35	Bryant St & County Line Rd	AM	B	13.2	0.57	B	11.4	0.47	
		PM	B	10.7	0.52	B	10.5	0.49	

Note: Bold indicates that intersection performs below LOS "C"

The analysis of the existing conditions with project indicates that the following intersections are forecast to operate under deficient conditions (LOS D, E or F) during one or both peak hours:

- Crafton Ave & Sand Canyon Rd
- Bryant St & Mill Creek Rd
- 5th St & Avenue E
- Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd
- Oak Glen Rd & Colorado Rd
- Colorado Rd & Wildwood Canyon Rd
- 5th St & Wildwood Canyon Rd
- California St & Wildwood Canyon Rd
- SB I-10 Ramps (EB) & County Line Rd
- NB I-10 Ramps (WB) & County Line Rd
- Oak Glen Rd & Colorado Rd
- Bryant St & Wildwood Canyon Rd

The Existing Conditions With Project analysis is presented to maintain consistency with CEQA Guidelines. However, this condition is not a scenario that would ever occur, as the proposed land use changes and new development permitted in the General Plan update would only occur with the corresponding roadway improvements identified in the proposed Circulation Plan. Therefore, specific mitigation measures for these impacts are not identified in this document. As discussed in the analysis presented in the following section, roadway improvements and changes to intersection geometry implemented with the upgrade of roadways to match their designated standard address the level of service deficiencies identified above.

7.2.2 SEGMENT ANALYSIS

The forecast of road segment volumes follows same methodology as the forecast of intersection volumes. The segment analysis for the existing infrastructure with project conditions was performed consistent with the methodology outlined in Section 5, and results for the existing infrastructure with project conditions traffic analysis are presented in Table 7-2.

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Table 7-2: Segment LOS Analysis – Existing Infrastructure with Project Conditions

Segment				Lane Geom.	Daily Volume	LOS	V/C	Impact
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4D	15,584	A	0.41	
2		Campus Drive	Chapman Heights Rd	4D	13,670	A	0.36	
3	Yucaipa Blvd	17th St	16th St	4D	**30,782**	**D**	**0.81**	**Yes**
4		11th St	10th St	6D	26,551	A	0.45	
5		7th St	6th St	6D	29,228	A	0.50	
6		2nd St	California St	2U	**13,311**	**D**	**0.83**	**Yes**
7	Ave E	17th St	16th St	2U	4,481	A	0.28	
8		14th St	13th St	2U	3,840	A	0.24	
9		7th St	6th St	2U	8,461	A	0.53	
10		5th St	4th St	2U	8,996	A	0.56	
11	Live Oak Canyon Rd	S of the EB I-10 ramps	--	2U	**15,247**	**E**	**0.95**	**Yes**
12	Oak Glen Rd	Colorado Rd	Ave E	4U	22,533	C	0.75	
13		Ave E	Yucaipa Blvd	4U	20,066	B	0.67	
14		Chapman Heights Rd	5th St	4U	18,747	B	0.62	
15		2nd St	Bryant St	4U	16,124	A	0.54	
16		Bryant St	Fremont St	4U	6,114	A	0.38	
17	Colorado Rd	9th St	8th St	2U	2,614	A	0.16	
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	2U	**16,923**	**F**	**1.06**	**Yes**
19		5th St	4th St	2U	**14,032**	**D**	**0.88**	**Yes**
20		Bryant St	Douglas St	2U	9,077	A	0.57	
21	County Line Rd	5th St	4th St	2U	**15,188**	**E**	**0.95**	**Yes**
22	14th St	Calimesa Blvd	Ave E	2U	8,153	A	0.51	
23		Ave E	Yucaipa Blvd	2U	8,491	A	0.53	
24	5th St	Wildwood Canyon Rd	Ave E	2U	9,583	A	0.60	
25		Ave E	Yucaipa Blvd	2U	10,036	B	0.63	
26	California St	County Line Rd	Wildwood Canyon Rd	2U	6,685	A	0.42	
27		Wildwood Canyon Rd	Ave E	2U	7,928	A	0.50	
28	Bryant St	County Line Rd	Wildwood Canyon Rd	2U	4,064	A	0.25	
29		Wildwood Canyon Rd	Ave E	2U	6,806	A	0.43	
30		Ave E	Yucaipa Blvd	2U	8,052	A	0.50	
31		Yucaipa Blvd	Date St	4U	11,567	A	0.39	
32		Fir St	Carter St	4U	15,733	A	0.52	

Note: Bold indicates that segment performs below LOS "C"

Under the existing conditions, the segment of County Line Rd is forecast to operate under deficient conditions (LOS D), which is slightly worsened under the with project conditions. Five additional segments are forecast to operate under LOS D or worse:

- Yucaipa Blvd, between 16th St and 17th St
- Yucaipa Blvd, between 2nd St and California St
- Live Oak Canyon Rd, south of the I-10 eastbound ramps
- Wildwood Canyon Rd, between Calimesa Blvd and Colorado Rd
- Wildwood Canyon Rd, between 5th St and 4th St

The impacts of the buildout conditions of the Proposed General Plan on the City's transportation network would be removed with the upgrade of roadways to match their designated standard; therefore no mitigation measures are identified for this scenario.

8. BUILDOUT POST-2040 WITH PROPOSED GENERAL PLAN CONDITIONS

This section provides a description of the expected traffic conditions generated by the anticipated buildout configuration of the proposed General Plan update.

8.1 Post-2040 Roadway System

The street network considered for the analysis of the post-2040 condition consists of the same network included in the existing conditions analysis, with the following changes as identified in the Circulation Plan presented in Figure 4-2 (these roadway changes are also shown in Figure 8-1):

- Widening of Yucaipa Boulevard (14th Street to I-10 ramps) from 4 to 6 lanes – *City project*
- Widening of 5th Street (Yucaipa Boulevard to County Line Road) from 2 to 4 lanes - *City project*
- Widening of Wildwood Canyon Rd (Calimesa Boulevard to Bryant Street) from 2 to 4 lanes - *City project*
- Widening of Avenue E (14th Street to 4th Street) from 2 to 4 lanes - *City project*
- Widening of California Street (south of Avenue I) from 2 to 4 lanes - *City project*
- Widening of Calimesa Boulevard (Oak Glen Rd to Ave H) from 2 to 4 lanes - *City project*
- Widening of Bryant St (south of Yucaipa Blvd to City limits) from 2 to 4 lanes - *City project*
- Widening of Live Oak Canyon Rd (south of I-10 SB ramps to south of East Road) from 2 to 4 lanes – *Part of Freeway Corridor Specific Plan*
- Widening of County Line Road (I-10 SB ramps to Park Avenue) from 2-3 to 4 lanes - *City project*
- Widening of County Line Road (Park Avenue to 4th Street) from 2 to 3 lanes - *City project*
- Improvement of County Line Road (4th Street to 2nd Street) from undivided collector to divided collector - *City project*
- Widening of Sandalwood Drive (I-10 SB ramps to I-10 NB ramp) from 2 to 4 lanes – *City of Calimesa project*
- Construction of Wildwood/I-10 interchange (extension of Wildwood Canyon Road with 4 lanes and ramps with 1 lane) – *Caltrans project*
- Construction of Oak Hills Parkway (Outer Highway to Wildwood Canyon/I-10 interchange) – 4 lanes – *Part of Freeway Corridor Specific Plan*
- Construction of East Rd (Oak Hill Parkway to County Line Road/I-10 interchange) – 2 lanes – *Part of Freeway Corridor Specific Plan*
- Inclusion of Singleton Rd (Calimesa Boulevard to current northern terminus) – 2 lanes – *City of Calimesa project*
- Construction of Singleton Rd (current northern terminus to Bryant Street/Greentree Circle) - 2 lanes – *City of Calimesa project*

Changes are not limited to segment capacity. Changes to intersection control and geometry anticipated to be in place in post-2040, and considered in the analysis consist of:

- County Line Rd & I-10 SB ramps – SB stop to dual lane roundabout - *City project*
- County Line Rd &I-10 NB ramps – NB stop to dual lane roundabout - *City project*
- County Line Rd & Calimesa Blvd – signal to dual lane roundabout - *City project*
- County Line Rd & 5th St – signal to roundabout - *City project*
- County Line Rd & California St – all-way stop sign to roundabout - *City project*
- County Line Rd & Bryant St – all-way stop sign to roundabout with dual lanes northbound side - *City project*
- Colorado Rd & Wildwood Canyon Rd – all-way stop control to signal - *City project*
- Ave E & California St – all-way stop sign to roundabout - *City project*
- Ave E & Bryant St – all-way stop sign to dual lane roundabout - *City project*
- Ave E & 5th St – all-way stop to dual lane roundabout - *City project*
- Yucaipa Blvd & Bryant St – signal to dual lane roundabout - *City project*
- Wildwood Canyon Rd & Calimesa Blvd – all-way stop sign to signal - *City project*
- Oak Glen Rd & Colorado Rd – WB stop sign to signal - *City project*
- Live Oak Canyon Rd / Oak Glen Rd & Arlington Ave & 14th St & Calimesa Blvd – additional through lane NB and SB - *City project*
- Wildwood Canyon Rd & I-10 SB ramps – new/signal – *Caltrans project*
- Wildwood Canyon Rd & I-10 NB ramps – new/signal – *Caltrans project*
- Live Oak Rd & Oak Hills Rd – new/signal – *Part of Freeway Corridor Specific Plan*
- Mill Creek Rd & Bryant St – NB stop to signal – *City Project*
- Bryant Street & Wildwood Canyon Road – all-way stop to signal – *City Project*

Intersection locations, lane geometry (with mid-block lanes), and traffic control for the post-2040 conditions are illustrated in Figure 8-2.

8.2 Volume Forecast

8.2.1 INTERSECTIONS VOLUMES

Forecast traffic volumes at study intersection were determined utilizing the methodology described in Section 5. Figure 8-3 and Figure 8-4 illustrate the traffic volumes used for the analysis of the traffic impacts of the Proposed General Plan Update on the City's future transportation network.

Figure 8-1: Roadway Network Changes: Existing Condition to General Plan Buildout

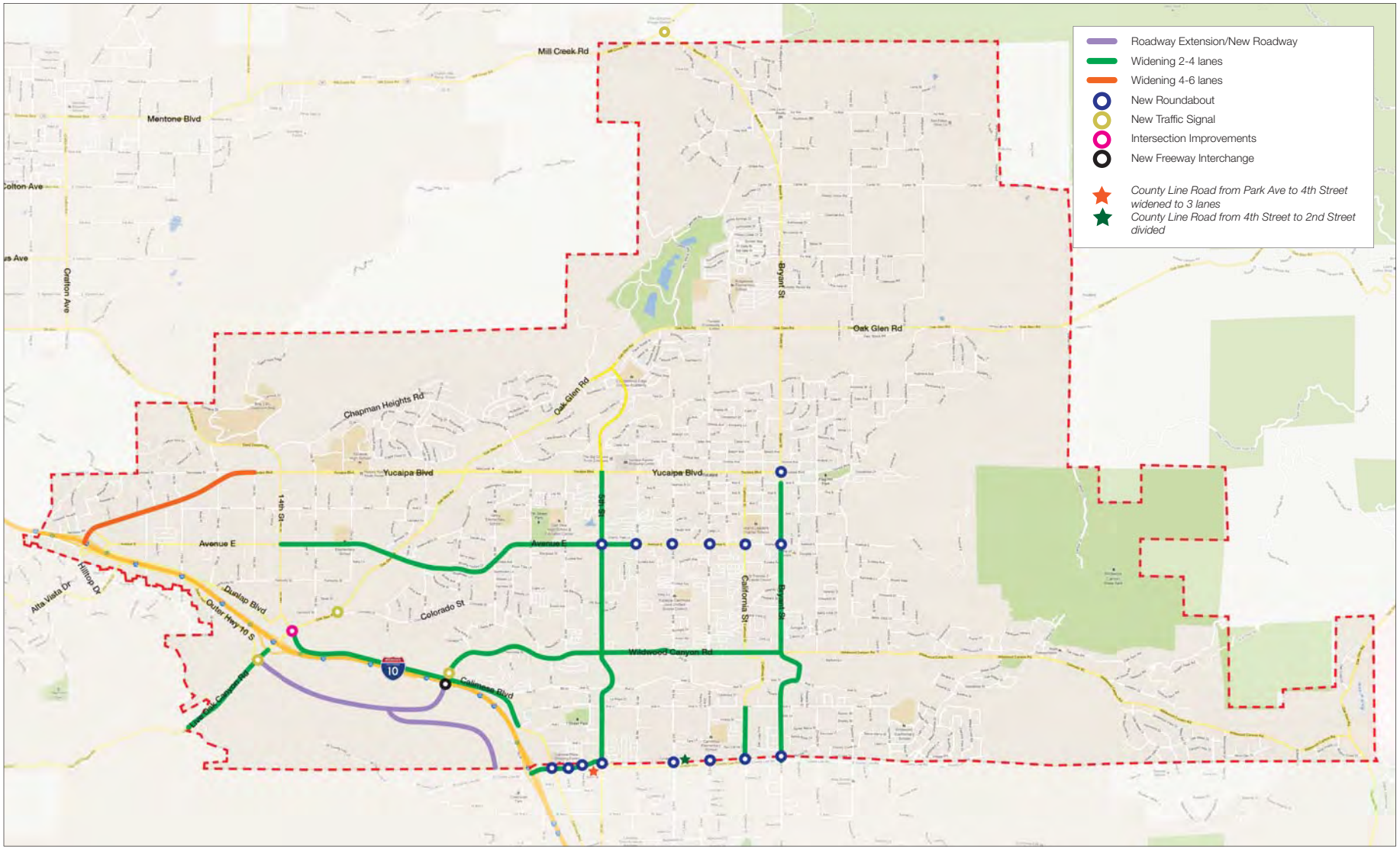


Figure 8-2: Future Roadway Configuration and Intersection Control

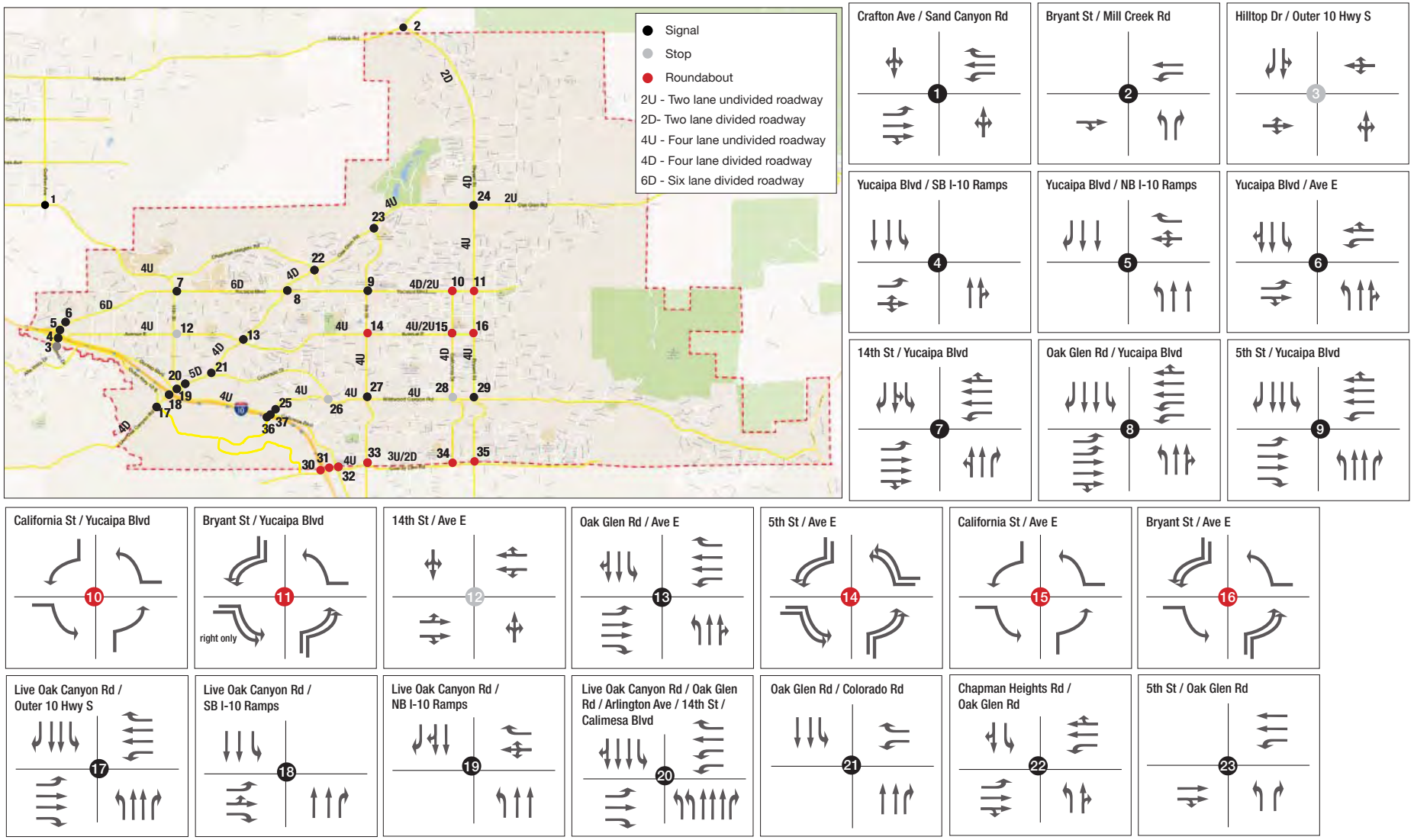


Figure 8-2: Future Roadway Configuration and Intersection Control

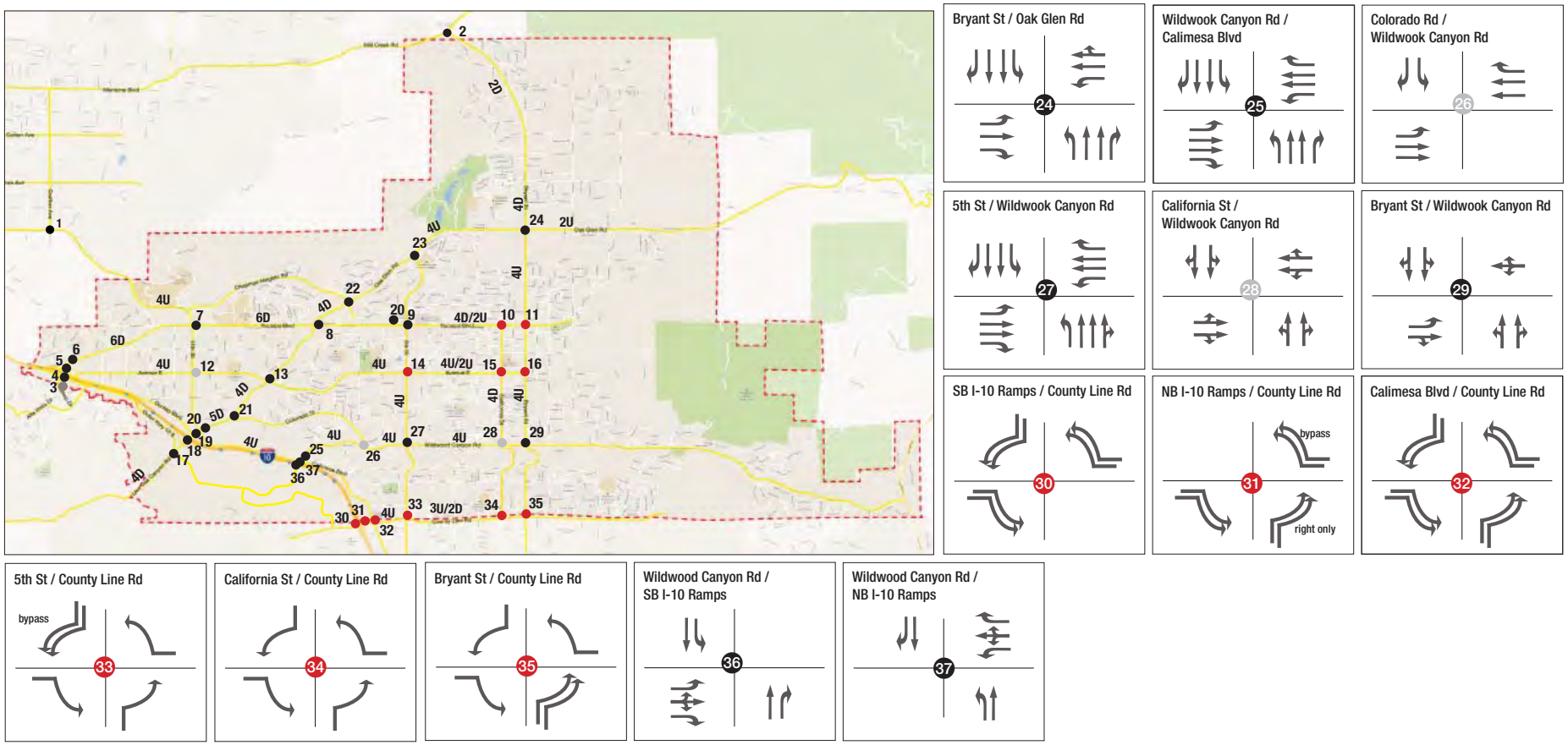


Figure 8-3: Proposed General Plan Buildout Conditions – AM Peak Hour Traffic Volumes

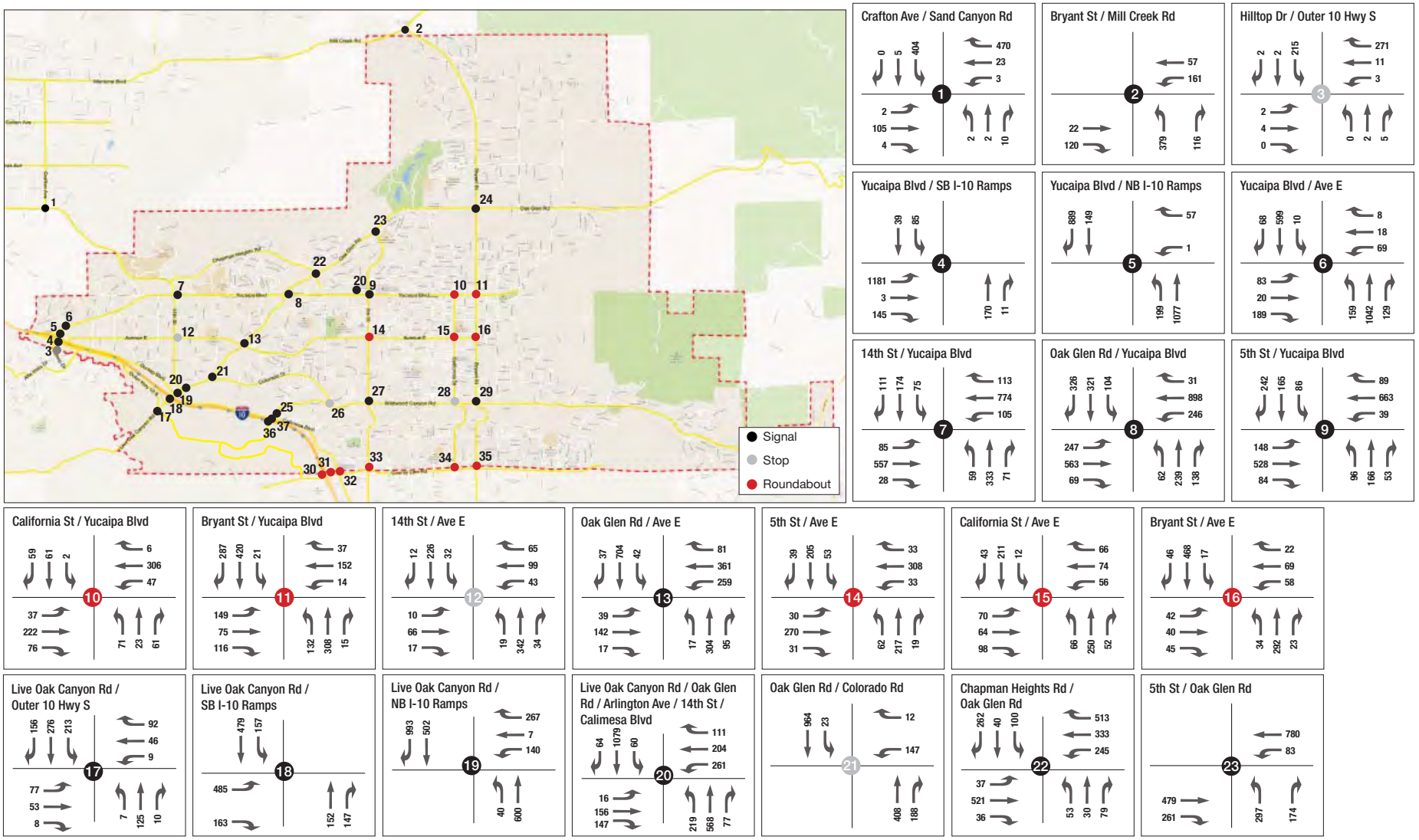


Figure 8-3: Proposed General Plan Buildout Conditions – AM Peak Hour Traffic Volumes

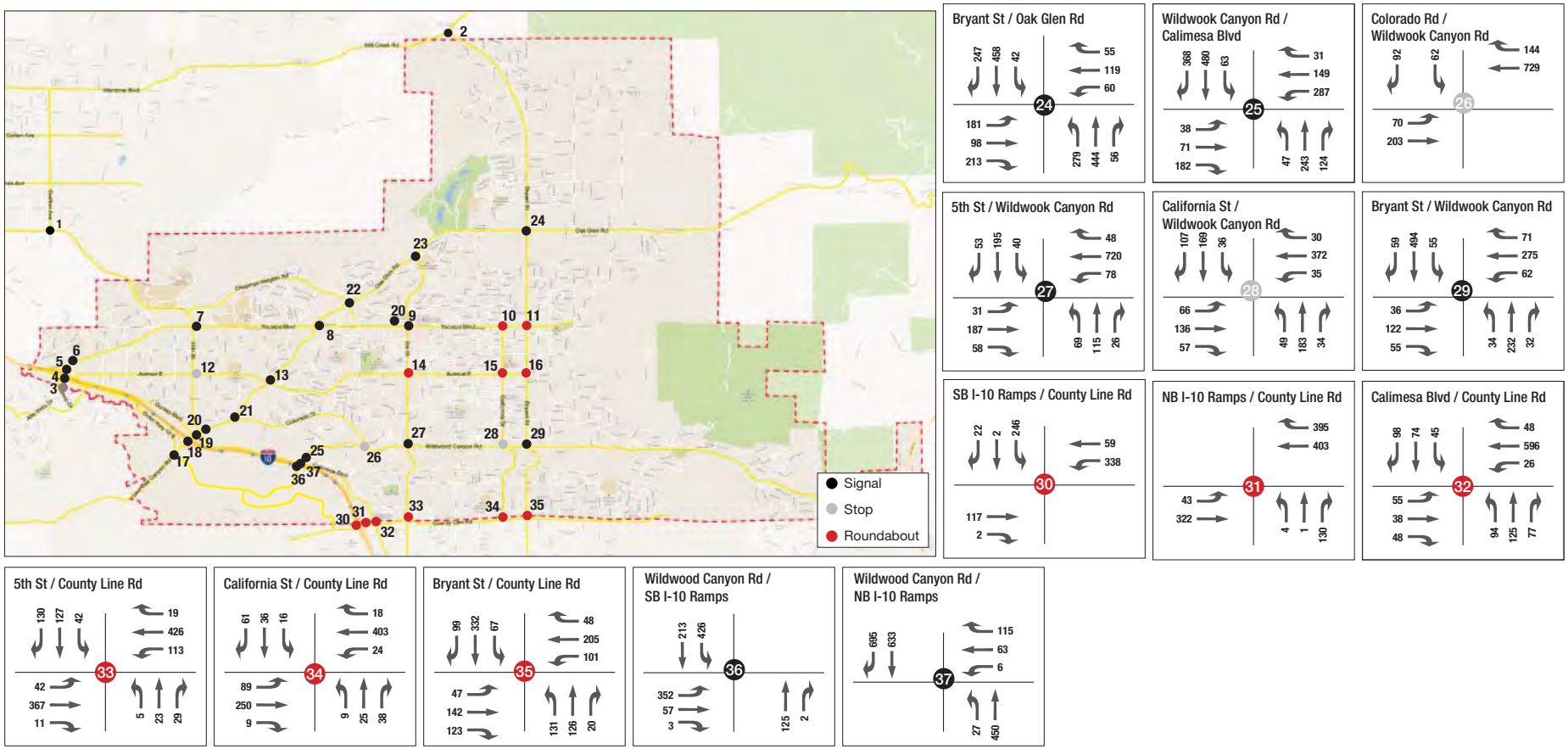


Figure 8-4: Proposed General Plan Buildout Conditions – PM Peak Hour Traffic Volumes

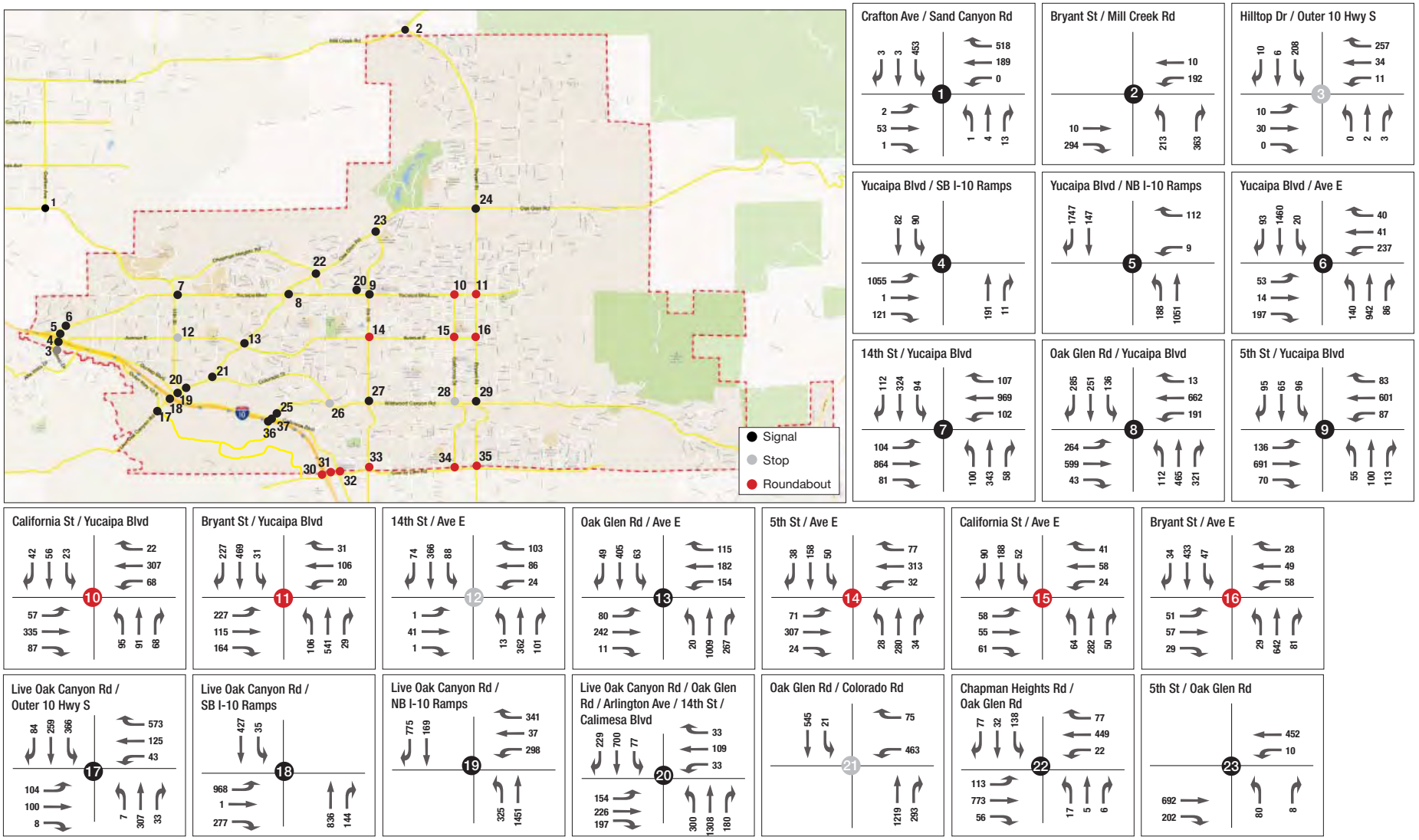
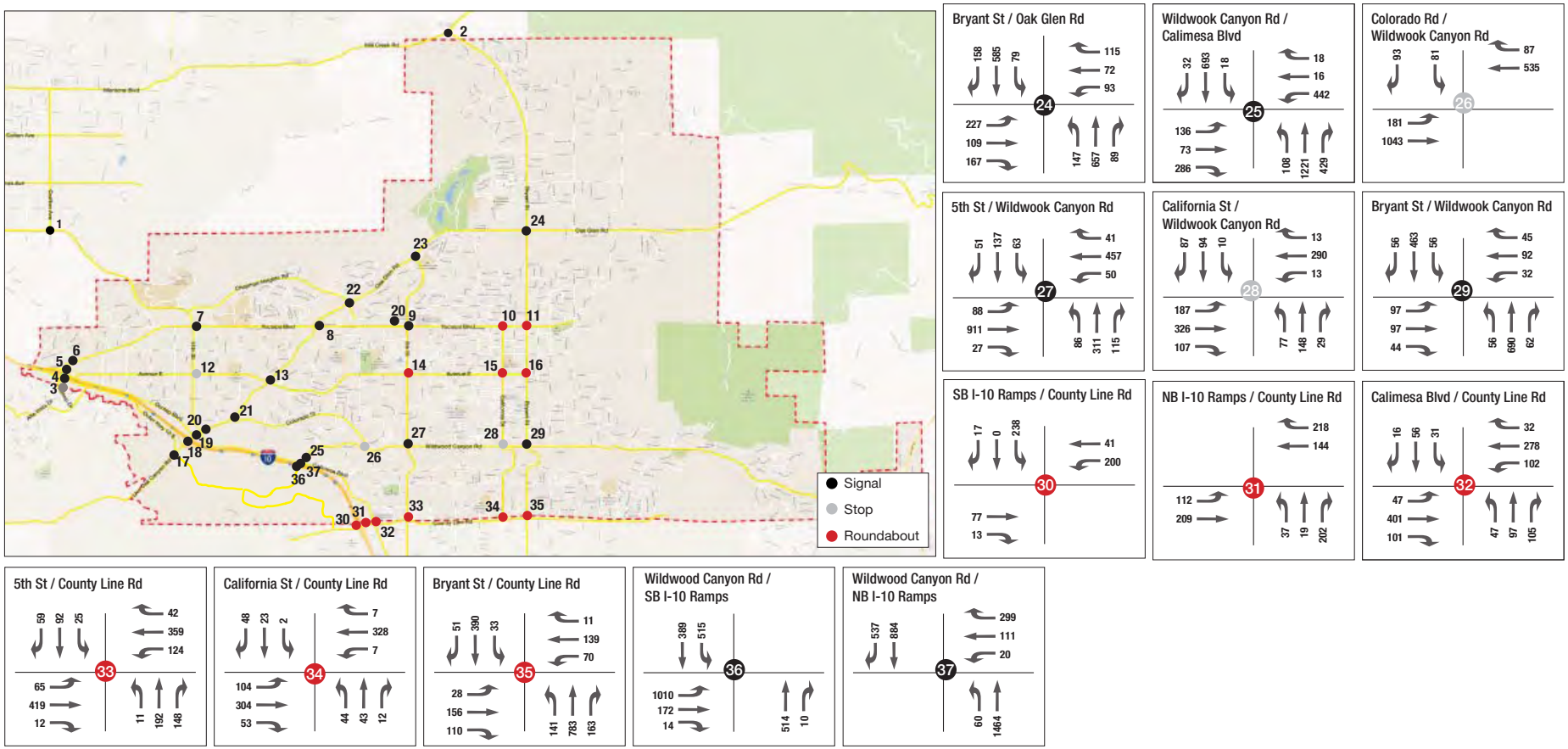


Figure 8-4: Proposed General Plan Buildout Conditions – PM Peak Hour Traffic Volumes



8.3 Proposed General Plan Buildout Conditions Level of Service Analysis

8.3.1 INTERSECTIONS ANALYSIS

The intersection operations analysis for the Proposed General Plan buildout conditions was performed consistent with the methodology outlined in Section 5. Table 8-1 presents the results for the Proposed General Plan Buildout conditions traffic analysis.

Table 8-1: Intersection LOS Analysis – Proposed General Plan Buildout Conditions

Intersection		Peak Hour	Existing Conditions			Post- 2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
1	Crafton Ave & Sand Canyon Rd	AM	C	24.0	0.49	C	26.6	0.53
		PM	C	23.7	0.46	C	28.8	0.59
2	Bryant St & Mill Creek Rd	AM	C	17.4	0.6	A	9.9	0.34
		PM	B	13.5	0.29	B	10.3	0.40
3	Hilltop Drive & Outer 10 Highway S	AM	B	14	0.23	C	15.5	0.26
		PM	C	16.8	0.16	C	16	0.25
4	Yucaipa Blvd & SB I-10 Ramps (EB)	AM	B	11.2	0.38	B	11.6	0.56
		PM	B	13.4	0.67	B	11.7	0.53
5	Yucaipa Blvd & NB I-10 Ramps (WB)	AM	A	6.9	0.22	A	6.2	0.19
		PM	A	6.5	0.16	A	6.9	0.21
6	Yucaipa Blvd & Ave E	AM	C	28.7	0.54	C	21.1	0.55
		PM	C	24.2	0.55	C	28.7	0.85
7	14th St & Yucaipa Blvd	AM	B	19.9	0.5	C	20.6	0.58
		PM	C	20.2	0.5	C	26.7	0.75
8	Oak Glen Rd & Yucaipa Blvd	AM	C	26.1	0.71	C	21.0	0.54
		PM	C	26.3	0.77	C	21.6	0.58
9	5th St & Yucaipa Blvd	AM	B	19	0.54	B	16.0	0.40
		PM	B	17.2	0.54	B	13.9	0.34
10	California St & Yucaipa Blvd	AM	A	7.2	-	A	7.3	-
		PM	A	8.8	-	A	9.8	-
11	Bryant St & Yucaipa Blvd	AM	B	11.7	0.45	A	8.7	-
		PM	B	13.3	0.5	B	10.2	-
12	14th St & Ave E	AM	C	11.7	0.56	B	13.1	0.62
		PM	A	9.4	0.35	C	23.7	0.85
13	Oak Glen Rd & Ave E	AM	B	10.2	0.53	B	10.3	0.43
		PM	A	6.7	0.51	A	8.5	0.48
14	5th St & Ave E	AM	C	18.6	0.71	A	6.1	-
		PM	C	15.6	0.66	A	6.5	-
15	California St & Ave E	AM	B	12.9	0.27	A	7.7	-
		PM	B	11.2	0.3	A	7.8	-
16	Bryant St & Ave E	AM	C	16.4	0.71	A	6.2	-
		PM	B	10.3	0.4	A	7.6	-

Intersection		Peak Hour	Existing Conditions			Post- 2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
17	Live Oak Canyon Rd & Outer 10 Highway S	AM	B	10.5	0.07	A	7.2	0.19
		PM	B	11.4	0.15	B	11.1	0.57
18	Live Oak Canyon Rd & SB I-10 Ramps (EB)	AM	A	9.7	0.31	B	13.2	0.35
		PM	B	17.2	0.68	B	15.6	0.59
19	Live Oak Canyon Rd & NB I-10 Ramps (WB)	AM	B	15.9	0.54	B	11.6	0.51
		PM	B	16.3	0.57	B	17.5	0.76
20	Live Oak Canyon Rd/Oak Glen Rd & Arlington Ave/14th St/Calimesa Blvd	AM	D	38.4	0.75	B	19.5	0.52
		PM	C	26.1	0.57	C	20	0.5
21	Oak Glen Rd & Colorado Rd	AM	C	21.4	0.25	A	4.9	0.38
		PM	**E**	**39.1**	**0.24**	B	11.2	0.65
22	Chapman Heights Rd & Oak Glen Rd	AM	C	31	0.69	B	15.8	0.69
		PM	C	22.8	0.5	B	12.8	0.63
23	5th St & Oak Glen Rd	AM	C	22.9	0.61	B	12.3	0.61
		PM	B	16.1	0.56	A	6.4	0.56
24	Bryant St & Oak Glen Rd	AM	C	24.9	0.69	C	21.6	0.52
		PM	C	20.4	0.55	C	20.8	0.49
25	Wildwood Canyon Rd & Calimesa Blvd	AM	C	17.4	0.75	A	9.4	0.4
		PM	B	14.3	0.69	B	10.8	0.64
26	Colorado Rd & Wildwood Canyon Rd	AM	B	13.1	0.13	A	4.6	0.27
		PM	B	13.6	0.15	A	3.9	0.36
27	5th St & Wildwood Canyon Rd	AM	C	22.7	0.53	B	17.8	0.36
		PM	C	23.6	0.57	B	19.4	0.46
28	California St & Wildwood Canyon Rd	AM	**E**	**33.3**	**0.99**	B	13.2	0.45
		PM	C	16.1	0.73	C	15.4	0.63
29	Bryant St & Wildwood Canyon Rd	AM	C	23.7	0.84	B	11.0	0.42
		PM	B	13.3	0.61	A	8.4	0.38
30	SB I-10 Ramps (EB) & County Line Rd	AM	**E**	**47.4**	**0.73**	A	5.9	-
		PM	**F**	**136**	**1.21**	A	4.9	-
31	NB I-10 Ramps (WB) & County Line Rd	AM	B	12.1	0.28	A	4.3	-
		PM	C	18.2	0.43	A	4	-
32	Calimesa Blvd & County Line Rd	AM	B	10.4	0.33	A	7	-
		PM	A	8.4	0.32	A	6.2	-
33	5th St & County Line Rd	AM	B	17.6	0.43	A	9.5	-
		PM	C	20.5	0.44	B	12.6	-
34	California St & County Line Rd	AM	C	17	0.77	A	7.8	-
		PM	B	13.1	0.65	A	7.8	-
35	Bryant St & County Line Rd	AM	B	13.2	0.57	B	13.5	-
		PM	B	10.7	0.52	B	14.0	-
36	Wildwood Canyon Rd & SB I-10 Ramps (EB)	AM	-	-	-	B	17.3	0.48
		PM	-	-	-	B	15.2	0.8

Intersection		Peak Hour	Existing Conditions			Post- 2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
37	Wildwood Canyon Rd & NB I-10 Ramps (WB)	AM	-	-	-	B	12.3	0.53
		PM	-	-	-	B	15.8	0.64

Note: Bold indicates that intersection performs below LOS "D"

* denotes conditions at the worst movement

No intersections are anticipated to operate at LOS D or below in one or both peak periods under the Proposed General Plan buildout conditions:

8.3.2 SEGMENT ANALYSIS

The segment analysis for the Proposed General Plan buildout conditions was performed consistent with the methodology outlined in Section 5, and results for the Proposed General Plan buildout conditions traffic analysis are presented in Table 8-2.

Table 8-2: Segment LOS Analysis – Proposed General Plan Buildout Conditions

Segment				Future Lane Geom.	Existing Conditions			Proposed General Plan Conditions		
					Daily Volume	LOS	V/C	Daily Volume	LOS	V/C
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4 D	9,608	A	0.25	14,290	A	0.38
2		Campus Drive	Chapman Heights Rd	4 D	10,460	A	0.28	12,669	A	0.33
3	Yucaipa Blvd	17th St	16th St	6 D	22,163	A	0.58	29,542	A	0.50
4		11th St	10th St	6 D	24,011	A	0.41	21,285	A	0.36
5		7th St	6th St	6 D	26,975	A	0.46	23,913	A	0.41
6		2nd St	California St	2 U	12,628	C	0.79	11,466	C	0.72
7	Ave E	17th St	16th St	2 U	1,936	A	0.12	3,075	A	0.19
8		14th St	13th St	2 U	2,761	A	0.17	4,533	A	0.28
9		7th St	6th St	4 U	7,669	A	0.48	8,664	A	0.29
10		5th St	4th St	4 U	7,616	A	0.48	9,697	A	0.32
11	Live Oak Canyon Rd	S of the EB I-10 ramps	--	4 U	4,329	A	0.27	14,817	A	0.49
12	Oak Glen Rd	Colorado Rd	Ave E	4 U	17,491	A	0.58	17,491	A	0.58
13		Ave E	Yucaipa Blvd	4 U	15,662	A	0.52	17,131	A	0.57
14		Chapman Heights Rd	5th St	4 U	15,316	A	0.51	16,356	A	0.55
15		2nd St	Bryant St	4 U	12,147	A	0.40	10,806	A	0.36
16		Bryant St	Fremont St	4 U	4,176	A	0.26	5,158	A	0.32
17	Colorado Rd	9th St	8th St	2 U	1,097	A	0.07	2,555	A	0.16
18	Wildwood Canyon Rd	Calimesa Blvd	Colorado Rd	4 U	7,332	A	0.46	19,783	B	0.66
19		5th St	4th St	4 U	10,348	B	0.65	15,879	A	0.53
20		Bryant St	Douglas St	2 U	7,068	A	0.44	7,919	A	0.49
21	County Line Rd	5th St	4th St	3 U	**13,293**	**D**	**0.83**	13,956	B	0.62
22	14th St	14th St	Ave E	4 U	4,978	A	0.17	9,313	A	0.31
23		Ave E	Yucaipa Blvd	4 U	5,480	A	0.18	10,010	A	0.33
24	5th St	Wildwood Canyon Rd	Ave E	4 U	7,878	A	0.26	7,482	A	0.25
25		Ave E	Yucaipa Blvd	4 U	8,831	A	0.29	7,336	A	0.24
26	California St	County Line Rd	Wildwood Canyon Rd	2 U	4,757	A	0.30	4,656	A	0.29
27		Wildwood Canyon Rd	Ave E	2 U	5,863	A	0.37	6,347	A	0.40
28	Bryant St	County Line Rd	Wildwood Canyon Rd	4 U	3,806	A	0.24	12,489	A	0.42
29		Wildwood Canyon Rd	Ave E	4 U	5,940	A	0.37	13,478	A	0.45
30		Ave E	Yucaipa Blvd	4 U	6,611	A	0.41	12,609	A	0.42
31		Yucaipa Blvd	Date St	4 U	10,179	A	0.34	15,941	A	0.53
32		Fir St	Carter St	4 U	12,541	A	0.42	17,471	A	0.58

Note: Bold indicates that segment performs below LOS "C"

None of the segments analyzed are anticipated to operate under the LOS C standard established by the City for the future conditions with the Proposed General Plan buildout.

9. VEHICLE MILES TRAVELED ANALYSIS

Vehicle miles of travel (VMT) estimates are another measure of performance for projects. VMT is obtained by multiplying the traffic volumes on each segment by the distance of the proposed segment. VMT estimates are developed on a daily basis, and can be separated in three types of trips: internal – internal, internal – external, and external - external. The two first types of trips are of interest for the General Plan, as they reflect the trips inside the City and the trip exchange between the City and locations outside the City, while the third type of trip reflect the trips that are passing through the City.

9.1 Existing VMT

Existing VMT related to the City of Yucaipa is summarized in Table 9-1.

Table 9-1: Existing VMT by Trip Type

Trip Type	Daily VMT
Internal-Internal	61,121
Internal-External (I-E and E-I)	1,789,716

9.2 Project VMT

VMT related to the Post-2040 Proposed General Plan buildout conditions is summarized in Table 9-2.

Table 9-2: VMT by Trip Type for Post-2040 Proposed General Plan Buildout Conditions

Trip Type	Daily VMT
Internal-Internal	87,169
Internal-External (I-E and E-I)	2,767,972

9.3 Changes to VMT

The growth in traffic that results from the implementation of the Proposed General Plan is reflected in the increase in VMT, with total VMT related to trips starting or ending in the City of Yucaipa increasing by 54% between the existing condition and with General Plan Buildout, while population is expected to increase about 62%. This results in a 4% reduction of VMT per capita, as can be seen in Table 9-3.

Table 9-3: VMT by Trip Type for Post-2040 Proposed General Plan Buildout Conditions

	Daily VMT	
Trip Type	**Existing**	**2040Proposed GP**
Internal-Internal	61,121	87169
Internal-External (I-E and E-I)	1,789,716	2,767,972
Total Yucaipa Trips	**1,850,837**	**2,855,141**
Population	47,835	77,328
VMT per capita	38.7	36.9

10. CONGESTION MANAGEMENT PROGRAM ANALYSIS

The San Bernardino Associated Governments (SANBAG) Congestion Management Program (CMP) includes guidelines for determining the analysis study area for CMP arterial monitoring intersections and freeway monitoring locations.

For consistency with the CMP, CMP designated roadways should operate at LOS E or better, and the designated facilities identified as operating at deficient level will be required to have a deficiency plan to restore operations back to an acceptable level of service.

Within the City of Yucaipa, the following roadways are identified as CMP arterials by SANBAG:

- Sand Canyon Road/14th Street – City Limits to Oak Glen Road
- Yucaipa Boulevard – Interstate 10 to Bryant Street
- Oak Glen Road – Interstate 10 to Bryant Street
- Live Oak Canyon Road – Interstate 10 to City Limits
- Bryant Street – Mill Creek Road to City Limits
- Colorado Street – Oak Glen Road to Wildwood Canyon Road
- Wildwood Canyon Road – Colorado Street to Bryant Street

Aside from the roadways, the CMP also monitors several intersections in Yucaipa:

- 14th Street & Yucaipa Boulevard
- Bryant Street & Mill Creek Road (SR-38)
- Bryant Street & Oak Glen Road
- Bryant Street & Yucaipa Boulevard
- Bryant Street & Wildwood Canyon Road
- Bryant Street & County Line Road
- Oak Glen Road & Yucaipa Boulevard
- I-10 EB ramps & Yucaipa Boulevard
- I-10 WB ramps & Yucaipa Boulevard
- I-10 EB ramps & Live Oak Canyon
- I-10 EB ramps & County Line Road
- I-10 WB ramps & County Line Road
- I-10 EB on ramp & Wildwood Canyon Road

These roadways and intersections are also identified in Figure 10-1 on the following page.

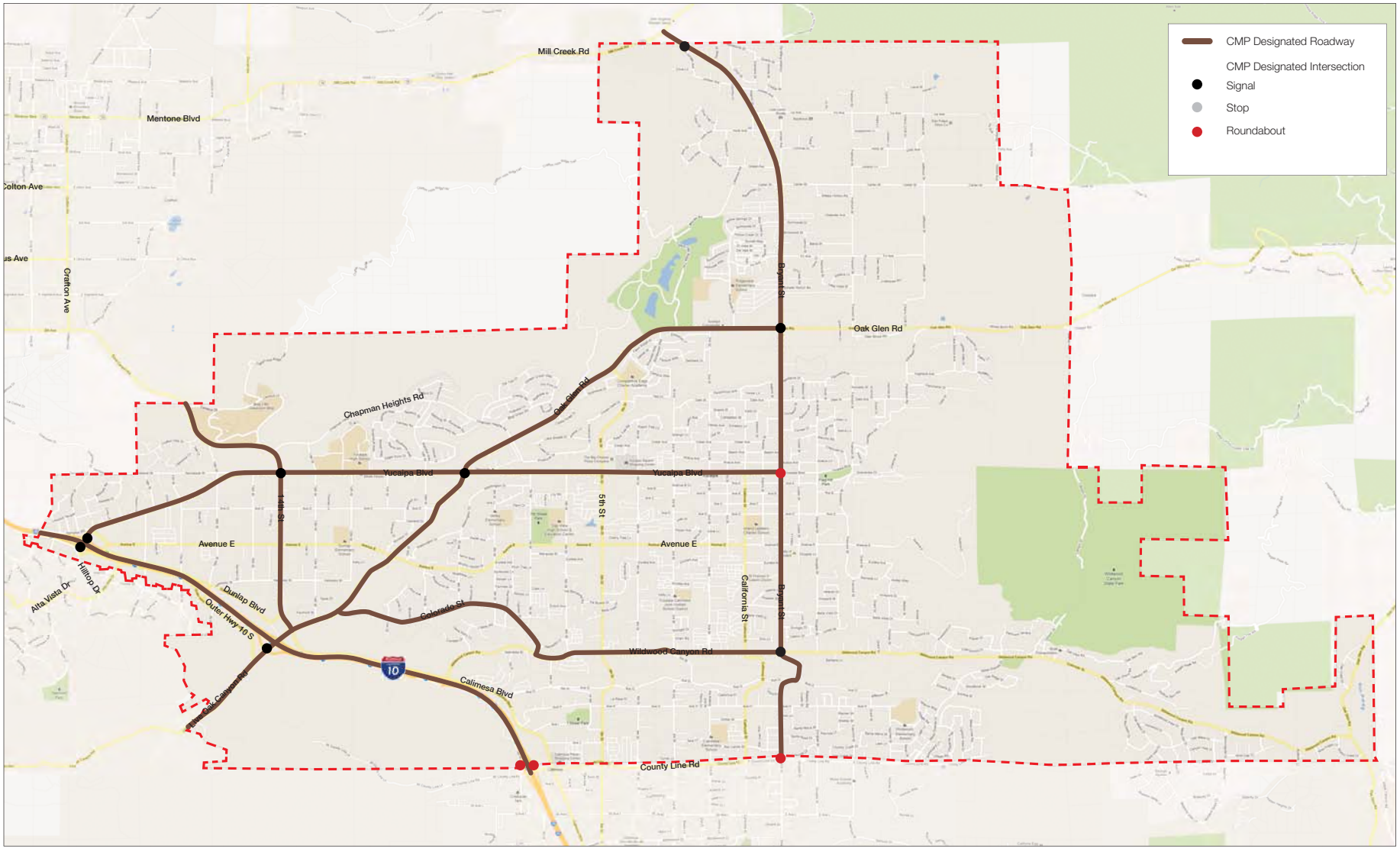
The CMP intersections in Yucaipa are forecast to operate at an acceptable level of service, per the SANBAG CMP, as can be seen in Table 10-1.

Table 10-1: CMP Intersection LOS Analysis – Proposed General Plan Buildout Conditions

Intersection		Peak Hour	Existing Conditions			Post- 2040 - Proposed GP		
			LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
2	Bryant St & Mill Creek Rd	AM	C	17.4	0.6	A	9.9	0.34
		PM	B	13.5	0.29	B	10.3	0.40
4	Yucaipa Blvd & SB I-10 Ramps (EB)	AM	B	11.2	0.38	B	11.6	0.56
		PM	B	13.4	0.67	B	11.7	0.53
5	Yucaipa Blvd & NB I-10 Ramps (WB)	AM	A	6.9	0.22	A	6.2	0.19
		PM	A	6.5	0.16	A	6.9	0.21
7	14th St & Yucaipa Blvd	AM	B	19.9	0.5	C	20.6	0.58
		PM	C	20.2	0.5	C	26.7	0.75
8	Oak Glen Rd & Yucaipa Blvd	AM	C	26.1	0.71	C	20.9	0.53
		PM	C	26.3	0.77	C	21.7	0.60
11	Bryant St & Yucaipa Blvd	AM	B	11.7	0.45	A	8.7	n/a
		PM	B	13.3	0.50	B	10.2	n/a
18	Live Oak Canyon Rd & SB I-10 Ramps (EB)	AM	A	9.7	0.31	B	13.2	0.35
		PM	B	17.2	0.68	B	15.6	0.59
24	Bryant St & Oak Glen Rd	AM	C	24.9	0.69	C	21.6	0.52
		PM	C	20.4	0.55	C	20.8	0.49
29	Bryant St & Wildwood Canyon Rd	AM	C	23.7	0.84	B	11.0	0.42
		PM	B	13.3	0.61	A	8.4	0.38
30	SB I-10 Ramps (EB) & County Line Rd	AM	E	47.4	0.73	A	5.9	-
		PM	**F**	**136**	**1.21**	A	4.9	-
31	NB I-10 Ramps (WB) & County Line Rd	AM	B	12.1	0.28	A	4.3	-
		PM	C	18.2	0.43	A	4	-
35	Bryant St & County Line Rd	AM	B	13.2	0.57	B	13.5	-
		PM	B	10.7	0.52	B	14.0	-
36	Wildwood Canyon Rd & SB I-10 Ramps (EB)	AM	-	-	-	B	17.3	0.48
		PM	-	-	-	B	15.2	0.8

Note: Bold indicates that intersection performs below CMP threshold (LOS "E")

Figure 10-1: CMP Arterial Roadways and Intersections - Yucaipa



The CMP arterial segments within Yucaipa are forecast to operate under acceptable level of service considering the proposed General Plan buildout conditions as can be seen in Table 10-2.

Table 10-2: CMP Segment LOS Analysis – Proposed General Plan Buildout Conditions

Segment				Future Lane Geom.	Existing Conditions			Proposed General Plan Conditions		
					Daily Volume	LOS	V/C	Daily Volume	LOS	V/C
1	Sand Canyon Rd	Crafton Ave	Campus Drive	4 D	9,608	A	0.25	14,290	A	0.38
2		Campus Drive	Chapman Heights Rd	4 D	10,460	A	0.28	12,669	A	0.33
3	Yucaipa Blvd	17th St	16th St	6 D	22,163	A	0.58	29,542	A	0.50
4		11th St	10th St	6 D	24,011	A	0.41	21,285	A	0.36
5		7th St	6th St	6 D	26,975	A	0.46	24,122	A	0.41
6		2nd St	California St	2 U	12,628	C	0.79	10,988	B	0.69
11	Live Oak Canyon Rd	S of the EB ramps	--	4 U	4,329	A	0.27	14,817	A	0.49
12	Oak Glen Rd	Colorado Rd	Ave E	4 U	17,491	A	0.58	17,491	A	0.58
13		Ave E	Yucaipa Blvd	4 U	15,662	A	0.52	17,131	A	0.57
14		Chapman Heights Rd	5th St	4 U	15,316	A	0.51	16,148	A	0.54
15		2nd St	Bryant St	4 U	12,147	A	0.40	10,806	A	0.36
17	Colorado Rd	9th St	8th St	2 U	1,097	A	0.07	2,555	A	0.16
19	Wildwood Canyon Rd	5th St	4th St	4 U	10,348	B	0.65	15,879	A	0.53
22	14th St	14th St	Ave E	2 U	4,978	A	0.31	9,313	A	0.58
23		Ave E	Yucaipa Blvd	2 U	5,480	A	0.34	10,010	B	0.63
28	Bryant St	County Line Rd	Wildwood Canyon Rd	4 U	3,806	A	0.24	12,489	A	0.42
29		Wildwood Canyon Rd	Ave E	4 U	5,940	A	0.37	13,478	A	0.45
30		Ave E	Yucaipa Blvd	4 U	6,611	A	0.41	12,609	A	0.42
31		Yucaipa Blvd	Date St	4 U	10,179	A	0.34	15,463	A	0.52
32		Fir St	Carter St	4 U	12,541	A	0.42	17,471	A	0.58

Note: Bold indicates that segment performs below LOS "C"

11. TRANSPORTATION IMPACT ASSESSMENT

This section analyzes the potential impacts resulting from the General Plan Update. This analysis is based on the criteria set forth in Appendix G (CEQA Environmental Checklist) of the CEQA Guidelines. The CEQA Environmental Checklist identifies the following criteria to be used in determining if the proposed project causes a significant impact related to transportation and traffic:

- Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Would the project result in inadequate emergency access?

- Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The threshold for impact associated with each criterion is discussed below, along with identification of any significant impacts under each criterion.

Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The City of Yucaipa defines LOS C as the minimum acceptable level of service for roadway segments within the city. Additionally, the city does permit LOS D for special circumstances at intersections and for roadway segments that have intersections controlled with roundabouts.

Intersections controlled and operated by Caltrans within the City of Yucaipa have also been analyzed in this traffic impact study. Caltrans targets a minimum acceptable LOS at the transition between LOS “C” and LOS “D”. For intersection analysis, this limit is the equivalent of having a delay of about 35 seconds per vehicle using the HCM 2000 methodology.

Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other

standards established by the county congestion management agency for designated roads or highways?

The San Bernardino County CMP defines the minimum acceptable level of service for CMP intersections and roadways as LOS E or the current level, if that level is worse than LOS E (i.e. LOS F). A significant impact would occur if the project results in a change in LOS from an acceptable level to an unacceptable level, or if the intersection is already operating at an unacceptable level, then a 10 percent or worse degradation in the level of service would be a significant impact. No CMP intersections within the City of Yucaipa were found by SANBAG to operate at an unacceptable LOS prior to the adoption of the CMP; therefore, for this analysis LOS E is assumed to be the minimum acceptable level of service for all CMP intersections and roadways in Yucaipa.

The implementation of the Proposed General Plan is not anticipated to result in unacceptable level of service at any CMP intersections. This impact is less than significant.

Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

There are no airport facilities in the City of Yucaipa, nor are there airport facilities in the immediately vicinity of the city. The project impact is considered to be less-than-significant.

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The General Plan update is a planning effort that does not involve specific design efforts for roadways and the transportation network. All roadways and streets proposed as part of the General Plan would be designed in conformance with the City of Yucaipa's engineering design standards. These standards and the project-specific design efforts undertaken for roadway improvements would address any potential design hazards. The project impact is considered to be less-than-significant.

Would the project result in inadequate emergency access?

The General Plan update identifies future alignments and classifications for roadways that would serve as emergency vehicle access routes. However, the specific design of these roadways would be detailed as part of the City of Yucaipa's engineering design standards and specific engineering design efforts for roadway improvements. The project impact is considered to be less-than-significant.

Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The General Plan update includes the identification of existing and proposed bicycle, pedestrian, and transit routes and facilities throughout the City of Yucaipa. The proposed policies in the General Plan pertaining to bicycle, pedestrian, and transit travel support the implementation of these transportation infrastructure improvements and coordination with regional plans, programs, and policies. The General Plan Circulation Element also complies with the State of California's Complete Streets Act. The project impact is considered to be less-than-significant.

APPENDICES

INTERSECTION PEAK PERIOD TURNING MOVEMENT COUNT SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_001 **Day:** WEDNESDAY

City: City of Mentone **Date:** 1/30/2013

AM

NS/EW Streets:	Crafton Ave			Crafton Ave			Sand Canyon Rd (5th Ave)			Sand Canyon Rd (5th Ave)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	1	1	
7:00 AM	1	1	2	66	3	0	0	6	1	0	11	111	202
7:15 AM	1	1	2	99	1	0	0	7	0	1	14	131	257
7:30 AM	0	1	2	77	1	0	0	3	0	0	13	103	200
7:45 AM	0	1	0	79	0	0	1	2	0	0	8	123	214
8:00 AM	0	2	1	61	1	0	0	4	1	0	3	74	147
8:15 AM	0	1	1	73	0	1	0	2	0	0	4	62	144
8:30 AM	0	0	0	119	0	0	0	12	0	0	2	47	180
8:45 AM	0	1	1	111	3	0	0	6	0	0	1	81	204
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	8	9	685	9	1	1	42	2	1	56	732	1548
APPROACH %'s :	10.53%	42.11%	47.37%	98.56%	1.29%	0.14%	2.22%	93.33%	4.44%	0.13%	7.10%	92.78%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	2	4	6	321	5	0	1	18	1	1	46	468	873
PEAK HR FACTOR :		0.750			0.815			0.714			0.882		0.849

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_001 **Day:** WEDNESDAY

City: City of Mentone **Date:** 1/30/2013

PM

NS/EW Streets:	Crafton Ave			Crafton Ave			Sand Canyon Rd (5th Ave)			Sand Canyon Rd (5th Ave)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	1	1	
4:00 PM	0	0	1	68	3	0	0	1	1	0	9	79	162
4:15 PM	0	2	0	67	0	0	0	2	0	1	5	81	158
4:30 PM	1	0	0	112	3	0	0	6	1	0	5	75	203
4:45 PM	0	2	1	96	0	1	1	9	0	0	5	99	214
5:00 PM	0	2	1	98	2	2	0	3	0	0	11	78	197
5:15 PM	0	0	1	112	0	0	1	7	0	0	5	78	204
5:30 PM	0	0	0	95	1	1	0	10	1	0	5	65	178
5:45 PM	0	0	0	72	0	0	1	5	0	1	4	63	146
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	6	4	720	9	4	3	43	3	2	49	618	1462
APPROACH %'s :	9.09%	54.55%	36.36%	98.23%	1.23%	0.55%	6.12%	87.76%	6.12%	0.30%	7.32%	92.38%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	1	4	3	418	5	3	2	25	1	0	26	330	818
PEAK HR FACTOR :		0.667			0.926			0.700			0.856		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_002 **Day:** WEDNESDAY

City: City of Mentone **Date:** 1/30/2013

AM

NS/EW Streets:	Bryant St			Bryant St			Mill Creek Rd			Mill Creek Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
7:00 AM													0
7:15 AM	101		9					12	18	13	41		194
7:30 AM	107		10					21	21	15	30		204
7:45 AM	77		16					17	25	9	33		177
8:00 AM	68		12					11	22	3	23		139
8:15 AM	52		7					18	22	12	24		135
8:30 AM	36		7					15	14	13	24		109
8:45 AM	32		7					15	21	6	24		105
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	473	0	68	0	0	0	0	109	143	71	199	0	1063
APPROACH %'s :	87.43%	0.00%	12.57%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	43.25%	56.75%	26.30%	73.70%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	353	0	47	0	0	0	0	61	86	40	127	0	714
PEAK HR FACTOR :		0.855			0.000			0.875			0.773		0.875

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_002 **Day:** WEDNESDAY

City: City of Mentone **Date:** 1/30/2013

PM

NS/EW Streets:	Bryant St			Bryant St			Mill Creek Rd			Mill Creek Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	0	1	1	0	
4:00 PM	27		21					25	54	14	20		161
4:15 PM	32		17					44	45	20	25		183
4:30 PM	24		12					42	57	11	33		179
4:45 PM	37		21					30	37	11	17		153
5:00 PM	40		23					33	61	13	22		192
5:15 PM	29		17					43	83	11	24		207
5:30 PM	44		16					36	81	15	28		220
5:45 PM	22		14					28	68	8	19		159
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	255	0	141	0	0	0	0	281	486	103	188	0	1454
APPROACH %'s :	64.39%	0.00%	35.61%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	36.64%	63.36%	35.40%	64.60%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	135	0	70	0	0	0	0	140	293	47	93	0	778
PEAK HR FACTOR :		0.813			0.000			0.859			0.814		0.884

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_003 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Hilltop Dr			Hilltop Dr			Outer 10 Highway S			Outer 10 Highway S			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	1	0	
7:00 AM		2	0	19	0	0	1	0		0	0	51	73
7:15 AM		2	0	27	1	1	3	0		0	1	55	90
7:30 AM		1	2	47	1	4	2	2		1	4	86	150
7:45 AM		1	0	32	2	3	3	2		0	7	43	93
8:00 AM		1	0	36	0	4	4	0		0	3	63	111
8:15 AM		2	0	16	1	4	1	0		0	2	23	49
8:30 AM		0	1	32	1	2	5	2		0	0	34	77
8:45 AM		2	0	20	1	2	2	1		0	1	32	61
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	11	3	229	7	20	21	7	0	1	18	387	704
APPROACH %'s :	0.00%	78.57%	21.43%	89.45%	2.73%	7.81%	75.00%	25.00%	0.00%	0.25%	4.43%	95.32%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	5	2	142	4	12	12	4	0	1	15	247	444
PEAK HR FACTOR :		0.583			0.760			0.800			0.723		0.740

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_003 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Hilltop Dr			Hilltop Dr			Outer 10 Highway S			Outer 10 Highway S			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	1	0	
4:00 PM		0	0	65	0	4	2	2		0	1	36	110
4:15 PM		1	0	64	1	5	7	1		0	0	37	116
4:30 PM		0	1	66	3	4	4	2		1	0	42	123
4:45 PM		1	0	48	1	5	4	3		1	2	29	94
5:00 PM		0	0	63	2	7	6	5		1	1	26	111
5:15 PM		1	0	77	0	5	5	1		0	3	41	133
5:30 PM		0	0	58	1	3	5	4		0	1	25	97
5:45 PM		0	0	54	1	9	0	3		0	2	26	95
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	1	495	9	42	33	21	0	3	10	262	879
APPROACH %'s :	0.00%	75.00%	25.00%	90.66%	1.65%	7.69%	61.11%	38.89%	0.00%	1.09%	3.64%	95.27%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	2	1	254	6	21	19	11	0	3	6	138	461
PEAK HR FACTOR :		0.750			0.857			0.682			0.835		0.867

CONTROL : 3-Way Stop (NB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_004 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1.3	0.3	0.3	0	0	0	
7:00 AM		48	1	32	2		91	0	14				188
7:15 AM		63	2	18	11		101	0	21				216
7:30 AM		87	2	26	20		127	0	27				289
7:45 AM		48	0	22	11		139	0	31				251
8:00 AM		59	3	25	18		127	0	20				252
8:15 AM		31	1	16	5		149	0	19				221
8:30 AM		36	1	21	18		195	0	13				284
8:45 AM		37	1	11	10		190	1	19				269
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	409	11	171	95	0	1119	1	164	0	0	0	1970
APPROACH %'s :	0.00%	97.38%	2.62%	64.29%	35.71%	0.00%	87.15%	0.08%	12.77%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	163	6	73	51	0	661	1	71	0	0	0	1026
PEAK HR FACTOR :		0.681			0.721			0.873			0.000		0.903

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_004 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	1	2	0	1.3	0.3	0.3	0	0	0	
4:00 PM		35	2	29	8		267	0	59				400
4:15 PM		42	4	19	19		234	0	53				371
4:30 PM		43	2	27	17		271	0	54				414
4:45 PM		25	2	27	16		311	1	36				418
5:00 PM		30	8	30	22		272	0	52				414
5:15 PM		40	4	28	19		299	1	60				451
5:30 PM		32	1	17	12		281	0	53				396
5:45 PM		19	1	33	21		274	1	37				386
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	266	24	210	134	0	2209	3	404	0	0	0	3250
APPROACH %'s :	0.00%	91.72%	8.28%	61.05%	38.95%	0.00%	84.44%	0.11%	15.44%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	138	16	112	74	0	1153	2	202	0	0	0	1697
PEAK HR FACTOR :		0.856			0.894			0.942			0.000		0.941

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_005 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	0	0	0.3	0.3	1.3	
7:00 AM	35	102			29	267				0		16	449
7:15 AM	45	121			33	228				1		9	437
7:30 AM	76	136			41	283				0		11	547
7:45 AM	47	141			38	244				0		14	484
8:00 AM	34	149			36	237				0		14	470
8:15 AM	26	157			27	180				0		18	408
8:30 AM	25	204			30	224				4		24	511
8:45 AM	30	199			23	192				3		26	473
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	318	1209	0	0	257	1855	0	0	0	8	0	132	3779
APPROACH %'s :	20.83%	79.17%	0.00%	0.00%	12.17%	87.83%	#DIV/0!	#DIV/0!	#DIV/0!	5.71%	0.00%	94.29%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	202	547	0	0	148	992	0	0	0	1	0	48	1938
PEAK HR FACTOR :		0.883			0.880			0.000			0.875		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_005 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	0	0	0.3	0.3	1.3	
4:00 PM	25	270			28	162				4		7	496
4:15 PM	28	255			44	163				0		28	518
4:30 PM	20	288			37	153				2		25	525
4:45 PM	20	311			39	155				2		15	542
5:00 PM	23	285			50	145				3		10	516
5:15 PM	29	307			38	170				2		16	562
5:30 PM	16	300			35	157				1		36	545
5:45 PM	14	277			42	130				4		25	492
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	175	2293	0	0	313	1235	0	0	0	18	0	162	4196
APPROACH %'s :	7.09%	92.91%	0.00%	0.00%	20.22%	79.78%	#DIV/0!	#DIV/0!	#DIV/0!	10.00%	0.00%	90.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	88	1203	0	0	162	627	0	0	0	8	0	77	2165
PEAK HR FACTOR :		0.961			0.948			0.000			0.574		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_006 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			Avenue E			Avenue E			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
7:00 AM	37	71	6	4	190	14	10	3	67	35	7	2	446
7:15 AM	26	94	13	3	181	17	21	1	53	32	18	3	462
7:30 AM	27	104	13	3	190	11	11	5	69	58	16	2	509
7:45 AM	21	117	20	1	192	14	13	2	52	45	13	1	491
8:00 AM	34	106	16	3	202	16	11	3	47	18	11	3	470
8:15 AM	35	127	19	2	137	24	18	4	53	23	9	1	452
8:30 AM	37	176	14	2	160	24	19	2	57	32	2	1	526
8:45 AM	29	185	12	0	153	20	21	5	52	16	4	3	500
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	246	980	113	18	1405	140	124	25	450	259	80	16	3856
APPROACH %'s :	18.37%	73.19%	8.44%	1.15%	89.89%	8.96%	20.70%	4.17%	75.13%	72.96%	22.54%	4.51%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	135	594	61	7	652	84	69	14	209	89	26	8	1948
PEAK HR FACTOR :		0.870			0.840			0.936			0.879		0.926

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_006 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Yucaipa Blvd			Yucaipa Blvd			Avenue E			Avenue E			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	0	1	1	0	
4:00 PM	43	217	16	4	132	14	23	6	27	24	6	6	518
4:15 PM	39	228	17	4	145	12	25	7	40	29	4	6	556
4:30 PM	38	253	21	0	126	10	30	6	30	27	10	3	554
4:45 PM	28	267	25	9	136	17	13	7	36	20	11	2	571
5:00 PM	39	239	23	2	143	22	27	5	34	21	7	13	575
5:15 PM	41	252	27	3	142	21	27	5	37	23	8	4	590
5:30 PM	57	254	28	3	130	17	17	8	48	20	6	9	597
5:45 PM	36	228	31	6	102	17	24	8	44	26	7	3	532
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	321	1938	188	31	1056	130	186	52	296	190	59	46	4493
APPROACH %'s :	13.12%	79.20%	7.68%	2.55%	86.77%	10.68%	34.83%	9.74%	55.43%	64.41%	20.00%	15.59%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	165	1012	103	17	551	77	84	25	155	84	32	28	2333
PEAK HR FACTOR :		0.944			0.966			0.904			0.878		0.977

CONTROL : Signalized

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

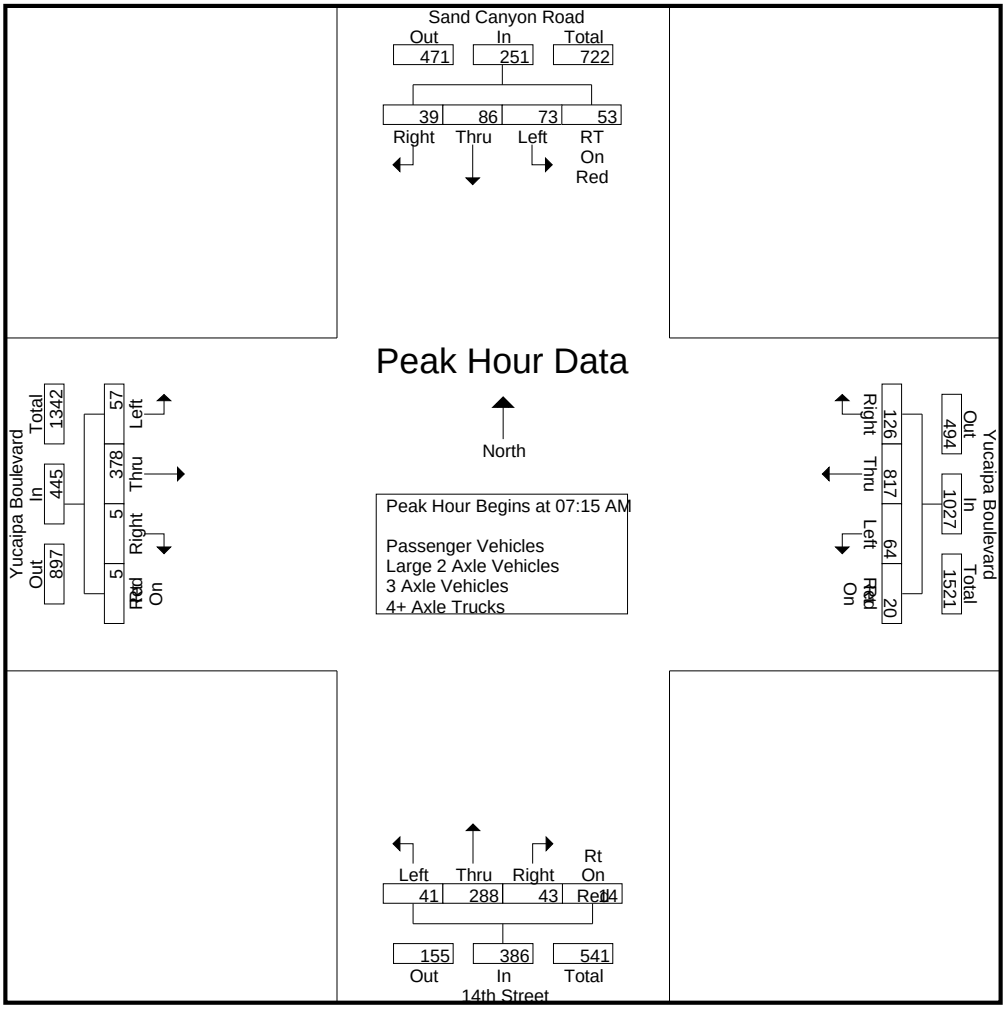
File Name : YUCSCYUAM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	16	18	13	12	59	3	172	23	4	202	4	57	2	0	63	14	73	1	1	89	413
07:15 AM	17	18	5	16	56	7	224	32	7	270	11	64	7	0	82	10	97	0	1	108	516
07:30 AM	17	26	14	9	66	23	222	39	3	287	14	86	25	2	127	15	104	0	2	121	601
07:45 AM	25	17	12	19	73	22	192	37	5	256	8	88	8	5	109	20	89	2	0	111	549
Total	75	79	44	56	254	55	810	131	19	1015	37	295	42	7	381	59	363	3	4	429	2079
08:00 AM	14	25	8	9	56	12	179	18	5	214	8	50	3	7	68	12	88	3	2	105	443
08:15 AM	31	17	10	9	67	3	168	22	6	199	5	45	1	2	53	21	96	3	3	123	442
08:30 AM	21	22	6	6	55	1	161	28	5	195	4	48	6	5	63	26	79	2	3	110	423
08:45 AM	33	23	13	11	80	2	160	32	12	206	9	63	1	2	75	26	94	0	0	120	481
Total	99	87	37	35	258	18	668	100	28	814	26	206	11	16	259	85	357	8	8	458	1789
Grand Total	174	166	81	91	512	73	1478	231	47	1829	63	501	53	23	640	144	720	11	12	887	3868
Apprch %	34	32.4	15.8	17.8		4	80.8	12.6	2.6		9.8	78.3	8.3	3.6		16.2	81.2	1.2	1.4		
Total %	4.5	4.3	2.1	2.4	13.2	1.9	38.2	6	1.2	47.3	1.6	13	1.4	0.6	16.5	3.7	18.6	0.3	0.3	22.9	
Passenger Vehicles	162	160	79	86	487	70	1444	222	43	1779	60	494	46	21	621	137	682	9	12	840	3727
% Passenger Vehicles	93.1	96.4	97.5	94.5	95.1	95.9	97.7	96.1	91.5	97.3	95.2	98.6	86.8	91.3	97	95.1	94.7	81.8	100	94.7	96.4
Large 2 Axle Vehicles	11	6	2	3	22	2	22	9	4	37	2	2	7	1	12	3	28	1	0	32	103
% Large 2 Axle Vehicles	6.3	3.6	2.5	3.3	4.3	2.7	1.5	3.9	8.5	2	3.2	0.4	13.2	4.3	1.9	2.1	3.9	9.1	0	3.6	2.7
3 Axle Vehicles	0	0	0	0	0	0	5	0	0	5	1	3	0	0	4	1	1	1	0	3	12
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0	0	0.3	1.6	0.6	0	0	0.6	0.7	0.1	9.1	0	0.3	0.3
4+ Axle Trucks	1	0	0	2	3	1	7	0	0	8	0	2	0	1	3	3	9	0	0	12	26
% 4+ Axle Trucks	0.6	0	0	2.2	0.6	1.4	0.5	0	0	0.4	0	0.4	0	4.3	0.5	2.1	1.2	0	0	1.4	0.7

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	17	18	5	16	56	7	**224**	32	**7**	270	11	64	7	0	82	10	97	0	1	108	516
07:30 AM	17	**26**	**14**	9	66	**23**	222	**39**	3	**287**	**14**	86	**25**	2	**127**	15	**104**	0	**2**	**121**	**601**
07:45 AM	**25**	17	12	**19**	**73**	22	192	37	5	256	8	**88**	8	5	109	**20**	89	2	0	111	549
08:00 AM	14	25	8	9	56	12	179	18	5	214	8	50	3	**7**	68	12	88	**3**	2	105	443
Total Volume	73	86	39	53	251	64	817	126	20	1027	41	288	43	14	386	57	378	5	5	445	2109
% App. Total	29.1	34.3	15.5	21.1		6.2	79.6	12.3	1.9		10.6	74.6	11.1	3.6		12.8	84.9	1.1	1.1		

PHF	.730	.827	.696	.697	.860	.696	.912	.808	.714	.895	.732	.818	.430	.500	.760	.713	.909	.417	.625	.919	.877



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					07:15 AM					07:15 AM					07:30 AM				
+0 mins.	17	**26**	**14**	9	66	7	**224**	32	**7**	270	11	64	7	0	82	15	**104**	0	2	121
+15 mins.	25	17	12	**19**	**73**	**23**	222	**39**	3	**287**	**14**	86	**25**	2	**127**	20	89	2	0	111
+30 mins.	14	25	8	9	56	22	192	37	5	256	8	**88**	8	5	109	12	88	**3**	2	105
+45 mins.	**31**	17	10	9	67	12	179	18	5	214	8	50	3	**7**	68	**21**	96	3	**3**	**123**
Total Volume	87	85	44	46	262	64	817	126	20	1027	41	288	43	14	386	68	377	8	7	460
% App. Total	33.2	32.4	16.8	17.6		6.2	79.6	12.3	1.9		10.6	74.6	11.1	3.6		14.8	82	1.7	1.5	
PHF	.702	.817	.786	.605	.897	.696	.912	.808	.714	.895	.732	.818	.430	.500	.760	.810	.906	.667	.583	.935

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUAM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

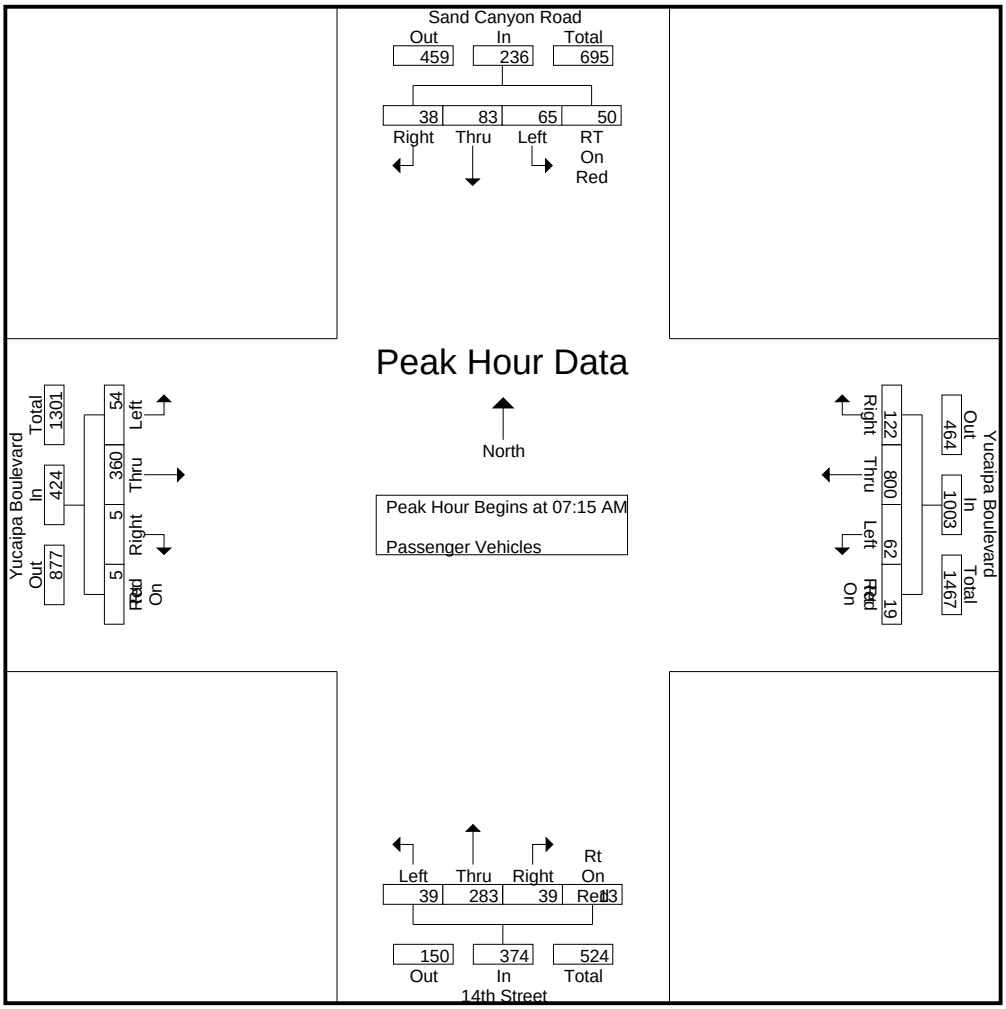
	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	15	15	13	12	55	3	167	21	3	194	3	56	1	0	60	13	68	1	1	83	392
07:15 AM	15	17	5	14	51	7	219	32	6	264	11	63	5	0	79	9	92	0	1	102	496
07:30 AM	15	24	14	8	61	21	219	39	3	282	13	86	23	2	124	14	102	0	2	118	585
07:45 AM	22	17	11	19	69	22	189	34	5	250	8	84	8	5	105	19	84	2	0	105	529
Total	67	73	43	53	236	53	794	126	17	990	35	289	37	7	368	55	346	3	4	408	2002
08:00 AM	13	25	8	9	55	12	173	17	5	207	7	50	3	6	66	12	82	3	2	99	427
08:15 AM	29	17	9	9	64	2	164	20	6	192	5	44	1	1	51	20	90	2	3	115	422
08:30 AM	21	22	6	6	55	1	158	28	4	191	4	48	5	5	62	25	75	1	3	104	412
08:45 AM	32	23	13	9	77	2	155	31	11	199	9	63	0	2	74	25	89	0	0	114	464
Total	95	87	36	33	251	17	650	96	26	789	25	205	9	14	253	82	336	6	8	432	1725
Grand Total	162	160	79	86	487	70	1444	222	43	1779	60	494	46	21	621	137	682	9	12	840	3727
Apprch %	33.3	32.9	16.2	17.7		3.9	81.2	12.5	2.4		9.7	79.5	7.4	3.4		16.3	81.2	1.1	1.4		
Total %	4.3	4.3	2.1	2.3	13.1	1.9	38.7	6	1.2	47.7	1.6	13.3	1.2	0.6	16.7	3.7	18.3	0.2	0.3	22.5	

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	17	5	14	51	7	**219**	32	**6**	264	11	63	5	0	79	9	92	0	1	102	496
07:30 AM	15	24	**14**	8	61	21	219	**39**	3	**282**	**13**	**86**	**23**	2	**124**	14	**102**	0	**2**	**118**	**585**
07:45 AM	**22**	17	11	**19**	**69**	**22**	189	34	5	250	8	84	8	5	105	**19**	84	2	0	105	529
08:00 AM	13	**25**	8	9	55	12	173	17	5	207	7	50	3	**6**	66	12	82	**3**	2	99	427
Total Volume	65	83	38	50	236	62	800	122	19	1003	39	283	39	13	374	54	360	5	5	424	2037
% App. Total	27.5	35.2	16.1	21.2		6.2	79.8	12.2	1.9		10.4	75.7	10.4	3.5		12.7	84.9	1.2	1.2		
PHF	.739	.830	.679	.658	.855	.705	.913	.782	.792	.889	.750	.823	.424	.542	.754	.711	.882	.417	.625	.898	.871

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUAM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	15	17	5	14	51	7	**219**	32	**6**	264	11	63	5	0	79	9	92	0	1	102
+15 mins.	15	24	**14**	8	61	21	219	**39**	3	**282**	**13**	**86**	**23**	2	**124**	14	**102**	0	**2**	**118**
+30 mins.	**22**	17	11	**19**	**69**	**22**	189	34	5	250	8	84	8	5	105	**19**	84	2	0	105
+45 mins.	13	**25**	8	9	55	12	173	17	5	207	7	50	3	**6**	66	12	82	**3**	2	99
Total Volume	65	83	38	50	236	62	800	122	19	1003	39	283	39	13	374	54	360	5	5	424
% App. Total	27.5	35.2	16.1	21.2		6.2	79.8	12.2	1.9		10.4	75.7	10.4	3.5		12.7	84.9	1.2	1.2	
PHF	.739	.830	.679	.658	.855	.705	.913	.782	.792	.889	.750	.823	.424	.542	.754	.711	.882	.417	.625	.898

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City of Yucaipa
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File Name : YUCSCYUAM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	1	3	0	0	4	0	1	2	1	4	0	0	1	0	1	0	2	0	0	2	11
07:15 AM	2	1	0	1	4	0	5	0	1	6	0	0	2	0	2	0	4	0	0	4	16
07:30 AM	2	2	0	0	4	2	2	0	0	4	1	0	2	0	3	1	1	0	0	2	13
07:45 AM	3	0	1	0	4	0	2	3	0	5	0	2	0	0	2	0	4	0	0	4	15
Total	8	6	1	1	16	2	10	5	2	19	1	2	5	0	8	1	11	0	0	12	55
08:00 AM	1	0	0	0	1	0	2	1	0	3	1	0	0	1	2	0	6	0	0	6	12
08:15 AM	1	0	1	0	2	0	4	2	0	6	0	0	0	0	0	1	5	1	0	7	15
08:30 AM	0	0	0	0	0	0	3	0	1	4	0	0	1	0	1	1	2	0	0	3	8
08:45 AM	1	0	0	2	3	0	3	1	1	5	0	0	1	0	1	0	4	0	0	4	13
Total	3	0	1	2	6	0	12	4	2	18	1	0	2	1	4	2	17	1	0	20	48
Grand Total	11	6	2	3	22	2	22	9	4	37	2	2	7	1	12	3	28	1	0	32	103
Apprch %	50	27.3	9.1	13.6		5.4	59.5	24.3	10.8		16.7	16.7	58.3	8.3		9.4	87.5	3.1	0		
Total %	10.7	5.8	1.9	2.9	21.4	1.9	21.4	8.7	3.9	35.9	1.9	1.9	6.8	1	11.7	2.9	27.2	1	0	31.1	

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	1	0	**1**	**4**	0	**5**	0	**1**	**6**	0	0	**2**	0	2	0	4	0	0	4	**16**
07:30 AM	2	**2**	0	0	4	**2**	2	0	0	4	**1**	0	2	0	**3**	**1**	1	0	0	2	13
07:45 AM	**3**	0	**1**	0	4	0	2	**3**	0	5	0	**2**	0	0	2	0	4	0	0	4	15
08:00 AM	1	0	0	0	1	0	2	1	0	3	1	0	0	**1**	2	0	**6**	0	0	**6**	12
Total Volume	8	3	1	1	13	2	11	4	1	18	2	2	4	1	9	1	15	0	0	16	56
% App. Total	61.5	23.1	7.7	7.7		11.1	61.1	22.2	5.6		22.2	22.2	44.4	11.1		6.2	93.8	0	0		
PHF	.667	.375	.250	.250	.813	.250	.550	.333	.250	.750	.500	.250	.500	.250	.750	.250	.625	.000	.000	.667	.875

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City of Yucaipa
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File Name : YUCSCYUAM
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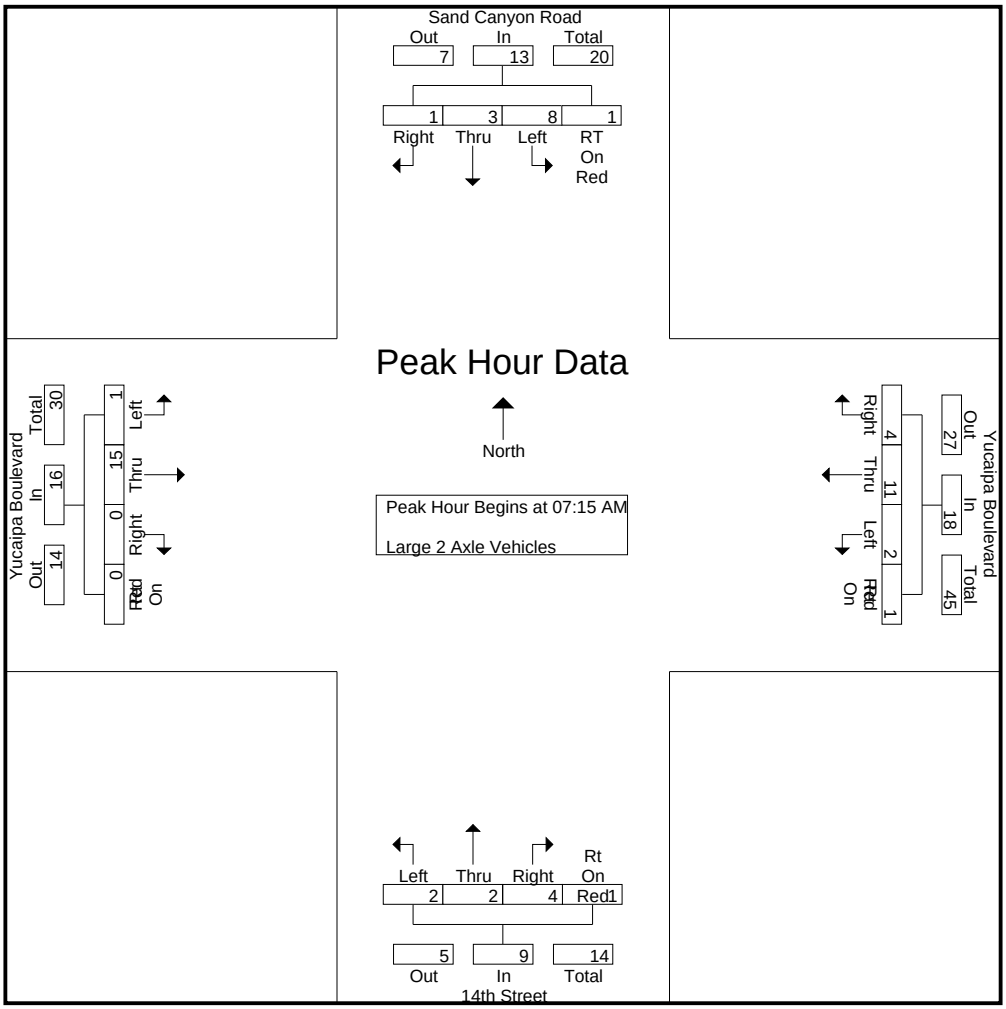

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	2	1	0	**1**	**4**	0	**5**	0	**1**	**6**	0	0	**2**	0	2	0	4	0	0	4
+15 mins.	2	**2**	0	0	4	**2**	2	0	0	4	**1**	0	2	0	**3**	**1**	1	0	0	2
+30 mins.	**3**	0	**1**	0	4	0	2	**3**	0	5	0	**2**	0	0	2	0	4	0	0	4
+45 mins.	1	0	0	0	1	0	2	1	0	3	1	0	0	**1**	2	0	**6**	0	0	**6**
Total Volume	8	3	1	1	13	2	11	4	1	18	2	2	4	1	9	1	15	0	0	16
% App. Total	61.5	23.1	7.7	7.7		11.1	61.1	22.2	5.6		22.2	22.2	44.4	11.1		6.2	93.8	0	0	
PHF	.667	.375	.250	.250	.813	.250	.550	.333	.250	.750	.500	.250	.500	.250	.750	.250	.625	.000	.000	.667

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File Name : YUCSCYUAM
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Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	1	3	0	0	4	1	1	0	0	2	9
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	0	5	0	0	5	1	3	0	0	4	1	1	1	0	3	12
Apprch %	0	0	0	0		0	100	0	0		25	75	0	0		33.3	33.3	33.3	0		
Total %	0	0	0	0	0	0	41.7	0	0	41.7	8.3	25	0	0	33.3	8.3	8.3	8.3	0	25	

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	**1**	0	0	**1**	**3**
08:00 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	7
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.500	.000	.000	.500	.000	.250	.000	.000	.250	.583

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Yucaipa
N/S: Sand Canyon Road/14th Street
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Weather: Sunny

File Name : YUCSCYUAM
Site Code : 10043051
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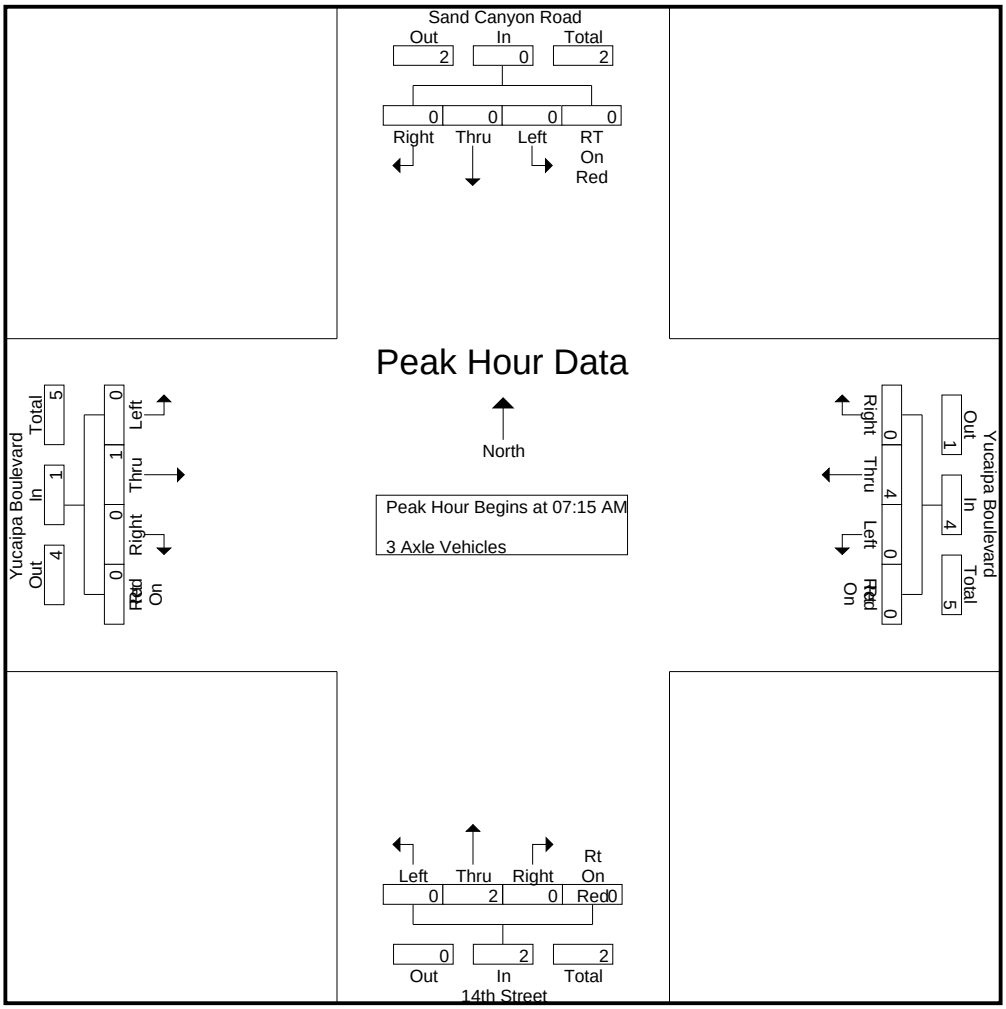

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1
% App. Total	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.500	.000	.000	.500	.000	.250	.000	.000	.250

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City of Yucaipa
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Groups Printed- 4+ Axle Trucks

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	0	0	2	2	0	3	0	0	3	0	1	0	0	1	2	5	0	0	7	13
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	1	0	1	2	0	1	0	0	1	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
Total	1	0	0	0	1	1	4	0	0	5	0	1	0	1	2	1	4	0	0	5	13
Grand Total	1	0	0	2	3	1	7	0	0	8	0	2	0	1	3	3	9	0	0	12	26
Apprch %	33.3	0	0	66.7		12.5	87.5	0	0		0	66.7	0	33.3		25	75	0	0		
Total %	3.8	0	0	7.7	11.5	3.8	26.9	0	0	30.8	0	7.7	0	3.8	11.5	11.5	34.6	0	0	46.2	

	Sand Canyon Road Southbound					Yucaipa Boulevard Westbound					14th Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**2**	**3**
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1	0	0	0	1	2
08:00 AM	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	2	2	0	2	0	0	2	0	1	0	0	1	2	2	0	0	4	9
% App. Total	0	0	0	100		0	100	0	0		0	100	0	0		50	50	0	0		
PHF	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.500	.500	.000	.000	.500	.750

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25286 Jaclyn Avenue
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City of Yucaipa
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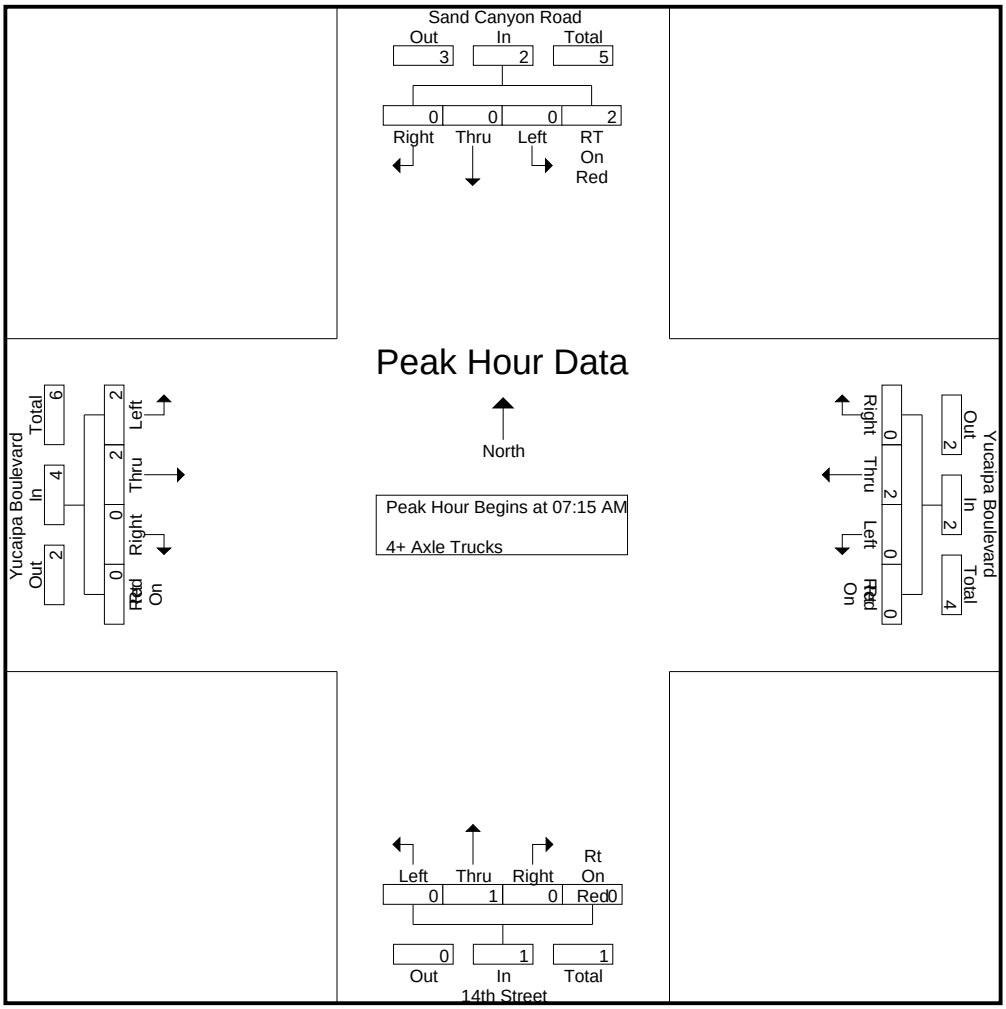
Weather: Sunny

File Name : YUCSCYUAM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**2**
+15 mins.	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1	0	0	0	1
+45 mins.	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	2	2	0	2	0	0	2	0	1	0	0	1	2	2	0	0	4
% App. Total	0	0	0	100		0	100	0	0		0	100	0	0		50	50	0	0	
PHF	.000	.000	.000	.500	.500	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.500	.500	.000	.000	.500

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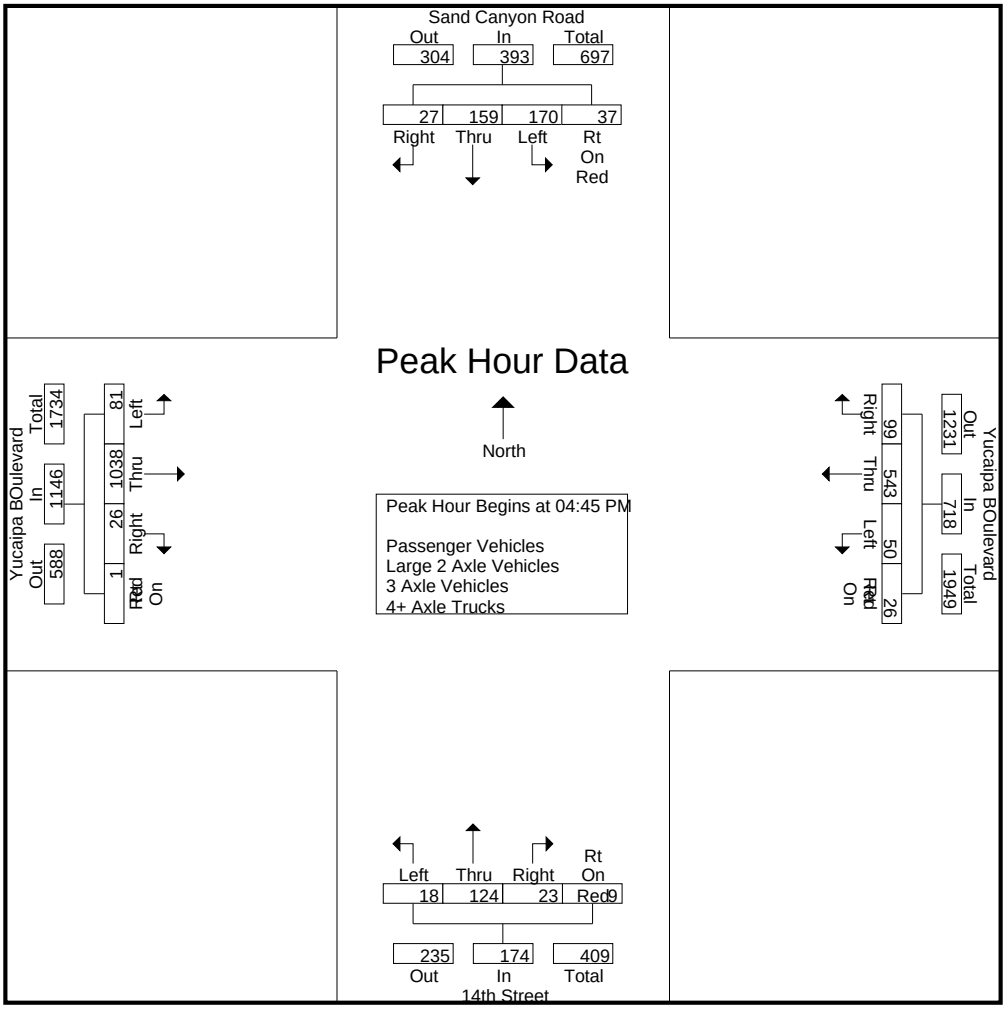
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	51	37	6	9	103	6	142	29	4	181	6	19	3	2	30	14	219	10	1	244	558
04:15 PM	36	41	2	14	93	10	139	19	6	174	7	27	3	3	40	17	254	15	0	286	593
04:30 PM	52	41	11	11	115	10	112	17	5	144	8	43	8	4	63	15	190	9	0	214	536
04:45 PM	51	55	10	13	129	22	125	25	9	181	2	37	6	4	49	22	245	5	0	272	631
Total	190	174	29	47	440	48	518	90	24	680	23	126	20	13	182	68	908	39	1	1016	2318
05:00 PM	27	31	4	8	70	11	136	24	6	177	4	21	3	2	30	16	271	7	0	294	571
05:15 PM	41	33	7	8	89	13	152	32	5	202	7	34	4	1	46	18	242	9	1	270	607
05:30 PM	51	40	6	8	105	4	130	18	6	158	5	32	10	2	49	25	280	5	0	310	622
05:45 PM	33	33	9	12	87	16	138	26	8	188	6	21	4	1	32	14	246	8	0	268	575
Total	152	137	26	36	351	44	556	100	25	725	22	108	21	6	157	73	1039	29	1	1142	2375
Grand Total	342	311	55	83	791	92	1074	190	49	1405	45	234	41	19	339	141	1947	68	2	2158	4693
Apprch %	43.2	39.3	7	10.5		6.5	76.4	13.5	3.5		13.3	69	12.1	5.6		6.5	90.2	3.2	0.1		
Total %	7.3	6.6	1.2	1.8	16.9	2	22.9	4	1	29.9	1	5	0.9	0.4	7.2	3	41.5	1.4	0	46	
Passenger Vehicles	332	305	52	82	771	89	1039	180	46	1354	44	225	39	17	325	138	1917	66	2	2123	4573
% Passenger Vehicles	97.1	98.1	94.5	98.8	97.5	96.7	96.7	94.7	93.9	96.4	97.8	96.2	95.1	89.5	95.9	97.9	98.5	97.1	100	98.4	97.4
Large 2 Axle Vehicles	9	5	2	1	17	2	19	8	3	32	0	7	1	2	10	1	20	1	0	22	81
% Large 2 Axle Vehicles	2.6	1.6	3.6	1.2	2.1	2.2	1.8	4.2	6.1	2.3	0	3	2.4	10.5	2.9	0.7	1	1.5	0	1	1.7
3 Axle Vehicles	1	0	1	0	2	0	12	1	0	13	0	1	0	0	1	2	6	0	0	8	24
% 3 Axle Vehicles	0.3	0	1.8	0	0.3	0	1.1	0.5	0	0.9	0	0.4	0	0	0.3	1.4	0.3	0	0	0.4	0.5
4+ Axle Trucks	0	1	0	0	1	1	4	1	0	6	1	1	1	0	3	0	4	1	0	5	15
% 4+ Axle Trucks	0	0.3	0	0	0.1	1.1	0.4	0.5	0	0.4	2.2	0.4	2.4	0	0.9	0	0.2	1.5	0	0.2	0.3

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**51**	**55**	**10**	**13**	**129**	**22**	125	25	**9**	181	2	**37**	6	**4**	**49**	22	245	5	0	272	**631**
05:00 PM	27	31	4	8	70	11	136	24	6	177	4	21	3	2	30	16	271	7	0	294	571
05:15 PM	41	33	7	8	89	13	**152**	**32**	5	**202**	**7**	34	4	1	46	18	242	**9**	**1**	270	607
05:30 PM	51	40	6	8	105	4	130	18	6	158	5	32	**10**	2	49	**25**	**280**	5	0	**310**	622
Total Volume	170	159	27	37	393	50	543	99	26	718	18	124	23	9	174	81	1038	26	1	1146	2431
% App. Total	43.3	40.5	6.9	9.4		7	75.6	13.8	3.6		10.3	71.3	13.2	5.2		7.1	90.6	2.3	0.1		

PHF	.833	.723	.675	.712	.762	.568	.893	.773	.722	.889	.643	.838	.575	.563	.888	.810	.927	.722	.250	.924	.963



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					04:30 PM					04:45 PM				
+0 mins.	51	37	6	9	103	11	136	24	6	177	**8**	**43**	**8**	**4**	**63**	22	245	5	0	272
+15 mins.	36	41	2	**14**	93	13	**152**	**32**	5	**202**	2	37	6	4	49	16	271	7	0	294
+30 mins.	**52**	41	**11**	11	115	4	130	18	6	158	4	21	3	2	30	18	242	**9**	**1**	270
+45 mins.	51	**55**	10	13	**129**	**16**	138	26	**8**	188	7	34	4	1	46	**25**	**280**	5	0	**310**
Total Volume	190	174	29	47	440	44	556	100	25	725	21	135	21	11	188	81	1038	26	1	1146
% App. Total	43.2	39.5	6.6	10.7		6.1	76.7	13.8	3.4		11.2	71.8	11.2	5.9		7.1	90.6	2.3	0.1	
PHF	.913	.791	.659	.839	.853	.688	.914	.781	.781	.897	.656	.785	.656	.688	.746	.810	.927	.722	.250	.924

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File Name : YUCSCYUPM
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Groups Printed- Passenger Vehicles

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	50	36	5	9	100	6	135	29	4	174	6	18	2	2	28	14	214	9	1	238	540
04:15 PM	35	41	2	13	91	10	137	16	6	169	7	25	3	2	37	17	251	14	0	282	579
04:30 PM	50	40	11	11	112	9	111	17	5	142	7	42	7	4	60	13	186	9	0	208	522
04:45 PM	50	55	10	13	128	22	118	24	8	172	2	35	6	3	46	22	241	5	0	268	614
Total	185	172	28	46	431	47	501	86	23	657	22	120	18	11	171	66	892	37	1	996	2255
05:00 PM	26	30	4	8	68	11	131	22	5	169	4	21	3	2	30	16	266	7	0	289	556
05:15 PM	39	32	6	8	85	12	148	29	5	194	7	32	4	1	44	18	238	9	1	266	589
05:30 PM	50	39	6	8	103	3	126	17	5	151	5	31	10	2	48	24	278	5	0	307	609
05:45 PM	32	32	8	12	84	16	133	26	8	183	6	21	4	1	32	14	243	8	0	265	564
Total	147	133	24	36	340	42	538	94	23	697	22	105	21	6	154	72	1025	29	1	1127	2318
Grand Total	332	305	52	82	771	89	1039	180	46	1354	44	225	39	17	325	138	1917	66	2	2123	4573
Apprch %	43.1	39.6	6.7	10.6		6.6	76.7	13.3	3.4		13.5	69.2	12	5.2		6.5	90.3	3.1	0.1		
Total %	7.3	6.7	1.1	1.8	16.9	1.9	22.7	3.9	1	29.6	1	4.9	0.9	0.4	7.1	3	41.9	1.4	0	46.4	

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**50**	**55**	**10**	**13**	**128**	**22**	118	24	**8**	172	2	**35**	6	**3**	46	22	241	5	0	268	**614**
05:00 PM	26	30	4	8	68	11	131	22	5	169	4	21	3	2	30	16	266	7	0	289	556
05:15 PM	39	32	6	8	85	12	**148**	**29**	5	**194**	**7**	32	4	1	44	18	238	**9**	**1**	266	589
05:30 PM	50	39	6	8	103	3	126	17	5	151	5	31	**10**	2	**48**	**24**	**278**	5	0	**307**	609
Total Volume	165	156	26	37	384	48	523	92	23	686	18	119	23	8	168	80	1023	26	1	1130	2368
% App. Total	43	40.6	6.8	9.6		7	76.2	13.4	3.4		10.7	70.8	13.7	4.8		7.1	90.5	2.3	0.1		
PHF	.825	.709	.650	.712	.750	.545	.883	.793	.719	.884	.643	.850	.575	.667	.875	.833	.920	.722	.250	.920	.964

Counts Unlimited Inc.
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Start Date : 2/16/2010
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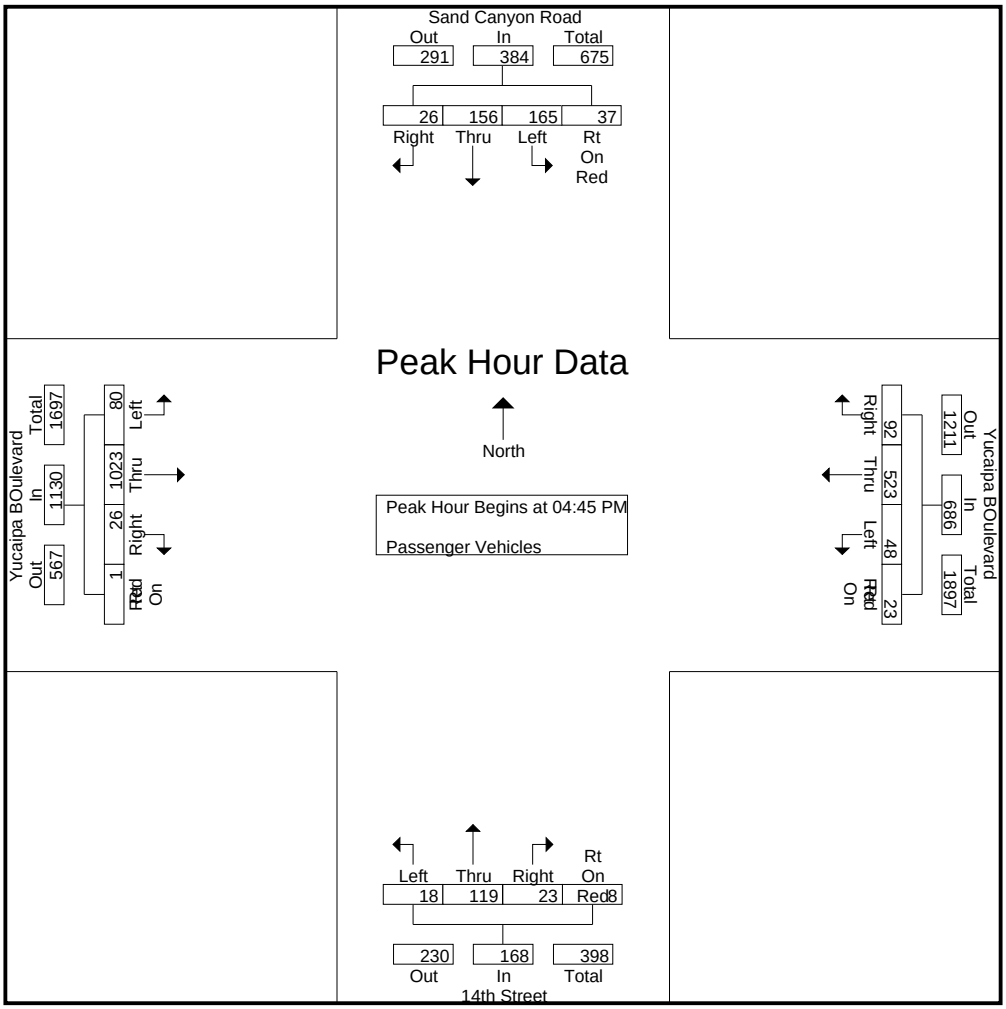


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	**50**	**55**	**10**	**13**	**128**	**22**	118	24	**8**	172	2	**35**	6	**3**	46	22	241	5	0	268
+15 mins.	26	30	4	8	68	11	131	22	5	169	4	21	3	2	30	16	266	7	0	289
+30 mins.	39	32	6	8	85	12	**148**	**29**	5	**194**	**7**	32	4	1	44	18	238	**9**	**1**	266
+45 mins.	50	39	6	8	103	3	126	17	5	151	5	31	**10**	2	**48**	**24**	**278**	5	0	**307**
Total Volume	165	156	26	37	384	48	523	92	23	686	18	119	23	8	168	80	1023	26	1	1130
% App. Total	43	40.6	6.8	9.6		7	76.2	13.4	3.4		10.7	70.8	13.7	4.8		7.1	90.5	2.3	0.1	
PHF	.825	.709	.650	.712	.750	.545	.883	.793	.719	.884	.643	.850	.575	.667	.875	.833	.920	.722	.250	.920

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

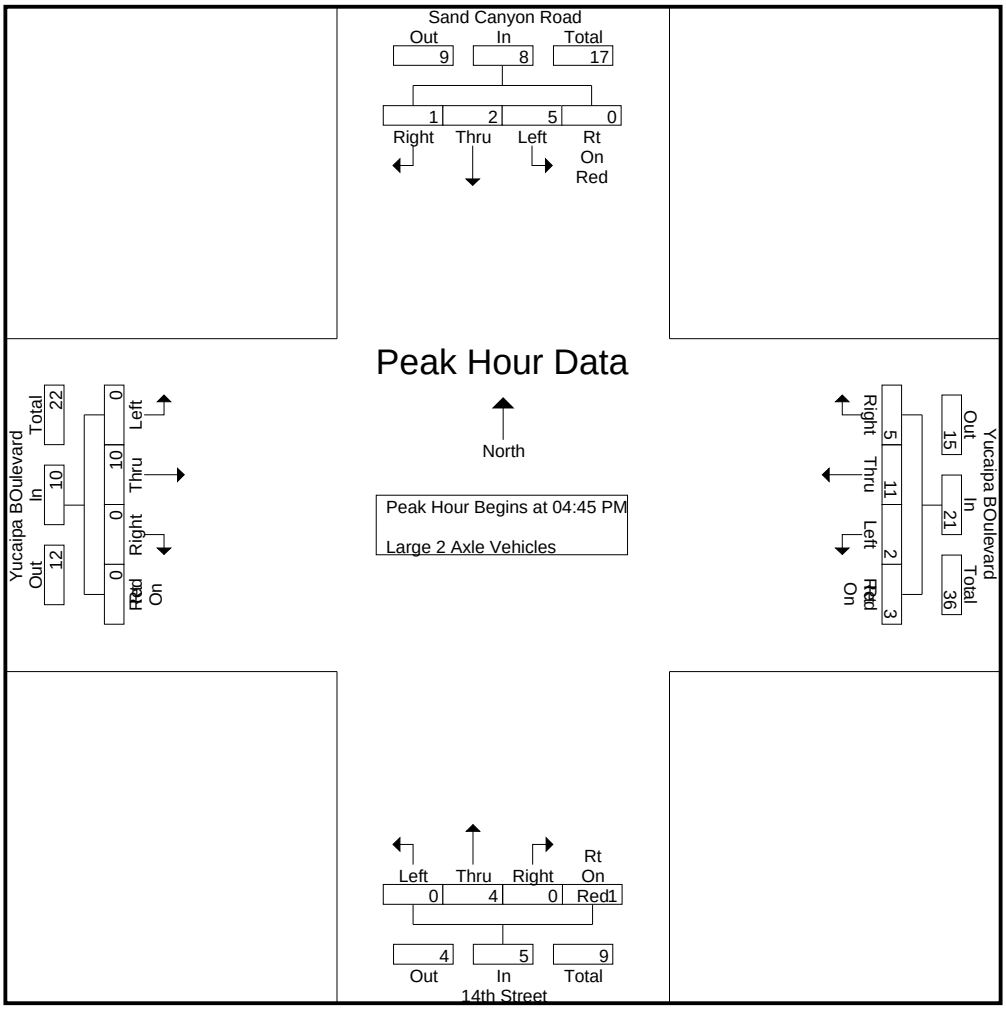
	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	8
04:15 PM	1	0	0	1	2	0	1	3	0	4	0	2	0	1	3	0	3	1	0	4	13
04:30 PM	2	1	0	0	3	0	1	0	0	1	0	0	1	0	1	1	4	0	0	5	10
04:45 PM	1	0	0	0	1	0	3	1	1	5	0	2	0	1	3	0	3	0	0	3	12
Total	4	2	0	1	7	0	10	4	1	15	0	5	1	2	8	1	11	1	0	13	43
05:00 PM	1	0	0	0	1	0	4	2	1	7	0	0	0	0	0	0	4	0	0	4	12
05:15 PM	2	1	1	0	4	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	11
05:30 PM	1	1	0	0	2	1	2	1	1	5	0	1	0	0	1	0	1	0	0	1	9
05:45 PM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6
Total	5	3	2	0	10	2	9	4	2	17	0	2	0	0	2	0	9	0	0	9	38
Grand Total	9	5	2	1	17	2	19	8	3	32	0	7	1	2	10	1	20	1	0	22	81
Apprch %	52.9	29.4	11.8	5.9		6.2	59.4	25	9.4		0	70	10	20		4.5	90.9	4.5	0		
Total %	11.1	6.2	2.5	1.2	21	2.5	23.5	9.9	3.7	39.5	0	8.6	1.2	2.5	12.3	1.2	24.7	1.2	0	27.2	

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	0	0	0	1	0	3	1	**1**	5	0	**2**	0	**1**	**3**	0	3	0	0	3	**12**
05:00 PM	1	0	0	0	1	0	**4**	**2**	1	**7**	0	0	0	0	0	0	**4**	0	0	**4**	12
05:15 PM	**2**	**1**	**1**	0	**4**	**1**	2	1	0	4	0	1	0	0	1	0	2	0	0	2	11
05:30 PM	1	1	0	0	2	1	2	1	1	5	0	1	0	0	1	0	1	0	0	1	9
Total Volume	5	2	1	0	8	2	11	5	3	21	0	4	0	1	5	0	10	0	0	10	44
% App. Total	62.5	25	12.5	0		9.5	52.4	23.8	14.3		0	80	0	20		0	100	0	0		
PHF	.625	.500	.250	.000	.500	.500	.688	.625	.750	.750	.000	.500	.000	.250	.417	.000	.625	.000	.000	.625	.917

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	1	0	0	0	1	0	3	1	**1**	5	0	**2**	0	**1**	**3**	0	3	0	0	3
+15 mins.	1	0	0	0	1	0	**4**	**2**	1	**7**	0	0	0	0	0	0	**4**	0	0	**4**
+30 mins.	**2**	**1**	**1**	0	**4**	**1**	2	1	0	4	0	1	0	0	1	0	2	0	0	2
+45 mins.	1	1	0	0	2	1	2	1	1	5	0	1	0	0	1	0	1	0	0	1
Total Volume	5	2	1	0	8	2	11	5	3	21	0	4	0	1	5	0	10	0	0	10
% App. Total	62.5	25	12.5	0		9.5	52.4	23.8	14.3		0	80	0	20		0	100	0	0	
PHF	.625	.500	.250	.000	.500	.500	.688	.625	.750	.750	.000	.500	.000	.250	.417	.000	.625	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

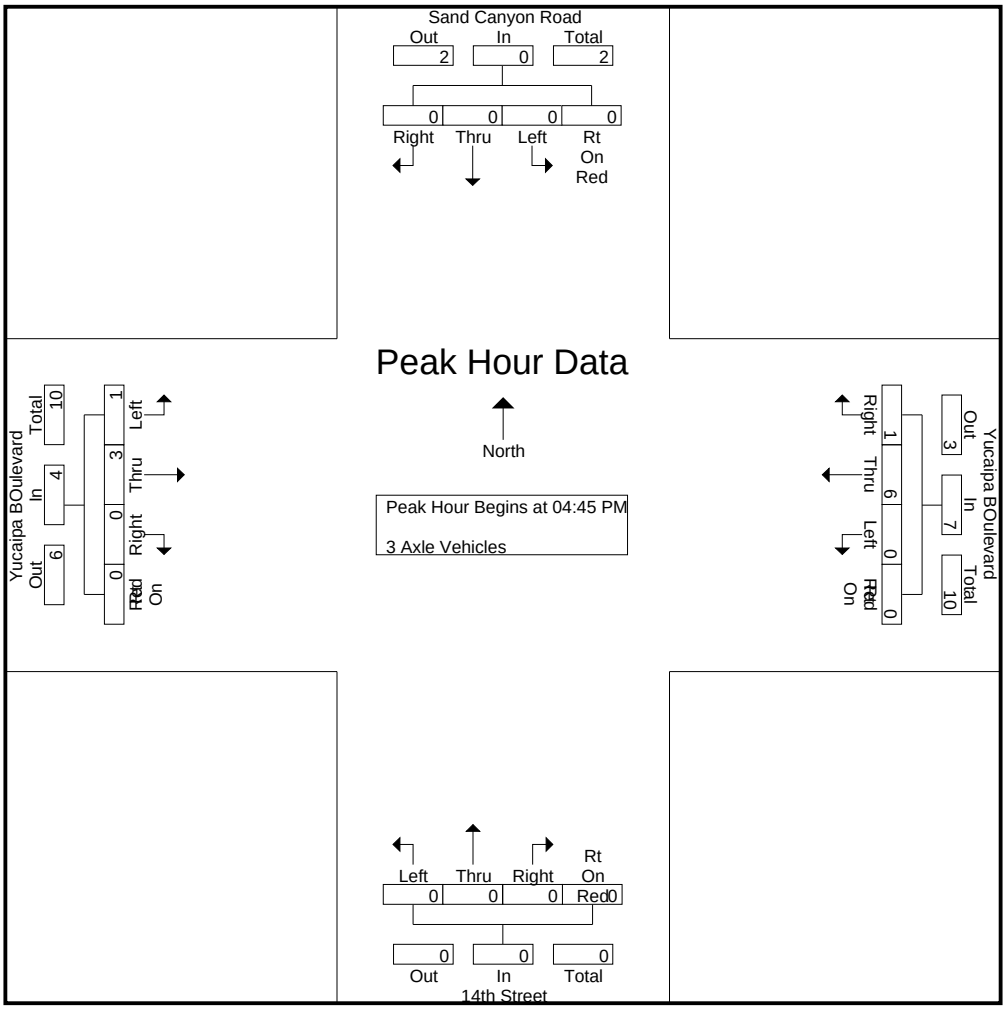
	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	1	0	2	0	3	0	0	3	0	1	0	0	1	1	4	0	0	5	11
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4
05:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	1	2	0	0	3	13
Grand Total	1	0	1	0	2	0	12	1	0	13	0	1	0	0	1	2	6	0	0	8	24
Apprch %	50	0	50	0		0	92.3	7.7	0		0	100	0	0		25	75	0	0		
Total %	4.2	0	4.2	0	8.3	0	50	4.2	0	54.2	0	4.2	0	0	4.2	8.3	25	0	0	33.3	

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	0	0	1	2
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0	0	0	1	0	0	1	**4**
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	**1**	1	0	0	**2**	4
Total Volume	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	3	0	0	4	11
% App. Total	0	0	0	0		0	85.7	14.3	0		0	0	0	0		25	75	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.250	.000	.583	.000	.000	.000	.000	.000	.250	.750	.000	.000	.500	.688

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**2**	**1**	0	**3**	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	**1**	1	0	0	**2**
Total Volume	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	3	0	0	4
% App. Total	0	0	0	0		0	85.7	14.3	0		0	0	0	0		25	75	0	0	
PHF	.000	.000	.000	.000	.000	.000	.750	.250	.000	.583	.000	.000	.000	.000	.000	.250	.750	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

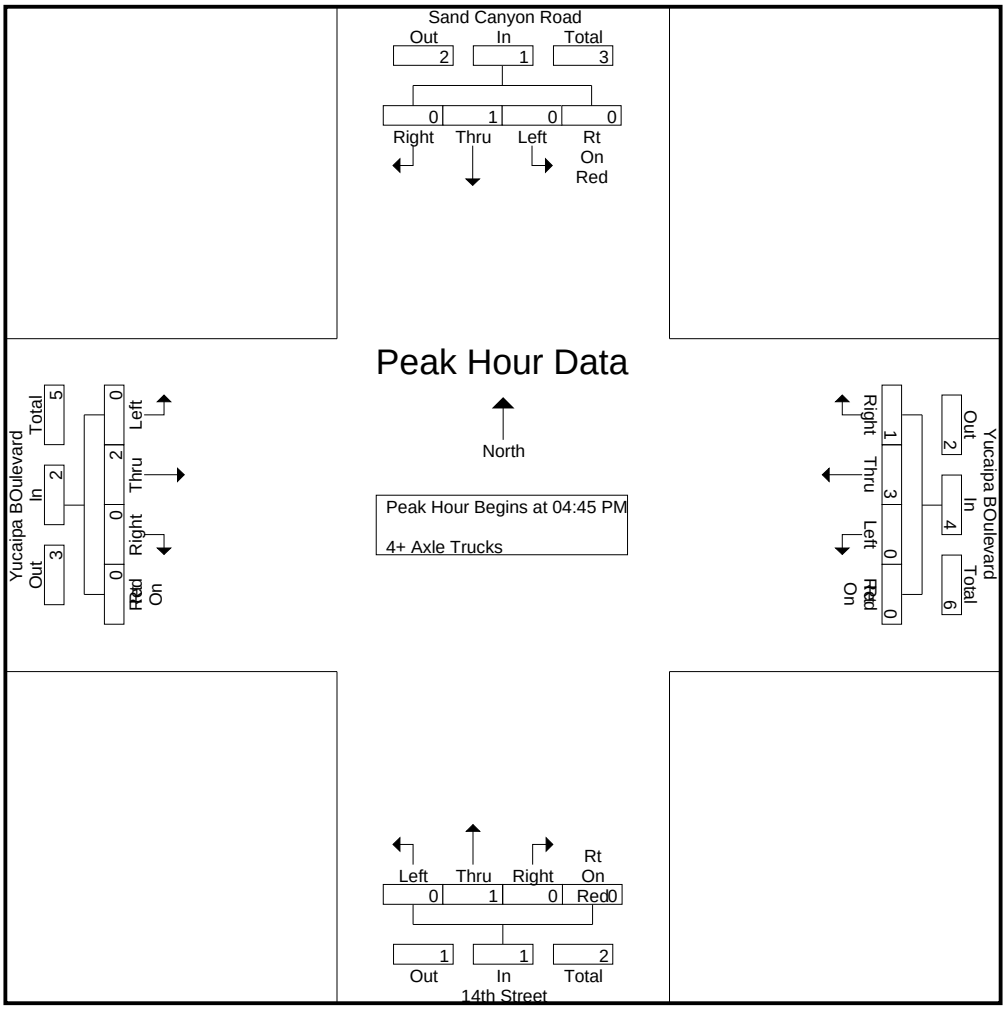
	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	2	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	0	1	1	0	2	9
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	6
Grand Total	0	1	0	0	1	1	4	1	0	6	1	1	1	0	3	0	4	1	0	5	15
Apprch %	0	100	0	0		16.7	66.7	16.7	0		33.3	33.3	33.3	0		0	80	20	0		
Total %	0	6.7	0	0	6.7	6.7	26.7	6.7	0	40	6.7	6.7	6.7	0	20	0	26.7	6.7	0	33.3	

	Sand Canyon Road Southbound					Yucaipa BOulevard Westbound					14th Street Northbound					Yucaipa BOulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	**3**
05:00 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	2
05:15 PM	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	0	**1**	0	1	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	3	1	0	4	0	1	0	0	1	0	2	0	0	2	8
% App. Total	0	100	0	0		0	75	25	0		0	100	0	0		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.250	.250	.000	.333	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.667

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Sand Canyon Road/14th Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCSCYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	0	0	**1**	0	1	0	**1**	0	0	**1**	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	3	1	0	4	0	1	0	0	1	0	2	0	0	2
% App. Total	0	100	0	0		0	75	25	0		0	100	0	0		0	100	0	0	
PHF	.000	.250	.000	.000	.250	.000	.250	.250	.000	.333	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

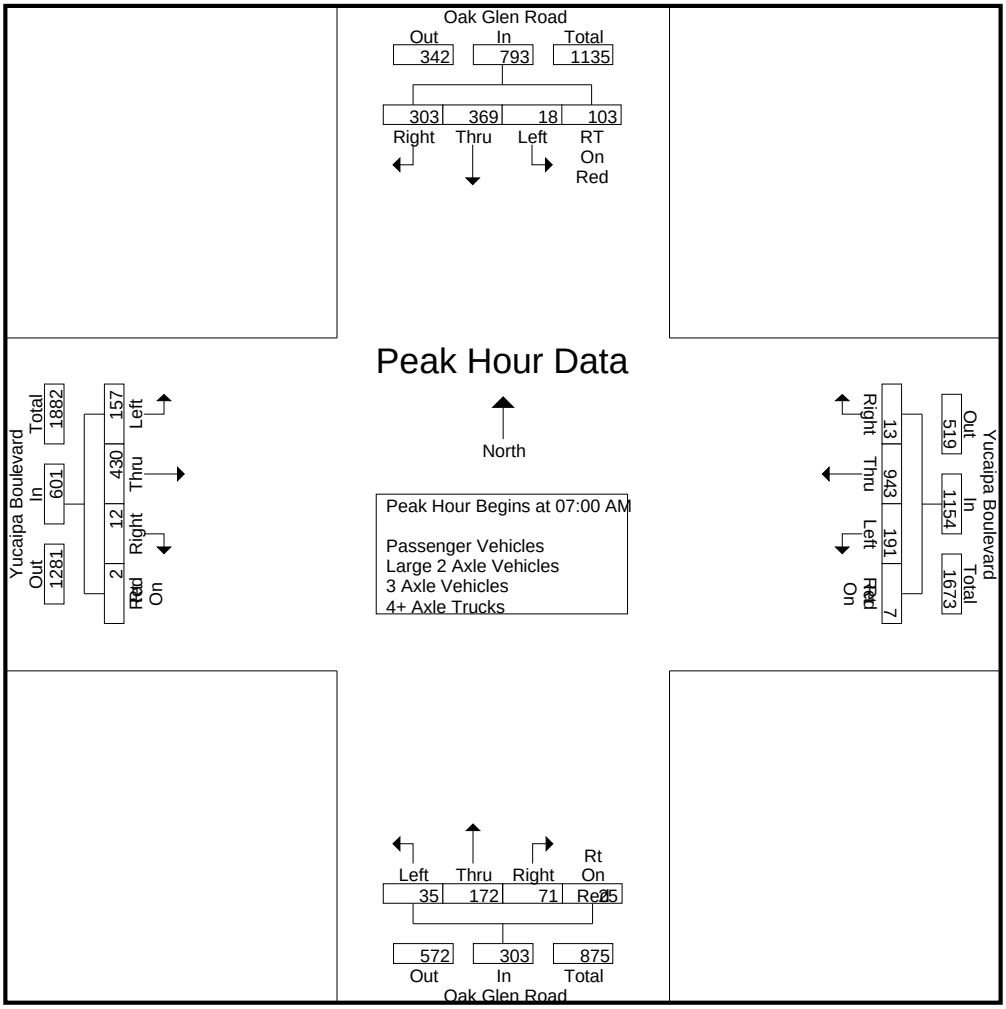
File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	2	99	55	24	180	46	131	0	4	181	5	42	10	5	62	34	55	2	1	92	515
07:15 AM	4	100	66	28	198	48	252	0	1	301	12	44	16	4	76	35	70	0	0	105	680
07:30 AM	5	99	127	26	257	42	330	7	1	380	13	45	20	5	83	52	129	7	1	189	909
07:45 AM	7	71	55	25	158	55	230	6	1	292	5	41	25	11	82	36	176	3	0	215	747
Total	18	369	303	103	793	191	943	13	7	1154	35	172	71	25	303	157	430	12	2	601	2851
08:00 AM	4	65	23	21	113	51	125	2	0	178	7	44	21	5	77	25	100	0	0	125	493
08:15 AM	5	52	20	19	96	48	119	1	0	168	3	37	19	2	61	28	80	1	0	109	434
08:30 AM	4	43	17	19	83	31	139	0	0	170	3	38	20	12	73	28	77	0	1	106	432
08:45 AM	9	59	25	15	108	42	158	1	0	201	7	34	21	9	71	29	92	4	0	125	505
Total	22	219	85	74	400	172	541	4	0	717	20	153	81	28	282	110	349	5	1	465	1864
Grand Total	40	588	388	177	1193	363	1484	17	7	1871	55	325	152	53	585	267	779	17	3	1066	4715
Apprch %	3.4	49.3	32.5	14.8		19.4	79.3	0.9	0.4		9.4	55.6	26	9.1		25	73.1	1.6	0.3		
Total %	0.8	12.5	8.2	3.8	25.3	7.7	31.5	0.4	0.1	39.7	1.2	6.9	3.2	1.1	12.4	5.7	16.5	0.4	0.1	22.6	
Passenger Vehicles	40	575	381	177	1173	352	1453	12	7	1824	51	297	138	52	538	257	739	16	3	1015	4550
% Passenger Vehicles	100	97.8	98.2	100	98.3	97	97.9	70.6	100	97.5	92.7	91.4	90.8	98.1	92	96.3	94.9	94.1	100	95.2	96.5
Large 2 Axle Vehicles	0	6	2	0	8	7	21	4	0	32	1	10	10	1	22	5	31	0	0	36	98
% Large 2 Axle Vehicles	0	1	0.5	0	0.7	1.9	1.4	23.5	0	1.7	1.8	3.1	6.6	1.9	3.8	1.9	4	0	0	3.4	2.1
3 Axle Vehicles	0	4	2	0	6	1	6	1	0	8	2	11	1	0	14	1	4	1	0	6	34
% 3 Axle Vehicles	0	0.7	0.5	0	0.5	0.3	0.4	5.9	0	0.4	3.6	3.4	0.7	0	2.4	0.4	0.5	5.9	0	0.6	0.7
4+ Axle Trucks	0	3	3	0	6	3	4	0	0	7	1	7	3	0	11	4	5	0	0	9	33
% 4+ Axle Trucks	0	0.5	0.8	0	0.5	0.8	0.3	0	0	0.4	1.8	2.2	2	0	1.9	1.5	0.6	0	0	0.8	0.7

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	99	55	24	180	46	131	0	**4**	181	5	42	10	5	62	34	55	2	**1**	92	515
07:15 AM	4	**100**	66	**28**	198	48	252	0	1	301	12	44	16	4	76	35	70	0	0	105	680
07:30 AM	5	99	**127**	26	**257**	42	**330**	**7**	1	**380**	**13**	**45**	20	5	**83**	**52**	129	**7**	1	189	**909**
07:45 AM	**7**	71	55	25	158	**55**	230	6	1	292	5	41	**25**	**11**	82	36	**176**	3	0	**215**	747
Total Volume	18	369	303	103	793	191	943	13	7	1154	35	172	71	25	303	157	430	12	2	601	2851
% App. Total	2.3	46.5	38.2	13		16.6	81.7	1.1	0.6		11.6	56.8	23.4	8.3		26.1	71.5	2	0.3		

PHF	.643	.923	.596	.920	.771	.868	.714	.464	.438	.759	.673	.956	.710	.568	.913	.755	.611	.429	.500	.699	.784



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.	2	99	55	24	180	46	131	0	**4**	181	12	44	16	4	76	**52**	129	**7**	**1**	189
+15 mins.	4	**100**	66	**28**	198	48	252	0	1	301	**13**	**45**	20	5	**83**	36	**176**	3	0	**215**
+30 mins.	5	99	**127**	26	**257**	42	**330**	**7**	1	**380**	5	41	**25**	**11**	82	25	100	0	0	125
+45 mins.	**7**	71	55	25	158	**55**	230	6	1	292	7	44	21	5	77	28	80	1	0	109
Total Volume	18	369	303	103	793	191	943	13	7	1154	37	174	82	25	318	141	485	11	1	638
% App. Total	2.3	46.5	38.2	13		16.6	81.7	1.1	0.6		11.6	54.7	25.8	7.9		22.1	76	1.7	0.2	
PHF	.643	.923	.596	.920	.771	.868	.714	.464	.438	.759	.712	.967	.820	.568	.958	.678	.689	.393	.250	.742

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

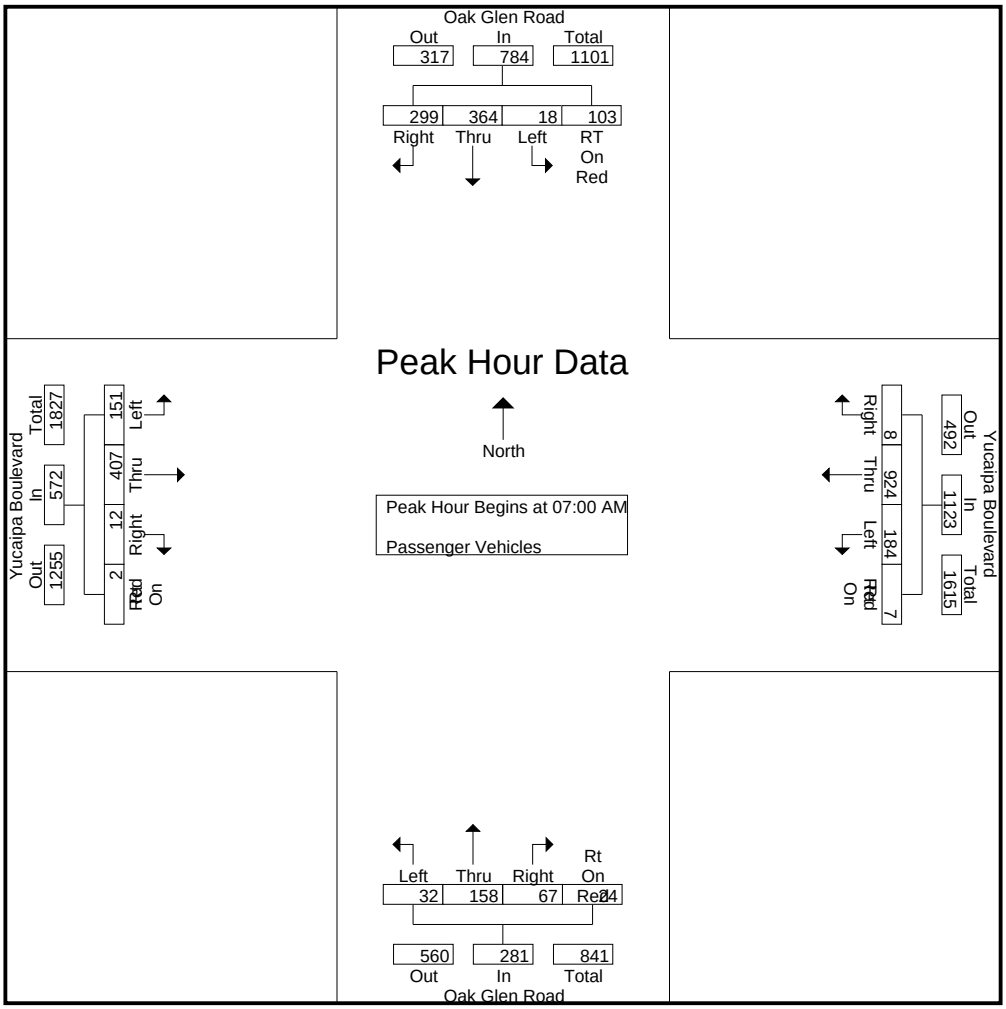
	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	2	98	54	24	178	44	125	0	4	173	4	40	9	5	58	32	47	2	1	82	491
07:15 AM	4	99	65	28	196	46	247	0	1	294	10	39	15	4	68	32	65	0	0	97	655
07:30 AM	5	96	125	26	252	42	325	3	1	371	13	41	20	5	79	52	127	7	1	187	889
07:45 AM	7	71	55	25	158	52	227	5	1	285	5	38	23	10	76	35	168	3	0	206	725
Total	18	364	299	103	784	184	924	8	7	1123	32	158	67	24	281	151	407	12	2	572	2760
08:00 AM	4	62	23	21	110	50	123	2	0	175	7	40	19	5	71	24	95	0	0	119	475
08:15 AM	5	50	20	19	94	46	114	1	0	161	3	33	17	2	55	28	75	1	0	104	414
08:30 AM	4	41	17	19	81	31	137	0	0	168	3	33	17	12	65	28	75	0	1	104	418
08:45 AM	9	58	22	15	104	41	155	1	0	197	6	33	18	9	66	26	87	3	0	116	483
Total	22	211	82	74	389	168	529	4	0	701	19	139	71	28	257	106	332	4	1	443	1790
Grand Total	40	575	381	177	1173	352	1453	12	7	1824	51	297	138	52	538	257	739	16	3	1015	4550
Apprch %	3.4	49	32.5	15.1		19.3	79.7	0.7	0.4		9.5	55.2	25.7	9.7		25.3	72.8	1.6	0.3		
Total %	0.9	12.6	8.4	3.9	25.8	7.7	31.9	0.3	0.2	40.1	1.1	6.5	3	1.1	11.8	5.6	16.2	0.4	0.1	22.3	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	98	54	24	178	44	125	0	**4**	173	4	40	9	5	58	32	47	2	**1**	82	491
07:15 AM	4	**99**	65	**28**	196	46	247	0	1	294	10	39	15	4	68	32	65	0	0	97	655
07:30 AM	5	96	**125**	26	**252**	42	**325**	3	1	**371**	**13**	**41**	20	5	**79**	**52**	127	**7**	1	187	**889**
07:45 AM	**7**	71	55	25	158	**52**	227	**5**	1	285	5	38	**23**	**10**	76	35	**168**	3	0	**206**	725
Total Volume	18	364	299	103	784	184	924	8	7	1123	32	158	67	24	281	151	407	12	2	572	2760
% App. Total	2.3	46.4	38.1	13.1		16.4	82.3	0.7	0.6		11.4	56.2	23.8	8.5		26.4	71.2	2.1	0.3		
PHF	.643	.919	.598	.920	.778	.885	.711	.400	.438	.757	.615	.963	.728	.600	.889	.726	.606	.429	.500	.694	.776

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	2	98	54	24	178	44	125	0	**4**	173	4	40	9	5	58	32	47	2	**1**	82
+15 mins.	4	**99**	65	**28**	196	46	247	0	1	294	10	39	15	4	68	32	65	0	0	97
+30 mins.	5	96	**125**	26	**252**	42	**325**	3	1	**371**	**13**	**41**	20	5	**79**	**52**	127	**7**	1	187
+45 mins.	**7**	71	55	25	158	**52**	227	**5**	1	285	5	38	**23**	**10**	76	35	**168**	3	0	**206**
Total Volume	18	364	299	103	784	184	924	8	7	1123	32	158	67	24	281	151	407	12	2	572
% App. Total	2.3	46.4	38.1	13.1		16.4	82.3	0.7	0.6		11.4	56.2	23.8	8.5		26.4	71.2	2.1	0.3	
PHF	.643	.919	.598	.920	.778	.885	.711	.400	.438	.757	.615	.963	.728	.600	.889	.726	.606	.429	.500	.694

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

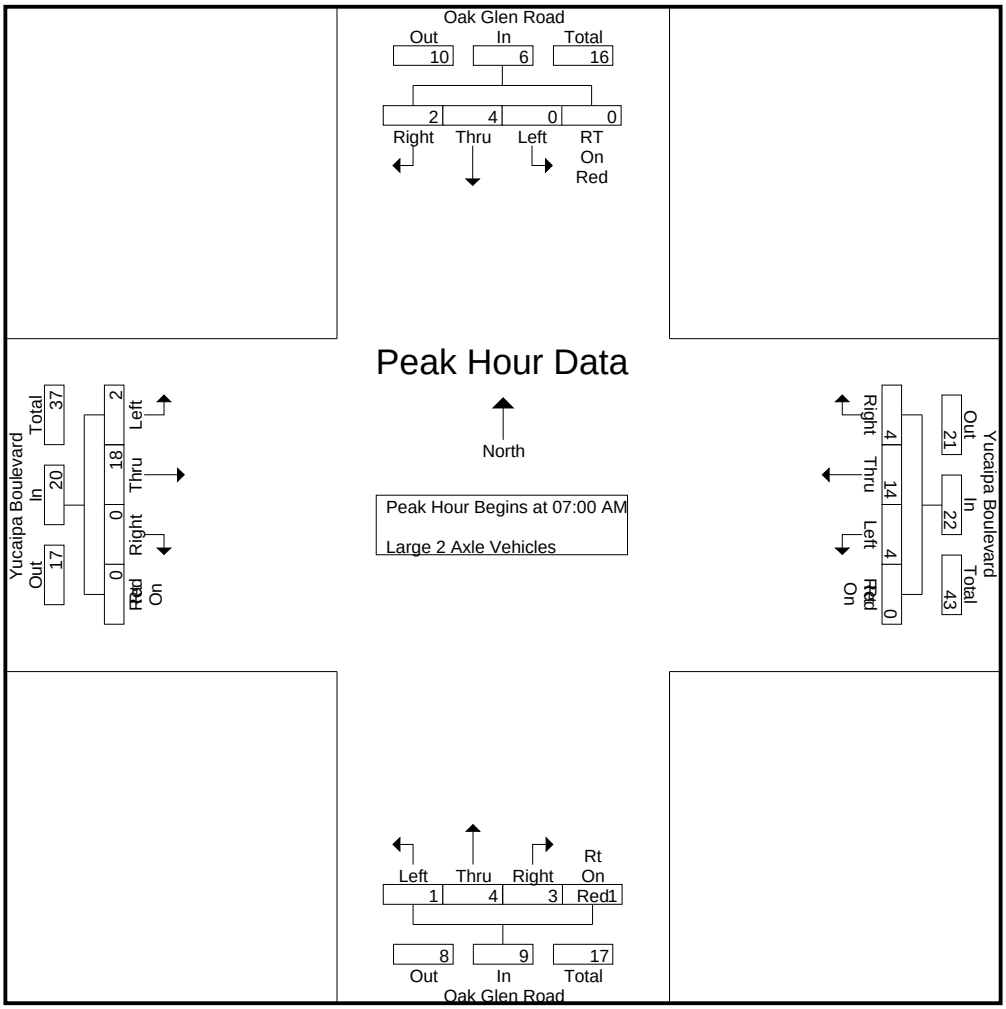
	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	1	1	0	2	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	11
07:15 AM	0	1	0	0	1	2	4	0	0	6	1	1	1	0	3	1	5	0	0	6	16
07:30 AM	0	2	1	0	3	0	4	4	0	8	0	2	0	0	2	0	2	0	0	2	15
07:45 AM	0	0	0	0	0	2	3	0	0	5	0	0	1	1	2	1	7	0	0	8	15
Total	0	4	2	0	6	4	14	4	0	22	1	4	3	1	9	2	18	0	0	20	57
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	1	5	0	0	6	10
08:15 AM	0	1	0	0	1	1	3	0	0	4	0	2	2	0	4	0	3	0	0	3	12
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	3	0	4	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	1	1	0	2	2	5	0	0	7	13
Total	0	2	0	0	2	3	7	0	0	10	0	6	7	0	13	3	13	0	0	16	41
Grand Total	0	6	2	0	8	7	21	4	0	32	1	10	10	1	22	5	31	0	0	36	98
Apprch %	0	75	25	0		21.9	65.6	12.5	0		4.5	45.5	45.5	4.5		13.9	86.1	0	0		
Total %	0	6.1	2	0	8.2	7.1	21.4	4.1	0	32.7	1	10.2	10.2	1	22.4	5.1	31.6	0	0	36.7	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	1	**1**	0	2	0	3	0	0	3	0	1	**1**	0	2	0	4	0	0	4	11
07:15 AM	0	1	0	0	1	**2**	**4**	0	0	6	**1**	1	1	0	**3**	**1**	5	0	0	6	**16**
07:30 AM	0	**2**	1	0	**3**	0	4	**4**	0	**8**	0	**2**	0	0	2	0	2	0	0	2	15
07:45 AM	0	0	0	0	0	2	3	0	0	5	0	0	1	**1**	2	1	**7**	0	0	**8**	15
Total Volume	0	4	2	0	6	4	14	4	0	22	1	4	3	1	9	2	18	0	0	20	57
% App. Total	0	66.7	33.3	0		18.2	63.6	18.2	0		11.1	44.4	33.3	11.1		10	90	0	0		
PHF	.000	.500	.500	.000	.500	.500	.875	.250	.000	.688	.250	.500	.750	.250	.750	.500	.643	.000	.000	.625	.891

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	1	**1**	0	2	0	3	0	0	3	0	1	**1**	0	2	0	4	0	0	4
+15 mins.	0	1	0	0	1	**2**	**4**	0	0	6	**1**	1	1	0	**3**	**1**	5	0	0	6
+30 mins.	0	**2**	1	0	**3**	0	4	**4**	0	**8**	0	**2**	0	0	2	0	2	0	0	2
+45 mins.	0	0	0	0	0	2	3	0	0	5	0	0	1	**1**	2	1	**7**	0	0	**8**
Total Volume	0	4	2	0	6	4	14	4	0	22	1	4	3	1	9	2	18	0	0	20
% App. Total	0	66.7	33.3	0		18.2	63.6	18.2	0		11.1	44.4	33.3	11.1		10	90	0	0	
PHF	.000	.500	.500	.000	.500	.500	.875	.250	.000	.688	.250	.500	.750	.250	.750	.500	.643	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
07:30 AM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	3	1	0	4	0	1	0	0	1	6
Total	0	1	1	0	2	1	3	1	0	5	1	7	1	0	9	0	3	0	0	3	19
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
08:45 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	5
Total	0	3	1	0	4	0	3	0	0	3	1	4	0	0	5	1	1	1	0	3	15
Grand Total	0	4	2	0	6	1	6	1	0	8	2	11	1	0	14	1	4	1	0	6	34
Apprch %	0	66.7	33.3	0		12.5	75	12.5	0		14.3	78.6	7.1	0		16.7	66.7	16.7	0		
Total %	0	11.8	5.9	0	17.6	2.9	17.6	2.9	0	23.5	5.9	32.4	2.9	0	41.2	2.9	11.8	2.9	0	17.6	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	**1**	**2**	0	0	**3**	0	0	0	0	0	0	**2**	0	0	**2**	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	**4**	0	0	**5**	0	0	0	0	0	5
07:30 AM	0	**1**	**1**	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	**1**	0	1	0	3	**1**	0	4	0	1	0	0	1	**6**
Total Volume	0	1	1	0	2	1	3	1	0	5	1	7	1	0	9	0	3	0	0	3	19
% App. Total	0	50	50	0		20	60	20	0		11.1	77.8	11.1	0		0	100	0	0		
PHF	.000	.250	.250	.000	.250	.250	.375	.250	.000	.417	.250	.438	.250	.000	.450	.000	.375	.000	.000	.375	.792

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
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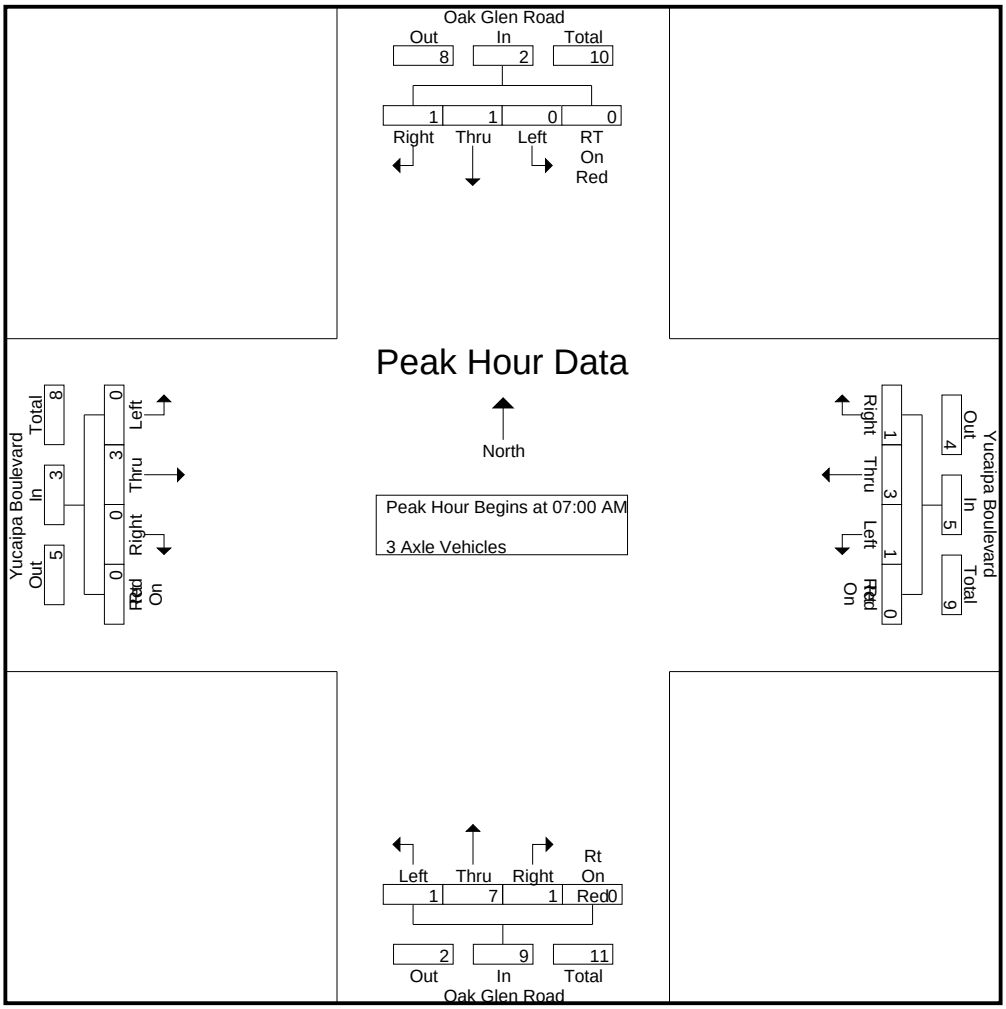
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	**1**	**2**	0	0	**3**	0	0	0	0	0	0	**2**	0	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**4**	0	0	**5**	0	0	0	0	0
+30 mins.	0	**1**	**1**	0	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	**1**	0	1	0	3	**1**	0	4	0	1	0	0	1
Total Volume	0	1	1	0	2	1	3	1	0	5	1	7	1	0	9	0	3	0	0	3
% App. Total	0	50	50	0		20	60	20	0		11.1	77.8	11.1	0		0	100	0	0	
PHF	.000	.250	.250	.000	.250	.250	.375	.250	.000	.417	.250	.438	.250	.000	.450	.000	.375	.000	.000	.375

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

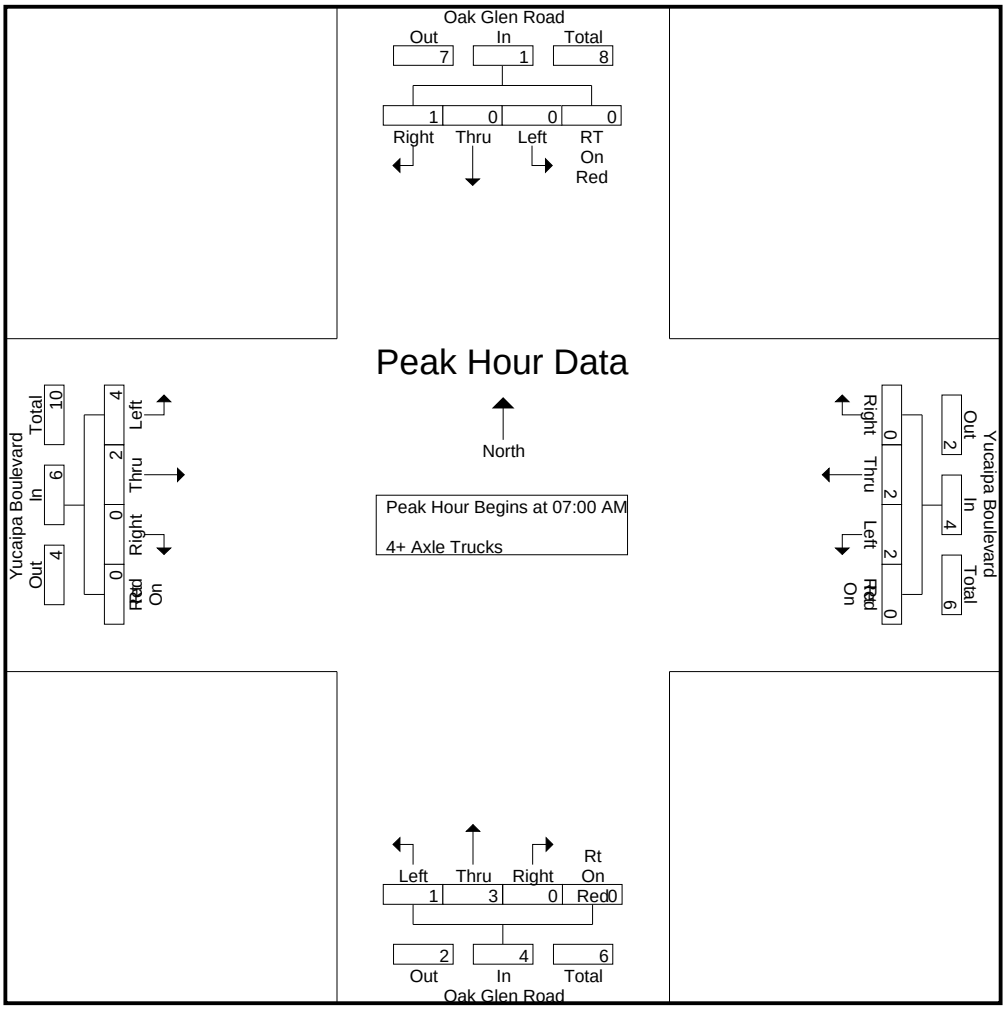
	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	2	2	0	0	4	8
07:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	2	2	0	0	4	1	3	0	0	4	4	2	0	0	6	15
08:00 AM	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	5
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Total	0	3	2	0	5	1	2	0	0	3	0	4	3	0	7	0	3	0	0	3	18
Grand Total	0	3	3	0	6	3	4	0	0	7	1	7	3	0	11	4	5	0	0	9	33
Apprch %	0	50	50	0		42.9	57.1	0	0		9.1	63.6	27.3	0		44.4	55.6	0	0		
Total %	0	9.1	9.1	0	18.2	9.1	12.1	0	0	21.2	3	21.2	9.1	0	33.3	12.1	15.2	0	0	27.3	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	**1**	**1**	0	0	**2**	**1**	1	0	0	**2**	**2**	**2**	0	0	**4**	**8**
07:15 AM	0	0	**1**	0	**1**	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	0	1	2	2	0	0	4	1	3	0	0	4	4	2	0	0	6	15
% App. Total	0	0	100	0		50	50	0	0		25	75	0	0		66.7	33.3	0	0		
PHF	.000	.000	.250	.000	.250	.500	.500	.000	.000	.500	.250	.375	.000	.000	.500	.500	.250	.000	.000	.375	.469

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUAM
Site Code : 10043063
Start Date : 2/16/2010
Page No : 2



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

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	**1**	**1**	0	0	**2**	**1**	1	0	0	**2**	**2**	**2**	0	0	**4**
+15 mins.	0	0	**1**	0	**1**	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	2	2	0	0	4	1	3	0	0	4	4	2	0	0	6
% App. Total	0	0	100	0		50	50	0	0		25	75	0	0		66.7	33.3	0	0	
PHF	.000	.000	.250	.000	.250	.500	.500	.000	.000	.500	.250	.375	.000	.000	.500	.500	.250	.000	.000	.375

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Moreno Valley, CA 92557
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City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	18	26	12	11	67	57	160	2	0	219	6	69	48	11	134	68	179	10	0	257	677
04:15 PM	17	50	13	14	94	66	130	3	0	199	15	86	64	7	172	71	176	9	2	258	723
04:30 PM	27	40	19	9	95	66	146	0	0	212	13	97	53	7	170	59	191	5	1	256	733
04:45 PM	13	36	6	17	72	58	155	4	1	218	6	71	44	11	132	60	225	8	1	294	716
Total	75	152	50	51	328	247	591	9	1	848	40	323	209	36	608	258	771	32	4	1065	2849
05:00 PM	28	32	9	24	93	70	148	1	0	219	17	83	59	8	167	75	214	8	0	297	776
05:15 PM	22	40	21	29	112	58	146	0	0	204	21	102	59	11	193	82	204	11	2	299	808
05:30 PM	24	42	14	20	100	68	159	4	1	232	14	89	58	4	165	106	204	11	1	322	819
05:45 PM	21	37	18	27	103	53	178	3	1	235	12	90	56	10	168	81	192	6	4	283	789
Total	95	151	62	100	408	249	631	8	2	890	64	364	232	33	693	344	814	36	7	1201	3192
Grand Total	170	303	112	151	736	496	1222	17	3	1738	104	687	441	69	1301	602	1585	68	11	2266	6041
Apprch %	23.1	41.2	15.2	20.5		28.5	70.3	1	0.2		8	52.8	33.9	5.3		26.6	69.9	3	0.5		
Total %	2.8	5	1.9	2.5	12.2	8.2	20.2	0.3	0	28.8	1.7	11.4	7.3	1.1	21.5	10	26.2	1.1	0.2	37.5	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**28**	32	9	24	93	**70**	148	1	0	219	17	83	**59**	8	167	75	**214**	8	0	297	776
05:15 PM	22	40	**21**	**29**	**112**	58	146	0	0	204	**21**	**102**	59	**11**	**193**	82	204	**11**	2	299	808
05:30 PM	24	**42**	14	20	100	68	159	**4**	**1**	232	14	89	58	4	165	**106**	204	11	1	**322**	**819**
05:45 PM	21	37	18	27	103	53	**178**	3	1	**235**	12	90	56	10	168	81	192	6	**4**	283	789
Total Volume	95	151	62	100	408	249	631	8	2	890	64	364	232	33	693	344	814	36	7	1201	3192
% App. Total	23.3	37	15.2	24.5		28	70.9	0.9	0.2		9.2	52.5	33.5	4.8		28.6	67.8	3	0.6		
PHF	.848	.899	.738	.862	.911	.889	.886	.500	.500	.947	.762	.892	.983	.750	.898	.811	.951	.818	.438	.932	.974

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
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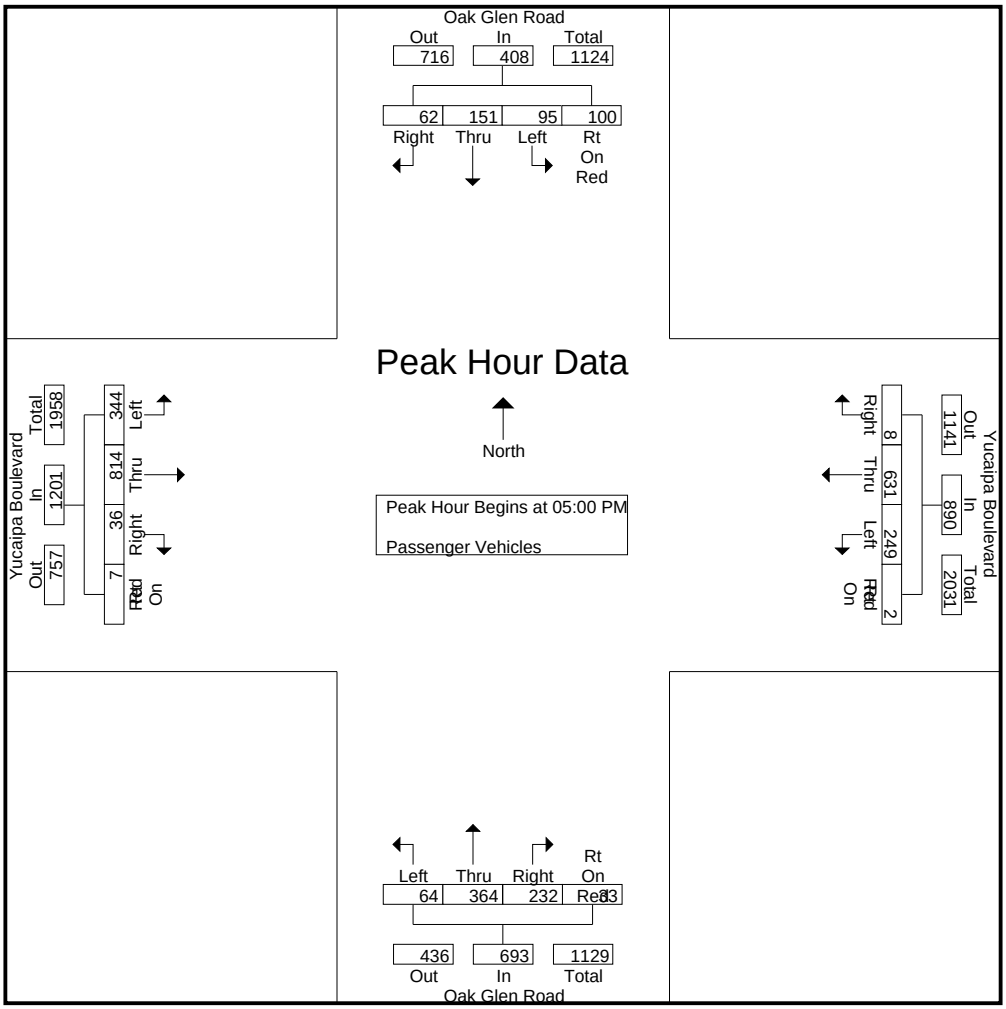
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 05:00 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					05:00 PM				
+0 mins.	**28**	32	9	24	93	**70**	148	1	0	219	17	83	**59**	8	167	75	**214**	8	0	297
+15 mins.	22	40	**21**	**29**	**112**	58	146	0	0	204	**21**	**102**	59	**11**	**193**	82	204	**11**	2	299
+30 mins.	24	**42**	14	20	100	68	159	**4**	**1**	232	14	89	58	4	165	**106**	204	11	1	**322**
+45 mins.	21	37	18	27	103	53	**178**	3	1	**235**	12	90	56	10	168	81	192	6	**4**	283
Total Volume	95	151	62	100	408	249	631	8	2	890	64	364	232	33	693	344	814	36	7	1201
% App. Total	23.3	37	15.2	24.5		28	70.9	0.9	0.2		9.2	52.5	33.5	4.8		28.6	67.8	3	0.6	
PHF	.848	.899	.738	.862	.911	.889	.886	.500	.500	.947	.762	.892	.983	.750	.898	.811	.951	.818	.438	.932

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City of Yucaipa
N/S: Oak Glen Road
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File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
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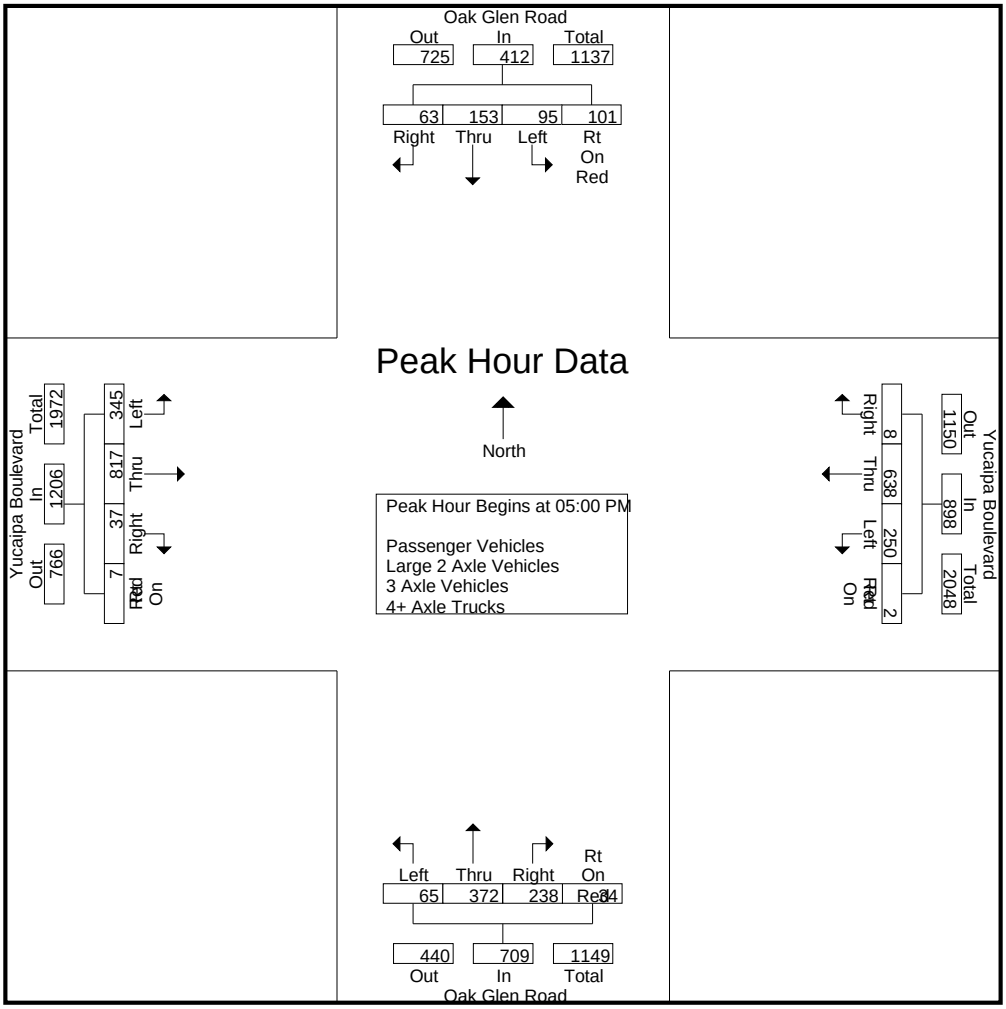
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	19	26	12	12	69	57	166	2	0	225	7	70	48	11	136	68	179	11	0	258	688
04:15 PM	18	50	13	14	95	67	134	3	0	204	15	89	65	7	176	71	178	9	2	260	735
04:30 PM	27	41	19	9	96	68	148	0	0	216	13	97	53	7	170	59	195	5	1	260	742
04:45 PM	13	36	6	17	72	58	158	4	1	221	6	73	45	11	135	62	228	8	1	299	727
Total	77	153	50	52	332	250	606	9	1	866	41	329	211	36	617	260	780	33	4	1077	2892
05:00 PM	28	32	10	24	94	70	152	1	0	223	17	87	59	8	171	76	215	8	0	299	787
05:15 PM	22	42	21	30	115	59	147	0	0	206	22	105	60	12	199	82	204	12	2	300	820
05:30 PM	24	42	14	20	100	68	160	4	1	233	14	90	60	4	168	106	205	11	1	323	824
05:45 PM	21	37	18	27	103	53	179	3	1	236	12	90	59	10	171	81	193	6	4	284	794
Total	95	153	63	101	412	250	638	8	2	898	65	372	238	34	709	345	817	37	7	1206	3225
Grand Total	172	306	113	153	744	500	1244	17	3	1764	106	701	449	70	1326	605	1597	70	11	2283	6117
Apprch %	23.1	41.1	15.2	20.6		28.3	70.5	1	0.2		8	52.9	33.9	5.3		26.5	70	3.1	0.5		
Total %	2.8	5	1.8	2.5	12.2	8.2	20.3	0.3	0	28.8	1.7	11.5	7.3	1.1	21.7	9.9	26.1	1.1	0.2	37.3	
Passenger Vehicles	170	303	112	151	736	496	1222	17	3	1738	104	687	441	69	1301	602	1585	68	11	2266	6041
% Passenger Vehicles	98.8	99	99.1	98.7	98.9	99.2	98.2	100	100	98.5	98.1	98	98.2	98.6	98.1	99.5	99.2	97.1	100	99.3	98.8
Large 2 Axle Vehicles	0	1	0	2	3	4	18	0	0	22	0	10	7	1	18	3	9	1	0	13	56
% Large 2 Axle Vehicles	0	0.3	0	1.3	0.4	0.8	1.4	0	0	1.2	0	1.4	1.6	1.4	1.4	0.5	0.6	1.4	0	0.6	0.9
3 Axle Vehicles	2	1	1	0	4	0	3	0	0	3	1	2	0	0	3	0	2	0	0	2	12
% 3 Axle Vehicles	1.2	0.3	0.9	0	0.5	0	0.2	0	0	0.2	0.9	0.3	0	0	0.2	0	0.1	0	0	0.1	0.2
4+ Axle Trucks	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	0	1	1	0	2	8
% 4+ Axle Trucks	0	0.3	0	0	0.1	0	0.1	0	0	0.1	0.9	0.3	0.2	0	0.3	0	0.1	1.4	0	0.1	0.1

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**28**	32	10	24	94	**70**	152	1	0	223	17	87	59	8	171	76	**215**	8	0	299	787
05:15 PM	22	**42**	**21**	**30**	**115**	59	147	0	0	206	**22**	**105**	**60**	**12**	**199**	82	204	**12**	2	300	820
05:30 PM	24	42	14	20	100	68	160	**4**	**1**	233	14	90	60	4	168	**106**	205	11	1	**323**	**824**
05:45 PM	21	37	18	27	103	53	**179**	3	1	**236**	12	90	59	10	171	81	193	6	**4**	284	794
Total Volume	95	153	63	101	412	250	638	8	2	898	65	372	238	34	709	345	817	37	7	1206	3225
% App. Total	23.1	37.1	15.3	24.5		27.8	71	0.9	0.2		9.2	52.5	33.6	4.8		28.6	67.7	3.1	0.6		

PHF	.848	.911	.750	.842	.896	.893	.891	.500	.500	.951	.739	.886	.992	.708	.891	.814	.950	.771	.438	.933	.978



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					04:45 PM				
+0 mins.	**28**	32	10	24	94	**70**	152	1	0	223	17	87	59	8	171	62	**228**	8	1	299
+15 mins.	22	**42**	**21**	**30**	**115**	59	147	0	0	206	**22**	**105**	**60**	**12**	**199**	76	215	8	0	299
+30 mins.	24	42	14	20	100	68	160	**4**	**1**	233	14	90	60	4	168	82	204	**12**	**2**	300
+45 mins.	21	37	18	27	103	53	**179**	3	1	**236**	12	90	59	10	171	**106**	205	11	1	**323**
Total Volume	95	153	63	101	412	250	638	8	2	898	65	372	238	34	709	326	852	39	4	1221
% App. Total	23.1	37.1	15.3	24.5		27.8	71	0.9	0.2		9.2	52.5	33.6	4.8		26.7	69.8	3.2	0.3	
PHF	.848	.911	.750	.842	.896	.893	.891	.500	.500	.951	.739	.886	.992	.708	.891	.769	.934	.813	.500	.945

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City of Yucaipa
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Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	2	1	0	3	0	2	0	0	2	10
04:30 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	2	2	0	0	4	8
Total	0	0	0	1	1	3	11	0	0	14	0	5	2	0	7	2	6	0	0	8	30
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	1	1	0	0	2	8
05:15 PM	0	1	0	1	2	1	1	0	0	2	0	2	1	1	4	0	0	1	0	1	9
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	1	0	0	1	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
Total	0	1	0	1	2	1	7	0	0	8	0	5	5	1	11	1	3	1	0	5	26
Grand Total	0	1	0	2	3	4	18	0	0	22	0	10	7	1	18	3	9	1	0	13	56
Apprch %	0	33.3	0	66.7		18.2	81.8	0	0		0	55.6	38.9	5.6		23.1	69.2	7.7	0		
Total %	0	1.8	0	3.6	5.4	7.1	32.1	0	0	39.3	0	17.9	12.5	1.8	32.1	5.4	16.1	1.8	0	23.2	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	**4**	0	0	**4**	0	**2**	0	0	2	**1**	**1**	0	0	**2**	8
05:15 PM	0	**1**	0	**1**	**2**	**1**	1	0	0	2	0	2	1	**1**	**4**	0	0	**1**	0	1	**9**
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	**2**	0	3	0	1	0	0	1	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
Total Volume	0	1	0	1	2	1	7	0	0	8	0	5	5	1	11	1	3	1	0	5	26
% App. Total	0	50	0	50		12.5	87.5	0	0		0	45.5	45.5	9.1		20	60	20	0		
PHF	.000	.250	.000	.250	.250	.250	.438	.000	.000	.500	.000	.625	.625	.250	.688	.250	.750	.250	.000	.625	.722

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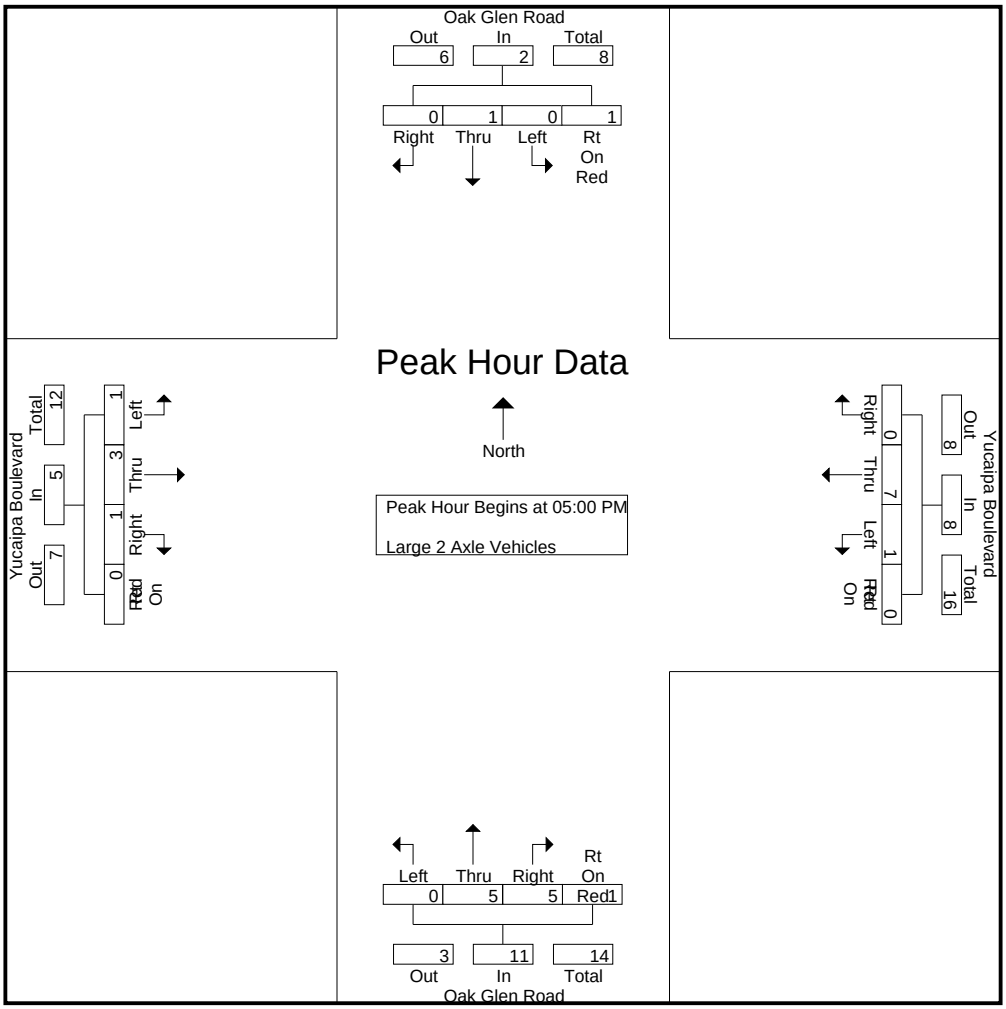


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	**4**	0	0	**4**	0	**2**	0	0	2	**1**	**1**	0	0	**2**
+15 mins.	0	**1**	0	**1**	**2**	**1**	1	0	0	2	0	2	1	**1**	**4**	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	0	1	0	0	1	0	1	**2**	0	3	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1
Total Volume	0	1	0	1	2	1	7	0	0	8	0	5	5	1	11	1	3	1	0	5
% App. Total	0	50	0	50		12.5	87.5	0	0		0	45.5	45.5	9.1		20	60	20	0	
PHF	.000	.250	.000	.250	.250	.250	.438	.000	.000	.500	.000	.625	.625	.250	.688	.250	.750	.250	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

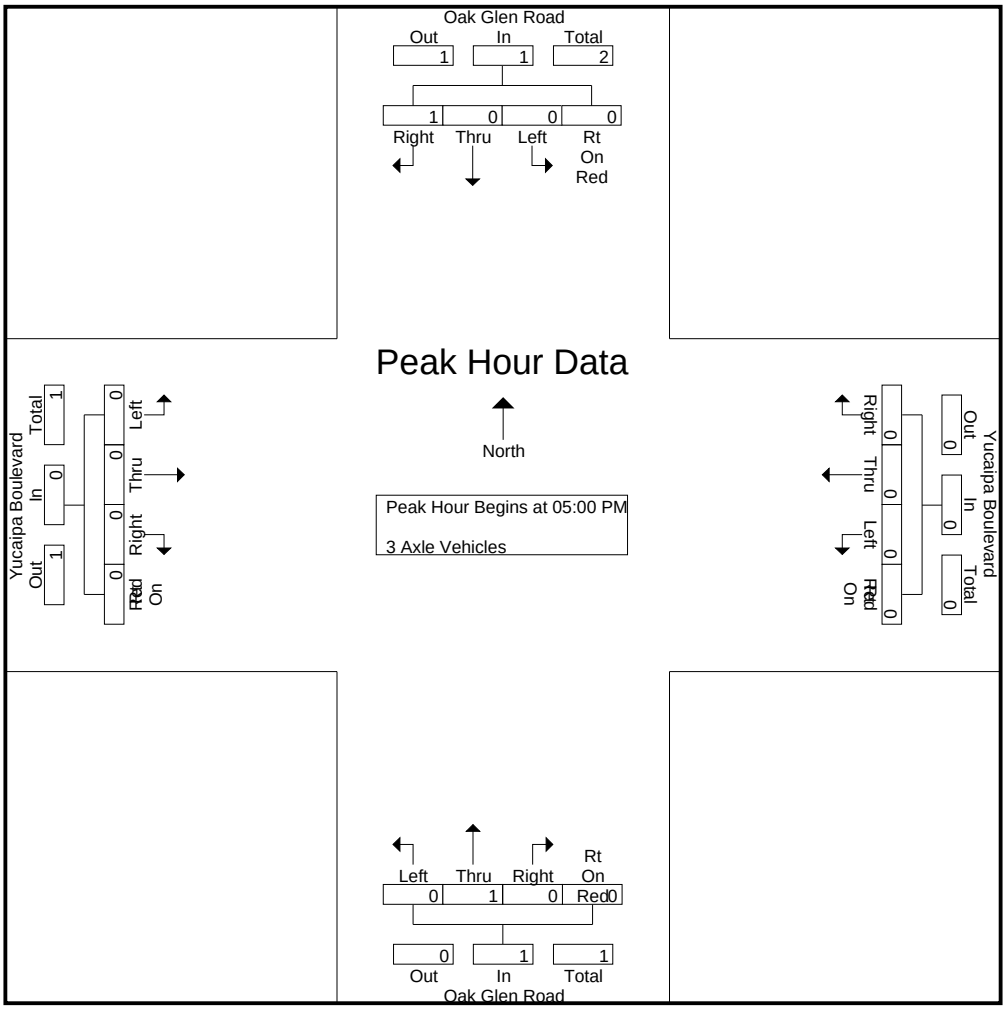
	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	2	1	0	0	3	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	10
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Grand Total	2	1	1	0	4	0	3	0	0	3	1	2	0	0	3	0	2	0	0	2	12
Apprch %	50	25	25	0		0	100	0	0		33.3	66.7	0	0		0	100	0	0		
Total %	16.7	8.3	8.3	0	33.3	0	25	0	0	25	8.3	16.7	0	0	25	0	16.7	0	0	16.7	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 05:00 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					05:00 PM				
+0 mins.	0	0	**1**	0	**1**	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

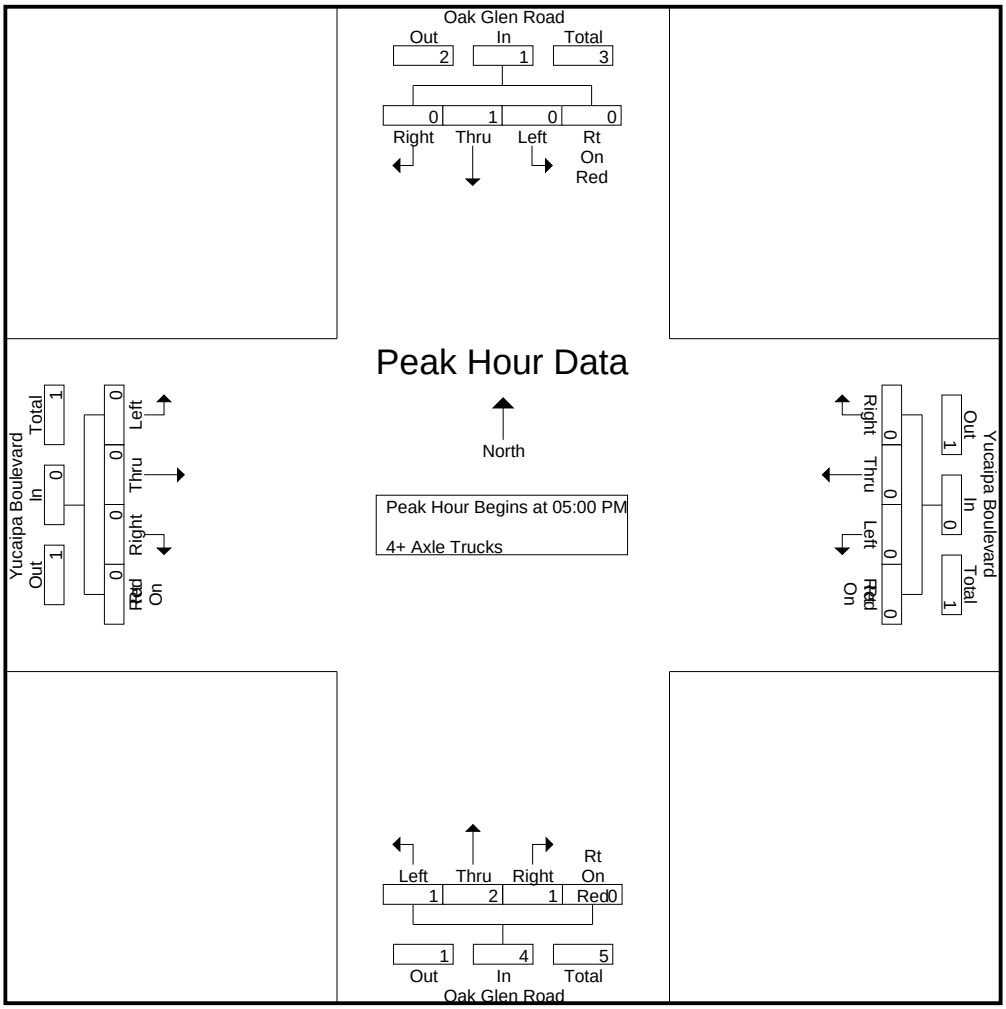
	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	5
Grand Total	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	0	1	1	0	2	8
Apprch %	0	100	0	0		0	100	0	0		25	50	25	0		0	50	50	0		
Total %	0	12.5	0	0	12.5	0	12.5	0	0	12.5	12.5	25	12.5	0	50	0	12.5	12.5	0	25	

	Oak Glen Road Southbound					Yucaipa Boulevard Westbound					Oak Glen Road Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1
05:15 PM	0	**1**	0	0	**1**	0	0	0	0	0	**1**	1	0	0	**2**	0	0	0	0	0	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	5
% App. Total	0	100	0	0		0	0	0	0		25	50	25	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.500	.250	.000	.500	.000	.000	.000	.000	.000	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Oak Glen Road
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCOGYUPM
Site Code : 10043051
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 05:00 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					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0
+15 mins.	0	**1**	0	0	**1**	0	0	0	0	0	**1**	1	0	0	**2**	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0
% App. Total	0	100	0	0		0	0	0	0		25	50	25	0		0	0	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.500	.250	.000	.500	.000	.000	.000	.000	.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_009

Day: WEDNESDAY

City: City of Yucaipa

Date: 1/30/2013

AM

NS/EW Streets:	5th St			5th St			Yucaipa Blvd			Yucaipa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	3	0	
7:00 AM	27	25	7	8	27	26	13	43	8	16	156	7	363
7:15 AM	32	45	12	10	23	37	18	79	9	10	225	25	525
7:30 AM	43	68	16	17	45	107	44	106	20	15	221	29	731
7:45 AM	28	61	12	26	59	81	64	202	42	7	157	27	766
8:00 AM	18	24	22	34	49	39	28	149	19	10	127	12	531
8:15 AM	21	18	15	19	28	27	19	83	10	16	115	8	379
8:30 AM	18	22	24	14	12	27	18	92	19	14	159	8	427
8:45 AM	32	28	25	9	16	29	17	106	11	14	116	9	412
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	219	291	133	137	259	373	221	860	138	102	1276	125	4134
APPROACH %'s :	34.06%	45.26%	20.68%	17.82%	33.68%	48.50%	18.13%	70.55%	11.32%	6.79%	84.90%	8.32%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	121	198	62	87	176	264	154	536	90	42	730	93	2553
PEAK HR FACTOR :		0.750			0.780			0.633			0.816		0.833

UTURNS

NB	SB	EB	WB
		2	
		0	
		3	
		3	
		2	
		4	
		5	
		3	
NB	SB	EB	WB
0	0	22	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_009

Day: WEDNESDAY

City: City of Yucaipa

Date: 1/30/2013

PM

NS/EW Streets:	5th St			5th St			Yucaipa Blvd			Yucaipa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	3	0	
4:00 PM	19	35	29	17	34	27	56	172	36	28	112	15	580
4:15 PM	15	29	46	19	24	31	52	217	37	23	112	9	614
4:30 PM	23	29	32	19	28	34	45	205	35	27	154	17	648
4:45 PM	21	37	33	21	24	34	51	187	43	21	128	18	618
5:00 PM	29	44	32	28	40	35	55	222	34	41	145	20	725
5:15 PM	17	37	31	25	27	21	53	209	49	25	160	16	670
5:30 PM	21	25	35	20	34	31	44	235	50	40	157	22	714
5:45 PM	14	24	29	25	29	40	46	204	41	31	165	18	666
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	159	260	267	174	240	253	402	1651	325	236	1133	135	5235
APPROACH %'s :	23.18%	37.90%	38.92%	26.09%	35.98%	37.93%	16.90%	69.43%	13.67%	15.69%	75.33%	8.98%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	81	130	127	98	130	127	198	870	174	137	627	76	2775
PEAK HR FACTOR :		0.805			0.862			0.944			0.959		0.957

UTURNS

NB	SB	EB	WB
		5	
		4	
		6	
		4	
		8	
		7	
		1	
		3	
NB	SB	EB	WB
0	0	38	0

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_010 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	California St			California St			Yucaipa Blvd			Yucaipa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	9	3	2	1	3	13	3	20	6	3	71	2	136
7:15 AM	18	3	2	0	4	7	6	37	7	4	92	1	181
7:30 AM	19	3	8	1	6	6	7	46	14	6	95	0	211
7:45 AM	25	7	18	0	11	17	15	62	29	14	88	2	288
8:00 AM	20	3	6	0	6	12	10	62	21	3	61	1	205
8:15 AM	15	2	7	0	8	16	5	43	11	6	78	1	192
8:30 AM	15	2	6	0	3	7	4	41	13	4	68	1	164
8:45 AM	13	2	3	1	2	5	5	34	11	4	68	2	150
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	134	25	52	3	43	83	55	345	112	44	621	10	1527
APPROACH %'s :	63.51%	11.85%	24.64%	2.33%	33.33%	64.34%	10.74%	67.38%	21.88%	6.52%	92.00%	1.48%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	79	15	39	1	31	51	37	213	75	29	322	4	896
PEAK HR FACTOR :		0.665			0.741			0.767			0.853		0.778

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_010 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	California St			California St			Yucaipa Blvd			Yucaipa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	21	7	8	0	6	5	5	96	28	7	51	2	236
4:15 PM	19	11	9	2	4	3	13	101	20	4	59	1	246
4:30 PM	20	10	7	1	5	7	7	75	29	6	75	2	244
4:45 PM	30	10	8	4	5	10	12	96	24	7	78	0	284
5:00 PM	17	7	10	2	7	10	14	90	25	6	73	3	264
5:15 PM	21	9	3	2	6	7	15	96	20	6	73	4	262
5:30 PM	23	4	8	2	4	15	11	112	22	6	62	0	269
5:45 PM	15	4	9	0	3	7	11	88	21	4	87	1	250
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	166	62	62	13	40	64	88	754	189	46	558	13	2055
APPROACH %'s :	57.24%	21.38%	21.38%	11.11%	34.19%	54.70%	8.54%	73.13%	18.33%	7.46%	90.44%	2.11%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	91	30	29	10	22	42	52	394	91	25	286	7	1079
PEAK HR FACTOR :		0.781			0.881			0.926			0.935		0.950

CONTROL : No Control

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

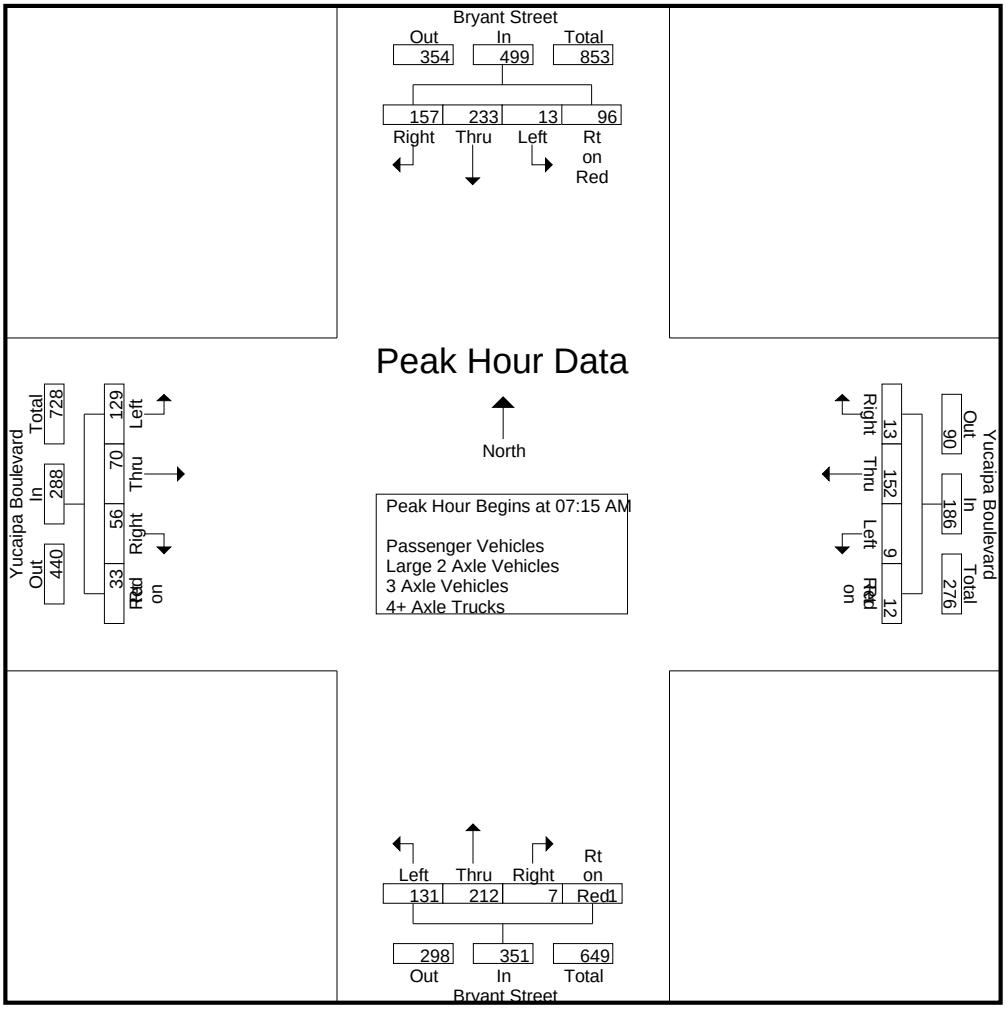
File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
07:00 AM	1	37	18	12	68	0	31	1	10	42	20	37	0	0	57	18	4	5	8	35	202
07:15 AM	5	48	31	22	106	1	36	5	5	47	26	59	1	0	86	23	13	7	6	49	288
07:30 AM	1	49	61	31	142	2	54	3	2	61	51	74	1	0	126	36	12	7	10	65	394
07:45 AM	4	81	43	26	154	6	40	5	4	55	28	32	1	1	62	33	14	20	6	73	344
Total	11	215	153	91	470	9	161	14	21	205	125	202	3	1	331	110	43	39	30	222	1228
08:00 AM	3	55	22	17	97	0	22	0	1	23	26	47	4	0	77	37	31	22	11	101	298
08:15 AM	4	33	25	16	78	1	20	2	2	25	28	57	2	0	87	37	11	10	8	66	256
08:30 AM	1	47	24	13	85	0	23	3	3	29	12	37	0	2	51	25	16	14	12	67	232
08:45 AM	2	41	35	22	100	1	32	2	0	35	22	33	2	1	58	21	10	11	4	46	239
Total	10	176	106	68	360	2	97	7	6	112	88	174	8	3	273	120	68	57	35	280	1025
Grand Total	21	391	259	159	830	11	258	21	27	317	213	376	11	4	604	230	111	96	65	502	2253
Apprch %	2.5	47.1	31.2	19.2		3.5	81.4	6.6	8.5		35.3	62.3	1.8	0.7		45.8	22.1	19.1	12.9		
Total %	0.9	17.4	11.5	7.1	36.8	0.5	11.5	0.9	1.2	14.1	9.5	16.7	0.5	0.2	26.8	10.2	4.9	4.3	2.9	22.3	
Passenger Vehicles	18	371	244	155	788	11	254	20	26	311	206	362	8	1	577	218	108	82	62	470	2146
% Passenger Vehicles	85.7	94.9	94.2	97.5	94.9	100	98.4	95.2	96.3	98.1	96.7	96.3	72.7	25	95.5	94.8	97.3	85.4	95.4	93.6	95.3
Large 2 Axle Vehicles	3	20	13	4	40	0	3	1	1	5	7	14	0	1	22	11	3	14	2	30	97
% Large 2 Axle Vehicles	14.3	5.1	5	2.5	4.8	0	1.2	4.8	3.7	1.6	3.3	3.7	0	25	3.6	4.8	2.7	14.6	3.1	6	4.3
3 Axle Vehicles	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	5
% 3 Axle Vehicles	0	0	0.4	0	0.1	0	0.4	0	0	0.3	0	0	27.3	0	0.5	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	1	2	5
% 4+ Axle Trucks	0	0	0.4	0	0.1	0	0	0	0	0	0	0	0	50	0.3	0.4	0	0	1.5	0.4	0.2

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**5**	48	31	22	106	1	36	**5**	**5**	47	26	59	1	0	86	23	13	7	6	49	288
07:30 AM	1	49	**61**	**31**	142	2	**54**	3	2	**61**	**51**	**74**	1	0	**126**	36	12	7	10	65	**394**
07:45 AM	4	**81**	43	26	**154**	**6**	40	5	4	55	28	32	1	**1**	62	33	14	20	6	73	344
08:00 AM	3	55	22	17	97	0	22	0	1	23	26	47	**4**	0	77	**37**	**31**	**22**	**11**	**101**	298
Total Volume	13	233	157	96	499	9	152	13	12	186	131	212	7	1	351	129	70	56	33	288	1324
% App. Total	2.6	46.7	31.5	19.2		4.8	81.7	7	6.5		37.3	60.4	2	0.3		44.8	24.3	19.4	11.5		

PHF	.650	.719	.643	.774	.810	.375	.704	.650	.600	.762	.642	.716	.438	.250	.696	.872	.565	.636	.750	.713	.840



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	**5**	48	31	22	106	1	36	**5**	**5**	47	26	59	1	0	86	23	13	7	6	49
+15 mins.	1	49	**61**	**31**	142	2	**54**	3	2	**61**	**51**	**74**	1	0	**126**	36	12	7	10	65
+30 mins.	4	**81**	43	26	**154**	**6**	40	5	4	55	28	32	1	**1**	62	33	14	20	6	73
+45 mins.	3	55	22	17	97	0	22	0	1	23	26	47	**4**	0	77	**37**	**31**	**22**	**11**	**101**
Total Volume	13	233	157	96	499	9	152	13	12	186	131	212	7	1	351	129	70	56	33	288
% App. Total	2.6	46.7	31.5	19.2		4.8	81.7	7	6.5		37.3	60.4	2	0.3		44.8	24.3	19.4	11.5	
PHF	.650	.719	.643	.774	.810	.375	.704	.650	.600	.762	.642	.716	.438	.250	.696	.872	.565	.636	.750	.713

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 1

Groups Printed- Passenger Vehicles

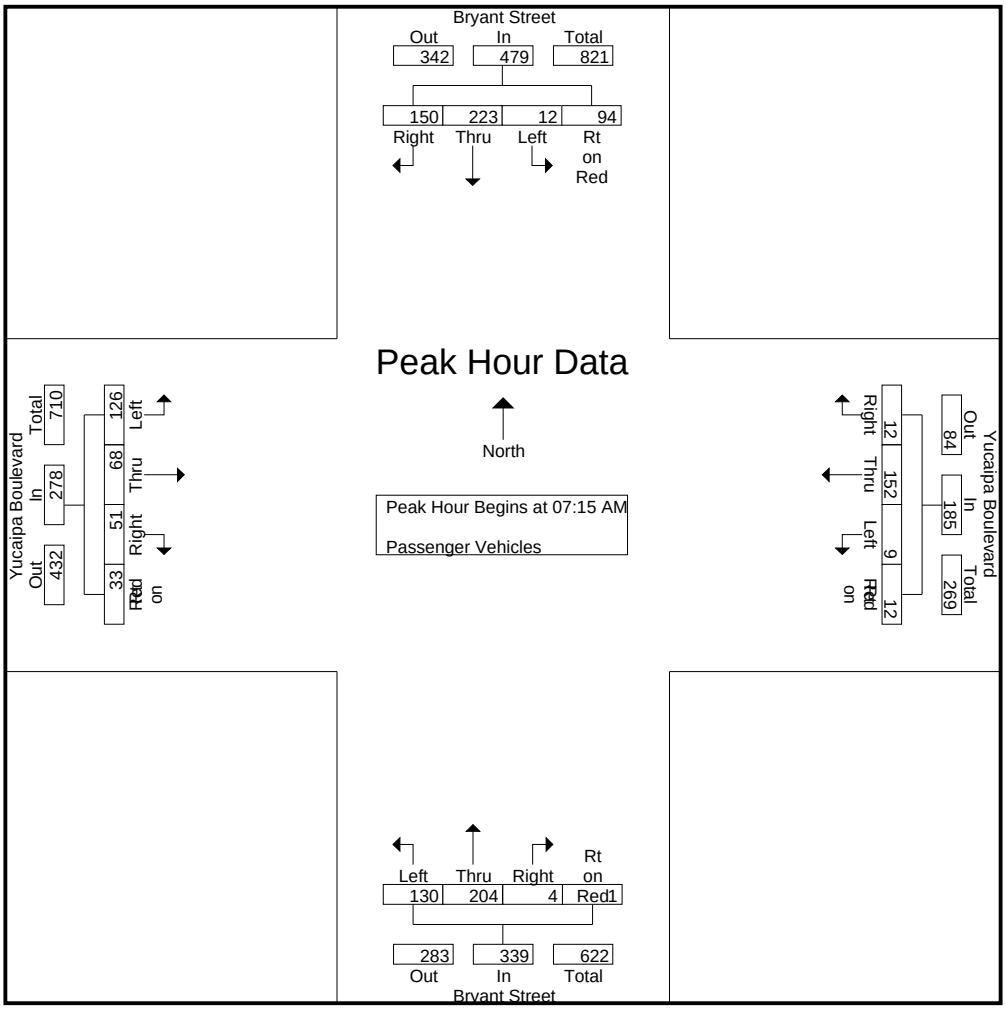
	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
07:00 AM	1	35	15	12	63	0	29	1	9	39	18	35	0	0	53	14	4	4	8	30	185
07:15 AM	4	48	30	21	103	1	36	4	5	46	26	56	1	0	83	23	12	7	6	48	280
07:30 AM	1	47	56	31	135	2	54	3	2	61	50	73	1	0	124	35	12	7	10	64	384
07:45 AM	4	76	43	25	148	6	40	5	4	55	28	31	1	1	61	32	13	17	6	68	332
Total	10	206	144	89	449	9	159	13	20	201	122	195	3	1	321	104	41	35	30	210	1181
08:00 AM	3	52	21	17	93	0	22	0	1	23	26	44	1	0	71	36	31	20	11	98	285
08:15 AM	3	33	24	16	76	1	20	2	2	25	26	54	2	0	82	33	11	8	7	59	242
08:30 AM	1	42	22	12	77	0	23	3	3	29	12	36	0	0	48	24	15	11	10	60	214
08:45 AM	1	38	33	21	93	1	30	2	0	33	20	33	2	0	55	21	10	8	4	43	224
Total	8	165	100	66	339	2	95	7	6	110	84	167	5	0	256	114	67	47	32	260	965
Grand Total	18	371	244	155	788	11	254	20	26	311	206	362	8	1	577	218	108	82	62	470	2146
Apprch %	2.3	47.1	31	19.7		3.5	81.7	6.4	8.4		35.7	62.7	1.4	0.2		46.4	23	17.4	13.2		
Total %	0.8	17.3	11.4	7.2	36.7	0.5	11.8	0.9	1.2	14.5	9.6	16.9	0.4	0	26.9	10.2	5	3.8	2.9	21.9	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**4**	48	30	21	103	1	36	4	**5**	46	26	56	**1**	0	83	23	12	7	6	48	280
07:30 AM	1	47	**56**	**31**	135	2	**54**	3	2	**61**	**50**	**73**	1	0	**124**	35	12	7	10	64	**384**
07:45 AM	4	**76**	43	25	**148**	**6**	40	**5**	4	55	28	31	1	**1**	61	32	13	17	6	68	332
08:00 AM	3	52	21	17	93	0	22	0	1	23	26	44	1	0	71	**36**	**31**	**20**	**11**	**98**	285
Total Volume	12	223	150	94	479	9	152	12	12	185	130	204	4	1	339	126	68	51	33	278	1281
% App. Total	2.5	46.6	31.3	19.6		4.9	82.2	6.5	6.5		38.3	60.2	1.2	0.3		45.3	24.5	18.3	11.9		
PHF	.750	.734	.670	.758	.809	.375	.704	.600	.600	.758	.650	.699	1.000	.250	.683	.875	.548	.638	.750	.709	.834

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	**4**	48	30	21	103	1	36	4	**5**	46	26	56	**1**	0	83	23	12	7	6	48
+15 mins.	1	47	**56**	**31**	135	2	**54**	3	2	**61**	**50**	**73**	1	0	**124**	35	12	7	10	64
+30 mins.	4	**76**	43	25	**148**	**6**	40	**5**	4	55	28	31	1	**1**	61	32	13	17	6	68
+45 mins.	3	52	21	17	93	0	22	0	1	23	26	44	1	0	71	**36**	**31**	**20**	**11**	**98**
Total Volume	12	223	150	94	479	9	152	12	12	185	130	204	4	1	339	126	68	51	33	278
% App. Total	2.5	46.6	31.3	19.6		4.9	82.2	6.5	6.5		38.3	60.2	1.2	0.3		45.3	24.5	18.3	11.9	
PHF	.750	.734	.670	.758	.809	.375	.704	.600	.600	.758	.650	.699	1.000	.250	.683	.875	.548	.638	.750	.709

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
07:00 AM	0	2	3	0	5	0	2	0	1	3	2	2	0	0	4	3	0	1	0	4	16
07:15 AM	1	0	1	1	3	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	8
07:30 AM	0	2	4	0	6	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	9
07:45 AM	0	5	0	1	6	0	0	0	0	0	0	1	0	0	1	1	1	3	0	5	12
Total	1	9	8	2	20	0	2	1	1	4	3	7	0	0	10	5	2	4	0	11	45
08:00 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	10
08:15 AM	1	0	1	0	2	0	0	0	0	0	2	3	0	0	5	4	0	2	1	7	14
08:30 AM	0	5	2	1	8	0	0	0	0	0	0	1	0	0	1	1	1	3	1	6	15
08:45 AM	1	3	1	1	6	0	1	0	0	1	2	0	0	1	3	0	0	3	0	3	13
Total	2	11	5	2	20	0	1	0	0	1	4	7	0	1	12	6	1	10	2	19	52
Grand Total	3	20	13	4	40	0	3	1	1	5	7	14	0	1	22	11	3	14	2	30	97
Apprch %	7.5	50	32.5	10		0	60	20	20		31.8	63.6	0	4.5		36.7	10	46.7	6.7		
Total %	3.1	20.6	13.4	4.1	41.2	0	3.1	1	1	5.2	7.2	14.4	0	1	22.7	11.3	3.1	14.4	2.1	30.9	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	0	1	**1**	3	0	0	**1**	0	**1**	0	**3**	0	0	**3**	0	**1**	0	0	1	8
07:30 AM	0	2	**4**	0	**6**	0	0	0	0	0	**1**	1	0	0	2	**1**	0	0	0	1	9
07:45 AM	0	**5**	0	1	6	0	0	0	0	0	0	1	0	0	1	1	1	**3**	0	**5**	**12**
08:00 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	10
Total Volume	1	10	6	2	19	0	0	1	0	1	1	8	0	0	9	3	2	5	0	10	39
% App. Total	5.3	52.6	31.6	10.5		0	0	100	0		11.1	88.9	0	0		30	20	50	0		
PHF	.250	.500	.375	.500	.792	.000	.000	.250	.000	.250	.250	.667	.000	.000	.750	.750	.500	.417	.000	.500	.813

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
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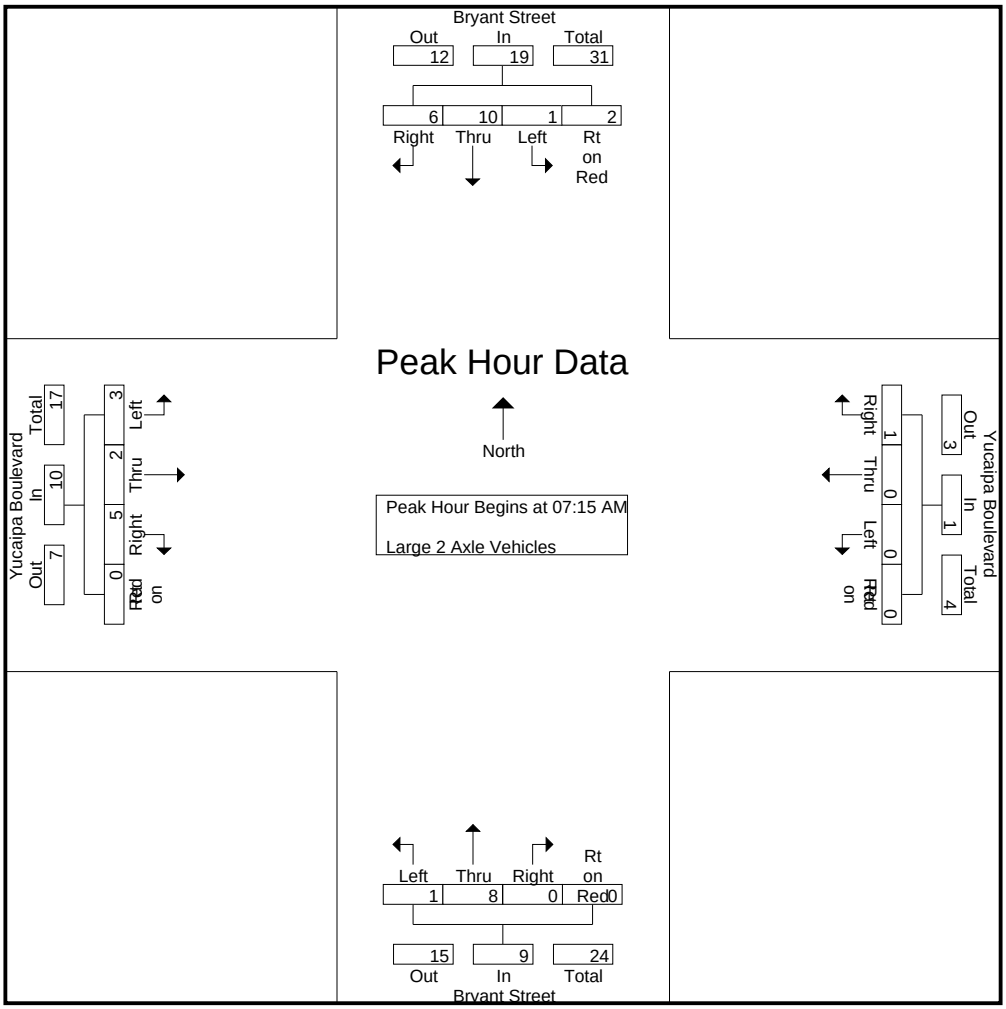

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	**1**	0	1	**1**	3	0	0	**1**	0	**1**	0	**3**	0	0	**3**	0	**1**	0	0	1
+15 mins.	0	2	**4**	0	**6**	0	0	0	0	0	**1**	1	0	0	2	**1**	0	0	0	1
+30 mins.	0	**5**	0	1	6	0	0	0	0	0	0	1	0	0	1	1	1	**3**	0	**5**
+45 mins.	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3
Total Volume	1	10	6	2	19	0	0	1	0	1	1	8	0	0	9	3	2	5	0	10
% App. Total	5.3	52.6	31.6	10.5		0	0	100	0		11.1	88.9	0	0		30	20	50	0	
PHF	.250	.500	.375	.500	.792	.000	.000	.250	.000	.250	.250	.667	.000	.000	.750	.750	.500	.417	.000	.500

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City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRYUAM
Site Code : 10043022
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Groups Printed- 3 Axle Vehicles

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	4
Grand Total	0	0	1	0	1	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	5
Apprch %	0	0	100	0		0	100	0	0		0	0	100	0		0	0	0	0		
Total %	0	0	20	0	20	0	20	0	0	20	0	0	60	0	60	0	0	0	0	0	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**3**
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
% App. Total	0	0	100	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.333

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Yucaipa
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File Name : YUCBRYUAM
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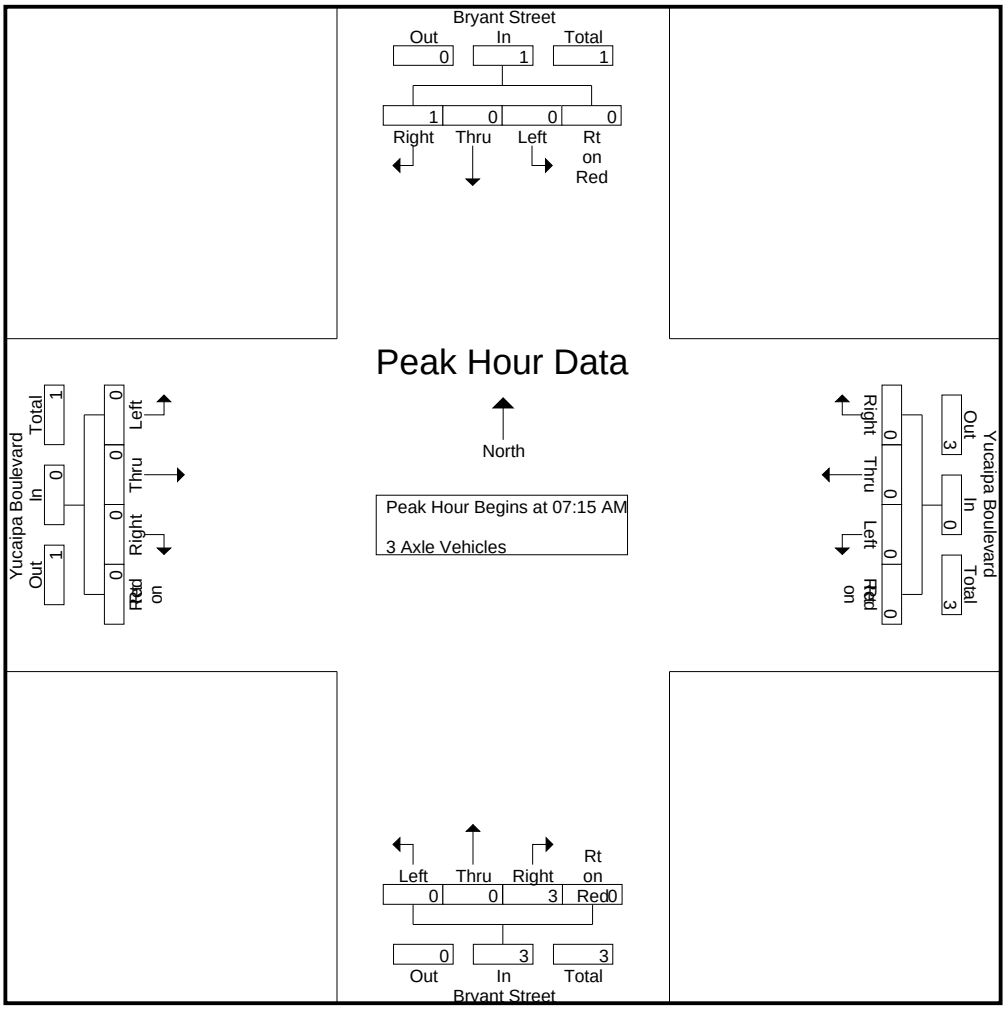

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
% App. Total	0	0	100	0		0	0	0	0		0	0	100	0		0	0	0	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000

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City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRYUAM
Site Code : 10043022
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Groups Printed- 4+ Axle Trucks

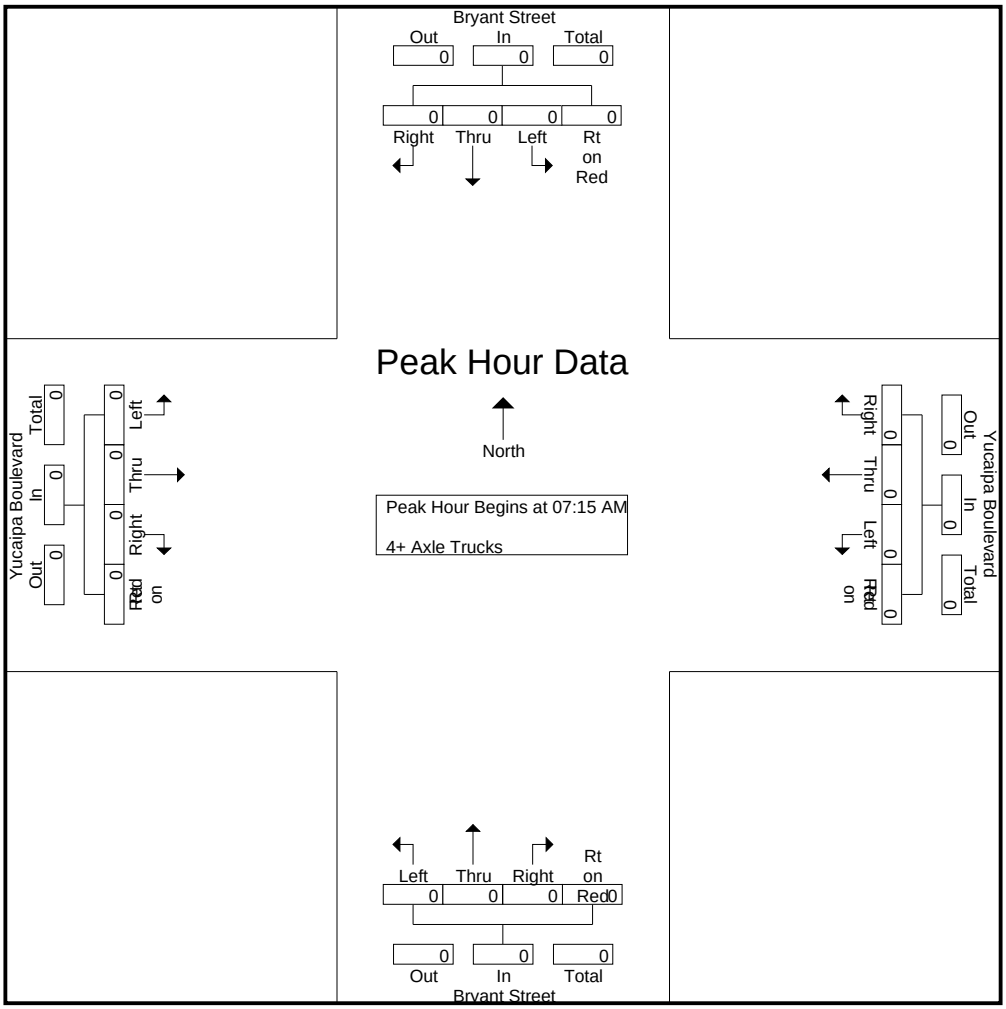
	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	1	2	5
Apprch %	0	0	100	0		0	0	0	0		0	0	0	100		50	0	0	50		
Total %	0	0	20	0	20	0	0	0	0	0	0	0	0	40	40	20	0	0	20	40	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Left	Thru	Right	Rt on Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUAM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Yucaipa
N/S: Bryant Street
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Site Code : 10043022
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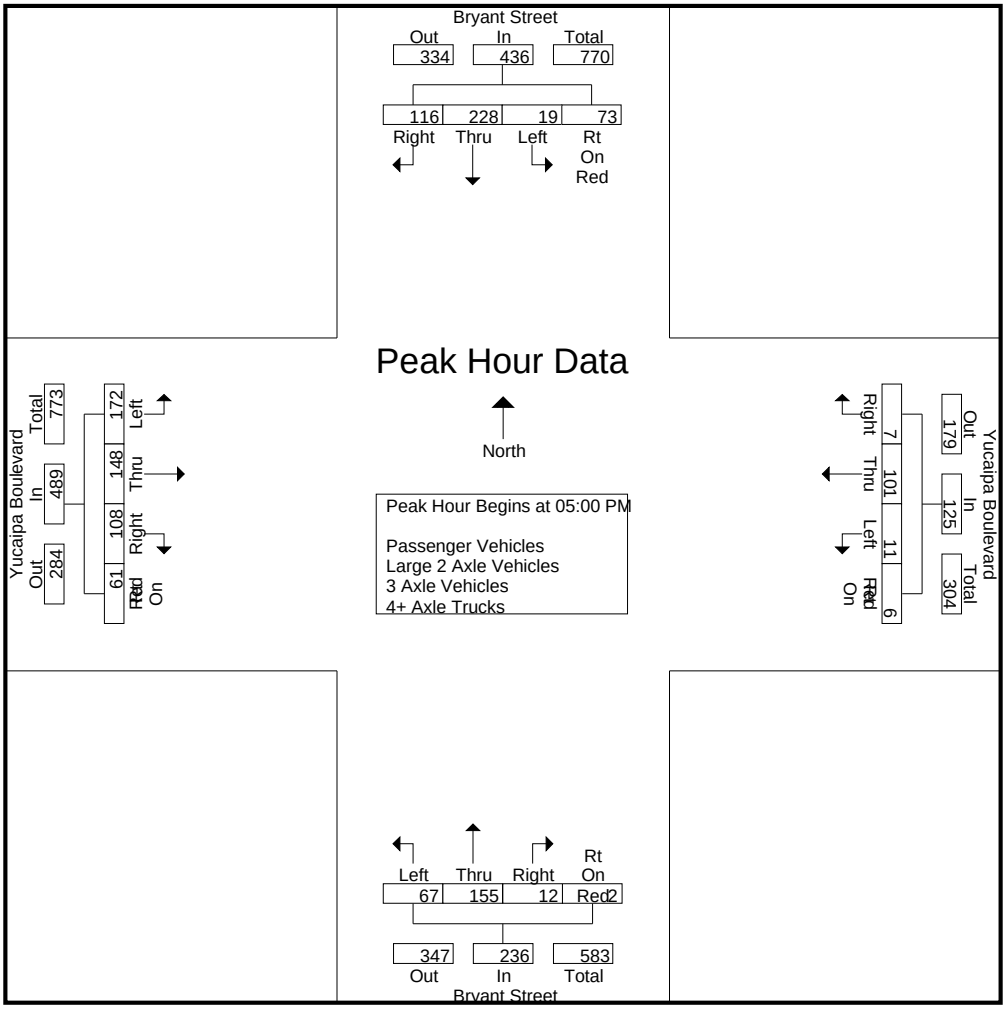
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	3	40	23	14	80	0	22	2	1	25	18	37	1	1	57	49	26	22	15	112	274
04:15 PM	2	44	22	13	81	1	16	1	2	20	17	44	5	1	67	47	50	29	11	137	305
04:30 PM	5	46	26	14	91	0	17	0	3	20	15	41	2	1	59	34	43	20	8	105	275
04:45 PM	2	61	26	16	105	1	26	3	0	30	17	37	3	0	57	41	30	22	14	107	299
Total	12	191	97	57	357	2	81	6	6	95	67	159	11	3	240	171	149	93	48	461	1153
05:00 PM	5	45	23	14	87	2	28	2	0	32	14	37	3	1	55	45	44	31	11	131	305
05:15 PM	5	65	37	19	126	2	27	2	2	33	17	42	3	0	62	40	36	22	14	112	333
05:30 PM	4	68	24	27	123	5	16	2	0	23	14	44	4	0	62	52	33	25	22	132	340
05:45 PM	5	50	32	13	100	2	30	1	4	37	22	32	2	1	57	35	35	30	14	114	308
Total	19	228	116	73	436	11	101	7	6	125	67	155	12	2	236	172	148	108	61	489	1286
Grand Total	31	419	213	130	793	13	182	13	12	220	134	314	23	5	476	343	297	201	109	950	2439
Apprch %	3.9	52.8	26.9	16.4		5.9	82.7	5.9	5.5		28.2	66	4.8	1.1		36.1	31.3	21.2	11.5		
Total %	1.3	17.2	8.7	5.3	32.5	0.5	7.5	0.5	0.5	9	5.5	12.9	0.9	0.2	19.5	14.1	12.2	8.2	4.5	39	
Passenger Vehicles	31	411	208	129	779	13	180	13	12	218	134	310	21	5	470	339	292	198	106	935	2402
% Passenger Vehicles	100	98.1	97.7	99.2	98.2	100	98.9	100	100	99.1	100	98.7	91.3	100	98.7	98.8	98.3	98.5	97.2	98.4	98.5
Large 2 Axle Vehicles	0	8	3	1	12	0	2	0	0	2	0	4	0	0	4	4	5	3	3	15	33
% Large 2 Axle Vehicles	0	1.9	1.4	0.8	1.5	0	1.1	0	0	0.9	0	1.3	0	0	0.8	1.2	1.7	1.5	2.8	1.6	1.4
3 Axle Vehicles	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
% 3 Axle Vehicles	0	0	0.9	0	0.3	0	0	0	0	0	0	0	8.7	0	0.4	0	0	0	0	0	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**5**	45	23	14	87	2	28	**2**	0	32	14	37	3	**1**	55	45	**44**	**31**	11	131	305
05:15 PM	5	65	**37**	19	**126**	2	27	2	2	33	17	42	3	0	**62**	40	36	22	14	112	333
05:30 PM	4	**68**	24	**27**	123	**5**	16	2	0	23	14	**44**	**4**	0	62	**52**	33	25	**22**	**132**	**340**
05:45 PM	5	50	32	13	100	2	**30**	1	**4**	**37**	**22**	32	2	1	57	35	35	30	14	114	308
Total Volume	19	228	116	73	436	11	101	7	6	125	67	155	12	2	236	172	148	108	61	489	1286
% App. Total	4.4	52.3	26.6	16.7		8.8	80.8	5.6	4.8		28.4	65.7	5.1	0.8		35.2	30.3	22.1	12.5		

PHF	.950	.838	.784	.676	.865	.550	.842	.875	.375	.845	.761	.881	.750	.500	.952	.827	.841	.871	.693	.926	.946



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

Peak Hour for Each Approach Begins at:

	04:45 PM					05:00 PM					04:00 PM					05:00 PM				
+0 mins.	2	61	26	16	105	2	28	**2**	0	32	**18**	37	1	**1**	57	45	**44**	**31**	11	131
+15 mins.	**5**	45	23	14	87	2	27	2	2	33	17	**44**	**5**	1	**67**	40	36	22	14	112
+30 mins.	5	65	**37**	19	**126**	**5**	16	2	0	23	15	41	2	1	59	**52**	33	25	**22**	**132**
+45 mins.	4	**68**	24	**27**	123	2	**30**	1	**4**	**37**	17	37	3	0	57	35	35	30	14	114
Total Volume	16	239	110	76	441	11	101	7	6	125	67	159	11	3	240	172	148	108	61	489
% App. Total	3.6	54.2	24.9	17.2		8.8	80.8	5.6	4.8		27.9	66.2	4.6	1.2		35.2	30.3	22.1	12.5	
PHF	.800	.879	.743	.704	.875	.550	.842	.875	.375	.845	.931	.903	.550	.750	.896	.827	.841	.871	.693	.926

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File Name : YUCBRYUPM
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Start Date : 2/17/2010
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Groups Printed- Passenger Vehicles

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	3	37	23	13	76	0	22	2	1	25	18	37	1	1	57	49	26	22	12	109	267
04:15 PM	2	42	22	13	79	1	15	1	2	19	17	44	3	1	65	47	48	29	11	135	298
04:30 PM	5	44	26	14	89	0	17	0	3	20	15	40	2	1	58	34	43	19	8	104	271
04:45 PM	2	60	25	16	103	1	25	3	0	29	17	36	3	0	56	41	30	22	14	107	295
Total	12	183	96	56	347	2	79	6	6	93	67	157	9	3	236	171	147	92	45	455	1131
05:00 PM	5	45	23	14	87	2	28	2	0	32	14	37	3	1	55	45	43	30	11	129	303
05:15 PM	5	65	36	19	125	2	27	2	2	33	17	42	3	0	62	38	36	22	14	110	330
05:30 PM	4	68	21	27	120	5	16	2	0	23	14	44	4	0	62	51	31	25	22	129	334
05:45 PM	5	50	32	13	100	2	30	1	4	37	22	30	2	1	55	34	35	29	14	112	304
Total	19	228	112	73	432	11	101	7	6	125	67	153	12	2	234	168	145	106	61	480	1271
Grand Total	31	411	208	129	779	13	180	13	12	218	134	310	21	5	470	339	292	198	106	935	2402
Apprch %	4	52.8	26.7	16.6		6	82.6	6	5.5		28.5	66	4.5	1.1		36.3	31.2	21.2	11.3		
Total %	1.3	17.1	8.7	5.4	32.4	0.5	7.5	0.5	0.5	9.1	5.6	12.9	0.9	0.2	19.6	14.1	12.2	8.2	4.4	38.9	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**5**	45	23	14	87	2	28	**2**	0	32	14	37	3	**1**	55	45	**43**	**30**	11	**129**	303
05:15 PM	5	65	**36**	19	**125**	2	27	2	2	33	17	42	3	0	**62**	38	36	22	14	110	330
05:30 PM	4	**68**	21	**27**	120	**5**	16	2	0	23	14	**44**	**4**	0	62	**51**	31	25	**22**	129	**334**
05:45 PM	5	50	32	13	100	2	**30**	1	**4**	**37**	**22**	30	2	1	55	34	35	29	14	112	304
Total Volume	19	228	112	73	432	11	101	7	6	125	67	153	12	2	234	168	145	106	61	480	1271
% App. Total	4.4	52.8	25.9	16.9		8.8	80.8	5.6	4.8		28.6	65.4	5.1	0.9		35	30.2	22.1	12.7		
PHF	.950	.838	.778	.676	.864	.550	.842	.875	.375	.845	.761	.869	.750	.500	.944	.824	.843	.883	.693	.930	.951

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRYUPM
Site Code : 10043022
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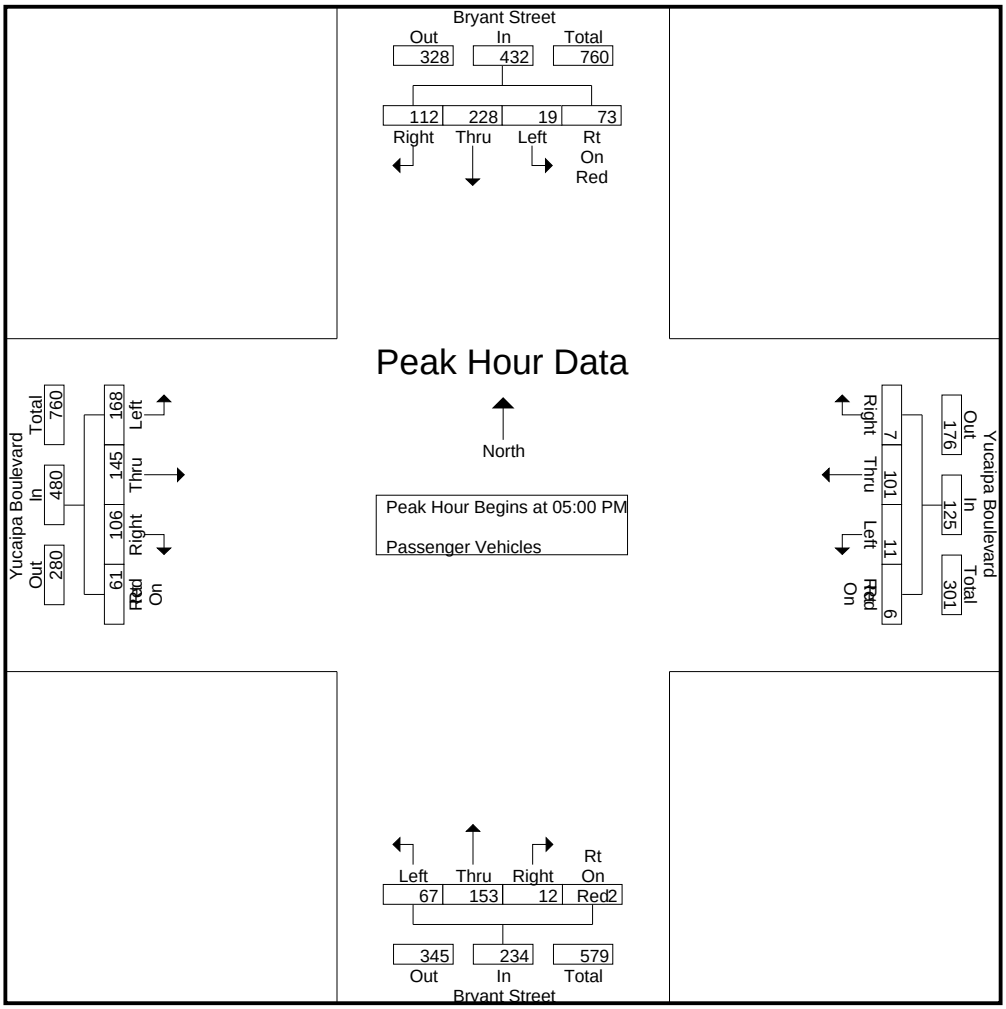

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	**5**	45	23	14	87	2	28	**2**	0	32	14	37	3	**1**	55	45	**43**	**30**	11	**129**
+15 mins.	5	65	**36**	19	**125**	2	27	2	2	33	17	42	3	0	**62**	38	36	22	14	110
+30 mins.	4	**68**	21	**27**	120	**5**	16	2	0	23	14	**44**	**4**	0	62	**51**	31	25	**22**	129
+45 mins.	5	50	32	13	100	2	**30**	1	**4**	**37**	**22**	30	2	1	55	34	35	29	14	112
Total Volume	19	228	112	73	432	11	101	7	6	125	67	153	12	2	234	168	145	106	61	480
% App. Total	4.4	52.8	25.9	16.9		8.8	80.8	5.6	4.8		28.6	65.4	5.1	0.9		35	30.2	22.1	12.7	
PHF	.950	.838	.778	.676	.864	.550	.842	.875	.375	.845	.761	.869	.750	.500	.944	.824	.843	.883	.693	.930

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File Name : YUCBRYUPM
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Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
04:45 PM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	8	1	1	10	0	2	0	0	2	0	2	0	0	2	0	2	1	3	6	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	4
Total	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	3	2	0	9	13
Grand Total	0	8	3	1	12	0	2	0	0	2	0	4	0	0	4	4	5	3	3	15	33
Apprch %	0	66.7	25	8.3		0	100	0	0		0	100	0	0		26.7	33.3	20	20		
Total %	0	24.2	9.1	3	36.4	0	6.1	0	0	6.1	0	12.1	0	0	12.1	12.1	15.2	9.1	9.1	45.5	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	2
05:30 PM	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	1	**2**	0	0	**3**	**5**
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	1	0	1	0	2	4
Total Volume	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	3	2	0	9	13
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		44.4	33.3	22.2	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.375	.500	.000	.750	.650

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Start Date : 2/17/2010
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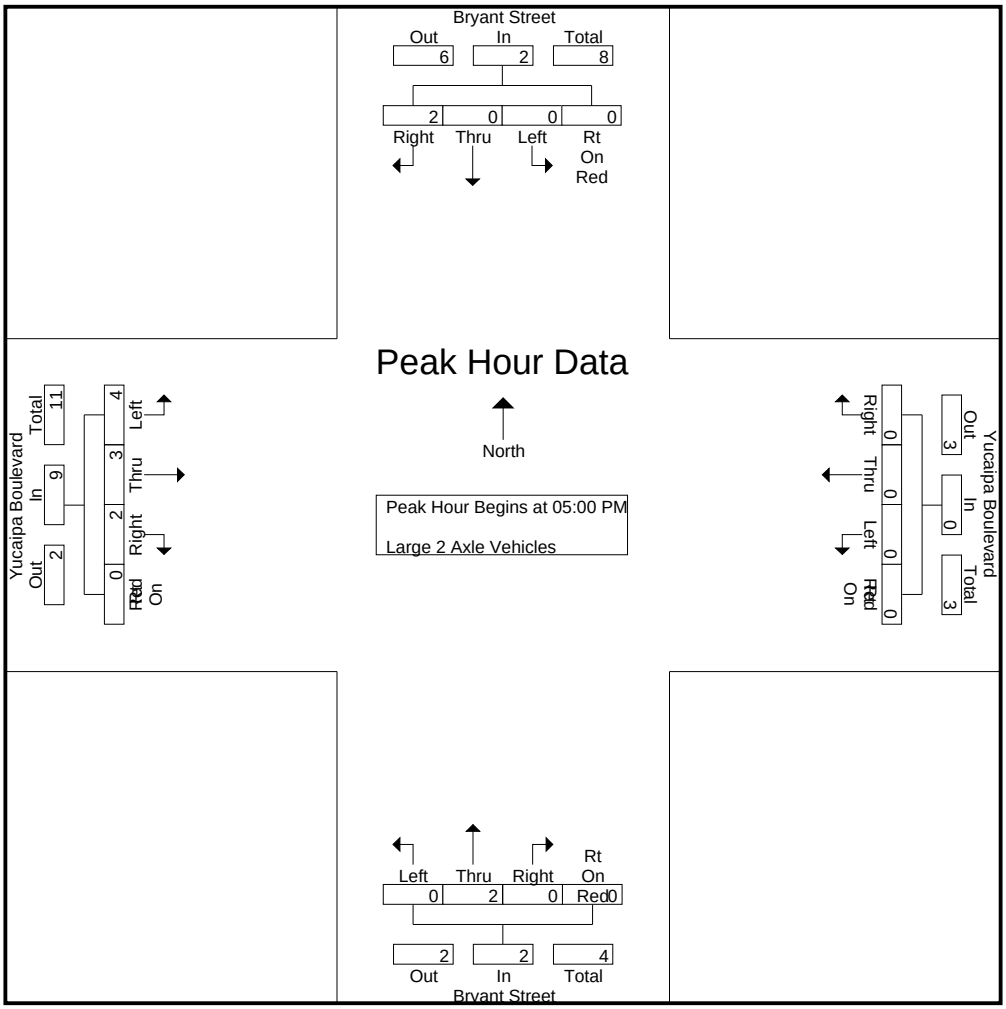

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2
+30 mins.	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	1	**2**	0	0	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	1	0	1	0	2
Total Volume	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	4	3	2	0	9
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		44.4	33.3	22.2	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500	.375	.500	.000	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUPM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Apprch %	0	0	100	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	0	50	0	50	0	0	0	0	0	0	0	50	0	50	0	0	0	0	0	

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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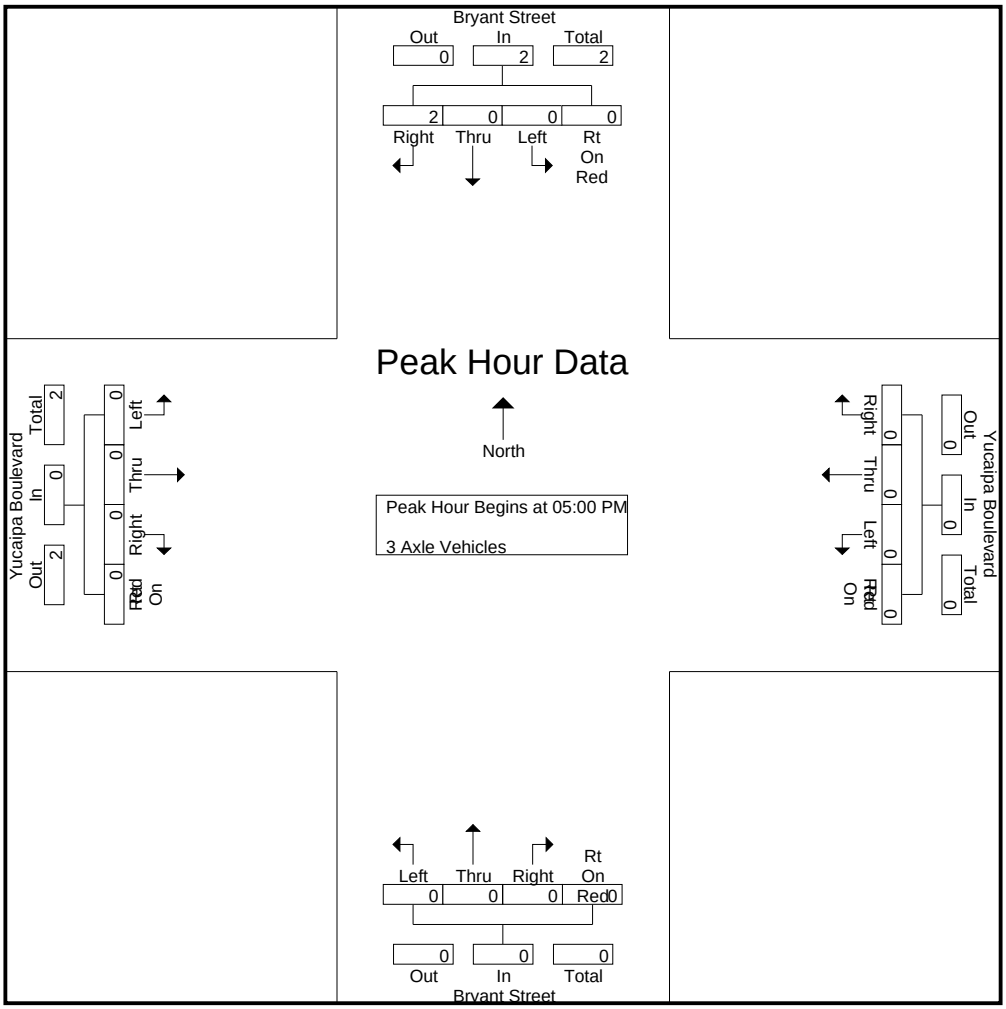
City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUPM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 2



Peak Hour Analysis From 05:00 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					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Yucaipa
N/S: Bryant Street
E/W: Yucaipa Boulevard
Weather: Sunny

File Name : YUCBRYUPM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					Yucaipa Boulevard Westbound					Bryant Street Northbound					Yucaipa Boulevard Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Yucaipa
N/S: Bryant Street
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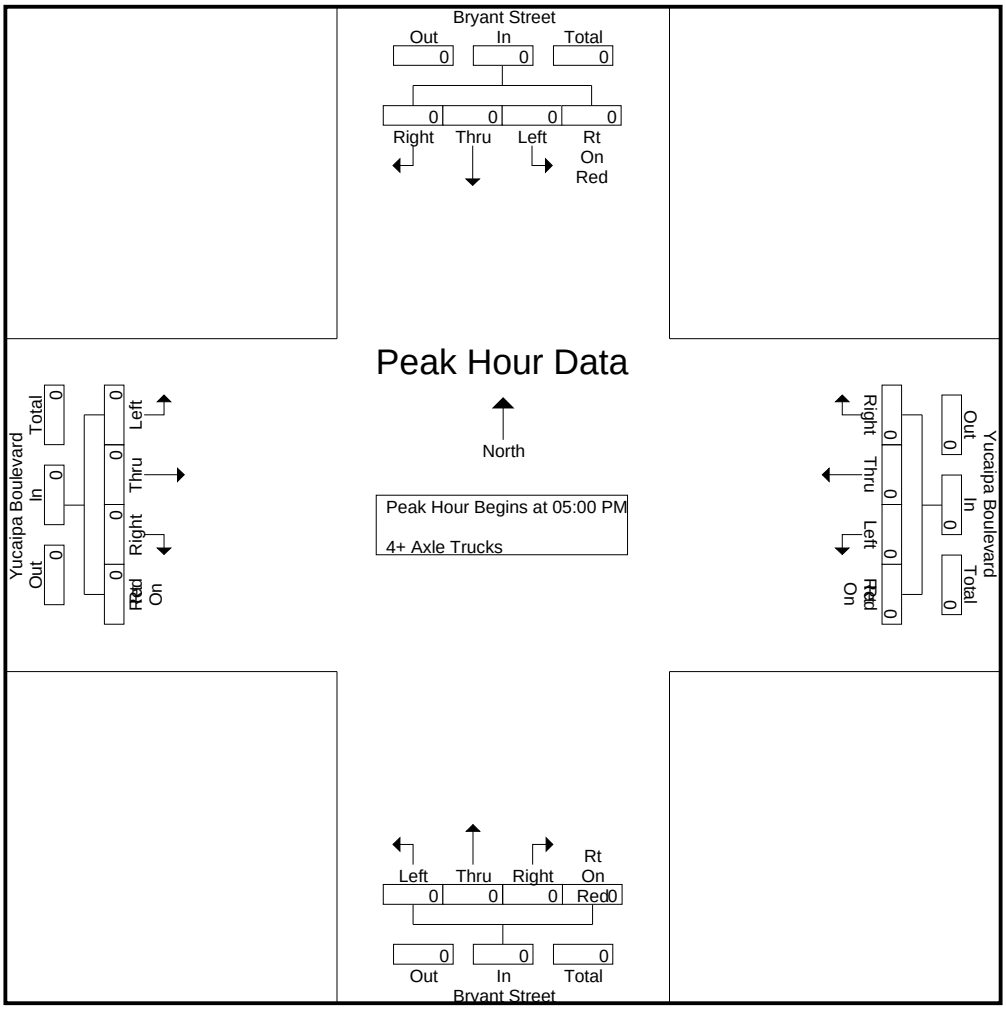
File Name : YUCBRYUPM
Site Code : 10043022
Start Date : 2/17/2010
Page No : 2



Peak Hour Analysis From 05:00 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					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_013 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Oak Glen Rd			Oak Glen Rd			Avenue E			Avenue E			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
7:00 AM	4	62	15	8	191	5	8	11	4	96	40	9	453
7:15 AM	3	58	20	3	198	4	10	23	6	96	96	20	537
7:30 AM	4	73	15	8	160	5	10	39	6	94	120	41	575
7:45 AM	1	80	27	10	157	8	6	39	3	81	44	18	474
8:00 AM	3	82	14	14	148	6	5	16	1	52	28	9	378
8:15 AM	4	71	19	1	129	9	6	24	6	42	35	15	361
8:30 AM	14	93	27	5	142	6	14	24	3	50	46	13	437
8:45 AM	2	79	22	8	80	2	12	26	5	52	25	7	320
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	598	159	57	1205	45	71	202	34	563	434	132	3535
APPROACH %'s :	4.42%	75.51%	20.08%	4.36%	92.20%	3.44%	23.13%	65.80%	11.07%	49.87%	38.44%	11.69%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	12	273	77	29	706	22	34	112	19	367	300	88	2039
PEAK HR FACTOR :		0.838			0.923			0.750			0.740		0.887

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_013 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Oak Glen Rd			Oak Glen Rd			Avenue E			Avenue E			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	1	1	1	
4:00 PM	9	160	60	25	76	4	8	35	6	20	20	12	435
4:15 PM	4	185	63	18	68	4	10	32	4	23	21	20	452
4:30 PM	3	196	82	17	86	12	8	25	5	30	26	9	499
4:45 PM	8	190	63	14	102	9	8	25	5	31	25	16	496
5:00 PM	6	192	56	7	104	6	7	32	1	22	16	16	465
5:15 PM	5	246	92	23	117	9	7	37	3	37	32	23	631
5:30 PM	1	178	50	18	107	8	10	32	1	33	34	23	495
5:45 PM	2	271	90	17	105	10	12	32	1	39	16	15	610
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	38	1618	556	139	765	62	70	250	26	235	190	134	4083
APPROACH %'s :	1.72%	73.15%	25.14%	14.39%	79.19%	6.42%	20.23%	72.25%	7.51%	42.04%	33.99%	23.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	14	887	288	65	433	33	36	133	6	131	98	77	2201
PEAK HR FACTOR :		0.819			0.891			0.931			0.832		0.872

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_017 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

AM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			Outer 10 Highway S			Outer 10 Highway S			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	0	0	
7:00 AM	4	25			54	17	15		6				121
7:15 AM	3	22			50	38	10		7				130
7:30 AM	4	11			47	45	13		3				123
7:45 AM	3	17			46	40	12		5				123
8:00 AM	3	24			51	13	17		2				110
8:15 AM	2	24			20	17	12		3				78
8:30 AM	7	40			33	9	21		7				117
8:45 AM	4	28			19	18	16		5				90
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	191	0	0	320	197	116	0	38	0	0	0	892
APPROACH %'s :	13.57%	86.43%	0.00%	0.00%	61.90%	38.10%	75.32%	0.00%	24.68%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	14	75	0	0	197	140	50	0	21	0	0	0	497
PEAK HR FACTOR :		0.767			0.916			0.845			0.000		0.956

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_017 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

PM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			Outer 10 Highway S			Outer 10 Highway S			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	1	0	0	0	0	
4:00 PM	0	53			22	14	25		3				117
4:15 PM	3	44			26	22	18		6				119
4:30 PM	3	46			21	13	28		8				119
4:45 PM	5	70			35	13	12		6				141
5:00 PM	4	41			27	13	30		6				121
5:15 PM	1	60			36	12	26		9				144
5:30 PM	0	48			32	4	28		5				117
5:45 PM	4	59			18	9	20		5				115
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	421	0	0	217	100	187	0	48	0	0	0	993
APPROACH %'s :	4.54%	95.46%	0.00%	0.00%	68.45%	31.55%	79.57%	0.00%	20.43%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	13	217	0	0	119	51	96	0	29	0	0	0	525
PEAK HR FACTOR :		0.767			0.885			0.868			0.000		0.911

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_018 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

AM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1.5	0.5	1	0	0	0	
7:00 AM		27	15	79	66		66	0	6				259
7:15 AM		20	12	74	88		63	0	1				258
7:30 AM		19	4	63	84		70	0	4				244
7:45 AM		22	10	60	79		79	0	6				256
8:00 AM		21	15	53	63		87	0	1				240
8:15 AM		31	8	41	37		97	1	0				215
8:30 AM		49	14	42	38		89	1	3				236
8:45 AM		32	12	36	31		89	0	7				207
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	221	90	448	486	0	640	2	28	0	0	0	1915
APPROACH %'s :	0.00%	71.06%	28.94%	47.97%	52.03%	0.00%	95.52%	0.30%	4.18%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	88	41	276	317	0	278	0	17	0	0	0	1017
PEAK HR FACTOR :		0.768			0.915			0.868			0.000		0.982

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_018 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

PM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1.5	0.5	1	0	0	0	
4:00 PM		58	20	59	32		248	0	6				423
4:15 PM		46	16	47	38		293	0	12				452
4:30 PM		56	18	64	28		283	0	6				455
4:45 PM		66	16	53	39		322	0	10				506
5:00 PM		53	17	57	33		302	0	6				468
5:15 PM		70	18	63	40		352	0	5				548
5:30 PM		60	15	68	30		301	1	6				481
5:45 PM		60	21	55	22		322	0	5				485
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	469	141	466	262	0	2423	1	56	0	0	0	3818
APPROACH %'s :	0.00%	76.89%	23.11%	64.01%	35.99%	0.00%	97.70%	0.04%	2.26%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	249	66	241	142	0	1277	1	27	0	0	0	2003
PEAK HR FACTOR :		0.895			0.930			0.914			0.000		0.914

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_019 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

AM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	1.5	1.5	0	0	0	0.3	0.3	1.3	
7:00 AM	4	91			132	348				13	1	85	674
7:15 AM	3	74			153	360				19	1	78	688
7:30 AM	2	93			128	337				13	2	85	660
7:45 AM	3	98			120	276				18	0	48	563
8:00 AM	4	99			100	228				15	1	40	487
8:15 AM	6	120			70	229				12	0	45	482
8:30 AM	1	140			73	249				10	1	77	551
8:45 AM	4	115			53	191				11	0	60	434
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	830	0	0	829	2218	0	0	0	111	6	518	4539
APPROACH %'s :	3.15%	96.85%	0.00%	0.00%	27.21%	72.79%	#DIV/0!	#DIV/0!	#DIV/0!	17.48%	0.94%	81.57%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	12	356	0	0	533	1321	0	0	0	63	4	296	2585
PEAK HR FACTOR :		0.911			0.904			0.000			0.908		0.939

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_019 **Day:** WEDNESDAY

City: City of Redlands **Date:** 1/30/2013

PM

NS/EW Streets:	Live Oak Canyon Rd			Live Oak Canyon Rd			I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	1.5	1.5	0	0	0	0.3	0.3	1.3	
4:00 PM	4	302			85	125				10	0	52	578
4:15 PM	3	322			71	77				7	0	52	532
4:30 PM	4	336			83	126				15	1	79	644
4:45 PM	8	372			83	111				7	1	87	669
5:00 PM	6	353			87	115				7	0	71	639
5:15 PM	2	407			87	164				19	0	63	742
5:30 PM	6	358			83	124				9	0	61	641
5:45 PM	6	388			73	116				10	0	78	671
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	2838	0	0	652	958	0	0	0	84	2	543	5116
APPROACH %'s :	1.36%	98.64%	0.00%	0.00%	40.50%	59.50%	#DIV/0!	#DIV/0!	#DIV/0!	13.35%	0.32%	86.33%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	20	1468	0	0	340	516	0	0	0	48	2	300	2694
PEAK HR FACTOR :		0.910			0.853			0.000			0.921		0.908

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_020 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Live Oak Cyn Rd/Oak Glen Rd			Live Oak Cyn Rd/Oak Glen Rd			Arlington Ave/14th St/Calimesa Blvd			Arlington Ave/14th St/Calimesa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	1.5	0.5	1	1	1	2	0.5	0.5	
7:00 AM	64	82	26	0	292	5	0	6	28	153	34	15	705
7:15 AM	43	96	17	10	333	6	1	11	39	148	61	29	794
7:30 AM	44	113	15	10	299	11	2	28	34	132	49	32	769
7:45 AM	39	98	16	13	252	10	2	24	28	116	52	8	658
8:00 AM	23	90	25	9	204	6	3	21	22	98	26	15	542
8:15 AM	31	105	30	7	193	5	7	14	21	89	23	9	534
8:30 AM	61	119	31	11	202	6	3	10	22	91	24	6	586
8:45 AM	45	112	24	5	154	6	2	14	16	82	38	7	505
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	350	815	184	65	1929	55	20	128	210	909	307	121	5093
APPROACH %'s :	25.95%	60.42%	13.64%	3.17%	94.14%	2.68%	5.59%	35.75%	58.66%	67.99%	22.96%	9.05%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	190	389	74	33	1176	32	5	69	129	549	196	84	2926
PEAK HR FACTOR :		0.949			0.889			0.793			0.871		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_021 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Oak Glen Rd			Oak Glen Rd			Colorado Rd			Colorado Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	0	1	0	
7:00 AM		89	1	0	293					23		0	406
7:15 AM		74	7	0	299					16		0	396
7:30 AM		89	1	0	267					18		4	379
7:45 AM		106	5	2	232					13		1	359
8:00 AM		106	4	1	204					7		1	323
8:15 AM		85	7	2	171					16		1	282
8:30 AM		141	3	0	198					7		2	351
8:45 AM		94	7	3	132					9		0	245
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	784	35	8	1796	0	0	0	0	109	0	9	2741
APPROACH %'s :	0.00%	95.73%	4.27%	0.44%	99.56%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	92.37%	0.00%	7.63%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	358	14	2	1091	0	0	0	0	70	0	5	1540
PEAK HR FACTOR :		0.838			0.914			0.000			0.815		0.948

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_021 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Oak Glen Rd			Oak Glen Rd			Colorado Rd			Colorado Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	0	1	0	
4:00 PM		225	16	1	103					13		3	361
4:15 PM		249	20	1	95					7		4	376
4:30 PM		276	19	3	120					10		3	431
4:45 PM		252	14	1	132					3		1	403
5:00 PM		261	12	3	129					6		1	412
5:15 PM		340	21	2	147					8		3	521
5:30 PM		228	16	1	147					5		1	398
5:45 PM		353	22	1	137					9		1	523
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2184	140	13	1010	0	0	0	0	61	0	17	3425
APPROACH %'s :	0.00%	93.98%	6.02%	1.27%	98.73%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	78.21%	0.00%	21.79%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1182	71	7	560	0	0	0	0	28	0	6	1854
PEAK HR FACTOR :		0.835			0.951			0.000			0.773		0.886

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_020 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Live Oak Cyn Rd/Oak Glen Rd			Live Oak Cyn Rd/Oak Glen Rd			Arlington Ave/14th St/Calimesa Blvd			Arlington Ave/14th St/Calimesa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	1	1	1.5	0.5	1	1	1	2	0.5	0.5	
4:00 PM	15	229	107	9	119	5	10	24	28	56	23	10	635
4:15 PM	28	257	92	10	91	4	9	30	29	34	22	7	613
4:30 PM	41	277	95	9	132	3	13	30	33	37	28	12	710
4:45 PM	51	283	122	9	123	9	3	39	33	35	25	7	739
5:00 PM	44	272	111	12	123	7	7	35	37	45	20	11	724
5:15 PM	22	311	135	16	153	9	8	30	45	49	15	14	807
5:30 PM	21	292	109	9	151	1	4	23	25	35	13	12	695
5:45 PM	28	333	100	2	133	4	10	21	20	31	12	4	698
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	250	2254	871	76	1025	42	64	232	250	322	158	77	5621
APPROACH %'s :	7.41%	66.79%	25.81%	6.65%	89.68%	3.67%	11.72%	42.49%	45.79%	57.81%	28.37%	13.82%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	158	1143	463	46	531	28	31	134	148	166	88	44	2980
PEAK HR FACTOR :		0.942			0.850			0.943			0.955		0.923

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_022 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Chapman Heights Rd			Chapman Heights Rd			Oak Glen Rd			Oak Glen Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	1	0.5	0.5	1	2	0	1	2	0	
7:00 AM	17	4	1	16	4	19	17	63	3	9	202	37	392
7:15 AM	27	16	3	43	6	23	13	86	7	11	189	81	505
7:30 AM	15	8	32	4	8	99	5	150	7	82	13	176	599
7:45 AM	6	2	32	0	0	107	0	96	9	146	2	209	609
8:00 AM	8	5	10	47	26	38	14	99	9	16	145	51	468
8:15 AM	13	1	2	7	1	13	17	51	3	8	116	27	259
8:30 AM	7	4	3	9	6	13	16	51	2	3	120	24	258
8:45 AM	10	1	3	8	3	13	8	47	3	6	93	19	214
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	103	41	86	134	54	325	90	643	43	281	880	624	3304
APPROACH %'s :	44.78%	17.83%	37.39%	26.12%	10.53%	63.35%	11.60%	82.86%	5.54%	15.74%	49.30%	34.96%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	56	31	77	94	40	267	32	431	32	255	349	517	2181
PEAK HR FACTOR :		0.745			0.903			0.764			0.785		0.895

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_022 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Chapman Heights Rd			Chapman Heights Rd			Oak Glen Rd			Oak Glen Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0.5	0.5	1	0.5	0.5	1	2	0	1	2	0	
4:00 PM	6	5	5	27	7	11	10	96	2	3	82	25	279
4:15 PM	13	4	5	39	6	15	19	135	10	3	49	26	324
4:30 PM	5	3	2	25	9	14	21	159	12	7	88	24	369
4:45 PM	9	5	4	34	3	18	18	162	12	5	84	29	383
5:00 PM	8	1	3	44	10	15	23	168	19	6	84	22	403
5:15 PM	6	4	3	41	11	8	32	194	14	5	82	18	418
5:30 PM	10	3	5	40	11	18	27	190	13	8	69	15	409
5:45 PM	5	4	4	26	7	17	25	196	15	6	74	20	399
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	29	31	276	64	116	175	1300	97	43	612	179	2984
APPROACH %'s :	50.82%	23.77%	25.41%	60.53%	14.04%	25.44%	11.13%	82.70%	6.17%	5.16%	73.38%	21.46%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	29	12	15	151	39	58	107	748	61	25	309	75	1629
PEAK HR FACTOR :		0.778			0.899			0.954			0.913		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_023 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	5th St			5th St			Oak Glen Rd			Oak Glen Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
7:00 AM	47		20					55	13	13	198		346
7:15 AM	65		40					107	21	24	242		499
7:30 AM	120		53					104	120	24	234		655
7:45 AM	76		78					79	61	54	187		535
8:00 AM	35		36					95	55	23	144		388
8:15 AM	25		10					48	8	33	123		247
8:30 AM	19		12					47	15	23	116		232
8:45 AM	31		13					49	9	15	76		193
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	418	0	262	0	0	0	0	584	302	209	1320	0	3095
APPROACH %'s :	61.47%	0.00%	38.53%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	65.91%	34.09%	13.67%	86.33%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	296	0	207	0	0	0	0	385	257	125	807	0	2077
PEAK HR FACTOR :		0.727			0.000			0.717			0.876		0.793

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_023 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	5th St			5th St			Oak Glen Rd			Oak Glen Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
4:00 PM	19		36					97	40	19	93		304
4:15 PM	18		41					131	37	25	59		311
4:30 PM	23		24					134	40	18	92		331
4:45 PM	17		26					148	35	29	107		362
5:00 PM	23		35					167	48	28	88		389
5:15 PM	25		28					169	51	20	77		370
5:30 PM	17		36					182	48	32	73		388
5:45 PM	14		20					179	48	31	83		375
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	156	0	246	0	0	0	0	1207	347	202	672	0	2830
APPROACH %'s :	38.81%	0.00%	61.19%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	77.67%	22.33%	23.11%	76.89%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	79	0	119	0	0	0	0	697	195	111	321	0	1522
PEAK HR FACTOR :		0.853			0.000			0.970			0.931		0.978

CONTROL : Signalized

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryan Street
E/W: Oak Glen Road
Weather: Sunny

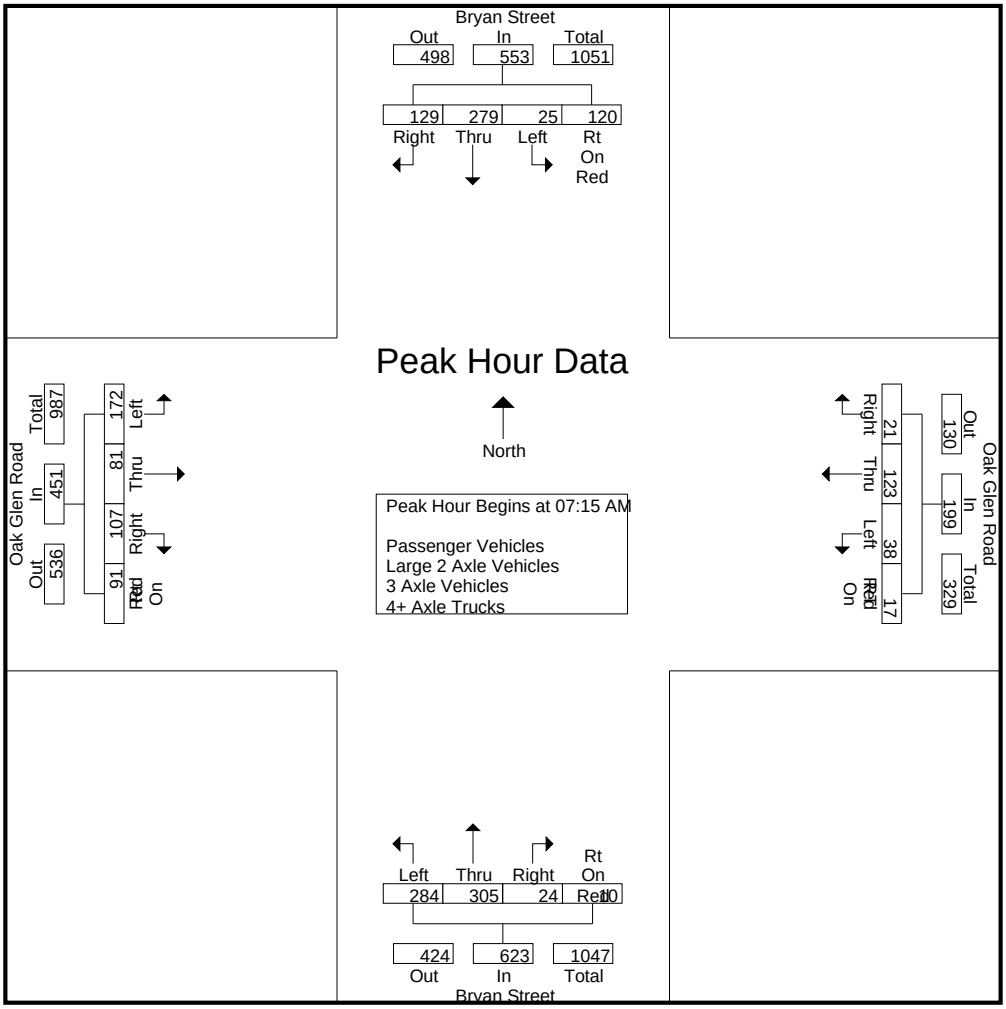
File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	4	36	36	29	105	7	29	0	5	41	68	56	2	1	127	18	11	7	10	46	319
07:15 AM	1	58	40	29	128	8	45	5	6	64	106	89	3	2	200	44	18	20	15	97	489
07:30 AM	5	97	36	41	179	14	38	8	7	67	73	109	5	0	187	29	18	38	35	120	553
07:45 AM	14	71	28	27	140	12	21	4	2	39	51	49	9	3	112	60	28	33	25	146	437
Total	24	262	140	126	552	41	133	17	20	211	298	303	19	6	626	151	75	98	85	409	1798
08:00 AM	5	53	25	23	106	4	19	4	2	29	54	58	7	5	124	39	17	16	16	88	347
08:15 AM	3	85	27	14	129	9	29	4	4	46	80	50	4	2	136	15	16	14	25	70	381
08:30 AM	12	68	40	32	152	11	44	4	2	61	63	47	3	5	118	20	19	15	13	67	398
08:45 AM	8	52	22	24	106	6	15	1	1	23	27	47	6	2	82	22	25	19	14	80	291
Total	28	258	114	93	493	30	107	13	9	159	224	202	20	14	460	96	77	64	68	305	1417
Grand Total	52	520	254	219	1045	71	240	30	29	370	522	505	39	20	1086	247	152	162	153	714	3215
Apprch %	5	49.8	24.3	21		19.2	64.9	8.1	7.8		48.1	46.5	3.6	1.8		34.6	21.3	22.7	21.4		
Total %	1.6	16.2	7.9	6.8	32.5	2.2	7.5	0.9	0.9	11.5	16.2	15.7	1.2	0.6	33.8	7.7	4.7	5	4.8	22.2	
Passenger Vehicles	50	496	247	215	1008	70	232	30	27	359	502	488	37	20	1047	225	136	156	151	668	3082
% Passenger Vehicles	96.2	95.4	97.2	98.2	96.5	98.6	96.7	100	93.1	97	96.2	96.6	94.9	100	96.4	91.1	89.5	96.3	98.7	93.6	95.9
Large 2 Axle Vehicles	1	18	2	1	22	0	5	0	2	7	17	10	0	0	27	11	5	5	1	22	78
% Large 2 Axle Vehicles	1.9	3.5	0.8	0.5	2.1	0	2.1	0	6.9	1.9	3.3	2	0	0	2.5	4.5	3.3	3.1	0.7	3.1	2.4
3 Axle Vehicles	0	2	3	2	7	1	1	0	0	2	1	4	0	0	5	6	3	1	0	10	24
% 3 Axle Vehicles	0	0.4	1.2	0.9	0.7	1.4	0.4	0	0	0.5	0.2	0.8	0	0	0.5	2.4	2	0.6	0	1.4	0.7
4+ Axle Trucks	1	4	2	1	8	0	2	0	0	2	2	3	2	0	7	5	8	0	1	14	31
% 4+ Axle Trucks	1.9	0.8	0.8	0.5	0.8	0	0.8	0	0	0.5	0.4	0.6	5.1	0	0.6	2	5.3	0	0.7	2	1

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	58	**40**	29	128	8	**45**	5	6	64	**106**	89	3	2	**200**	44	18	20	15	97	489
07:30 AM	5	**97**	36	**41**	**179**	**14**	38	**8**	**7**	**67**	73	**109**	5	0	187	29	18	**38**	**35**	120	**553**
07:45 AM	**14**	71	28	27	140	12	21	4	2	39	51	49	**9**	3	112	**60**	**28**	33	25	**146**	437
08:00 AM	5	53	25	23	106	4	19	4	2	29	54	58	7	**5**	124	39	17	16	16	88	347
Total Volume	25	279	129	120	553	38	123	21	17	199	284	305	24	10	623	172	81	107	91	451	1826
% App. Total	4.5	50.5	23.3	21.7		19.1	61.8	10.6	8.5		45.6	49	3.9	1.6		38.1	18	23.7	20.2		

PHF	.446	.719	.806	.732	.772	.679	.683	.656	.607	.743	.670	.700	.667	.500	.779	.717	.723	.704	.650	.772	.825



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					07:00 AM					07:15 AM				
+0 mins.	5	**97**	**36**	**41**	**179**	7	29	0	5	41	68	56	2	1	127	44	18	20	15	97
+15 mins.	**14**	71	28	27	140	8	**45**	5	6	64	**106**	89	3	2	**200**	29	18	**38**	**35**	120
+30 mins.	5	53	25	23	106	**14**	38	**8**	**7**	**67**	73	**109**	5	0	187	**60**	**28**	33	25	**146**
+45 mins.	3	85	27	14	129	12	21	4	2	39	51	49	**9**	**3**	112	39	17	16	16	88
Total Volume	27	306	116	105	554	41	133	17	20	211	298	303	19	6	626	172	81	107	91	451
% App. Total	4.9	55.2	20.9	19		19.4	63	8.1	9.5		47.6	48.4	3	1		38.1	18	23.7	20.2	
PHF	.482	.789	.806	.640	.774	.732	.739	.531	.714	.787	.703	.695	.528	.500	.783	.717	.723	.704	.650	.772

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryan Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

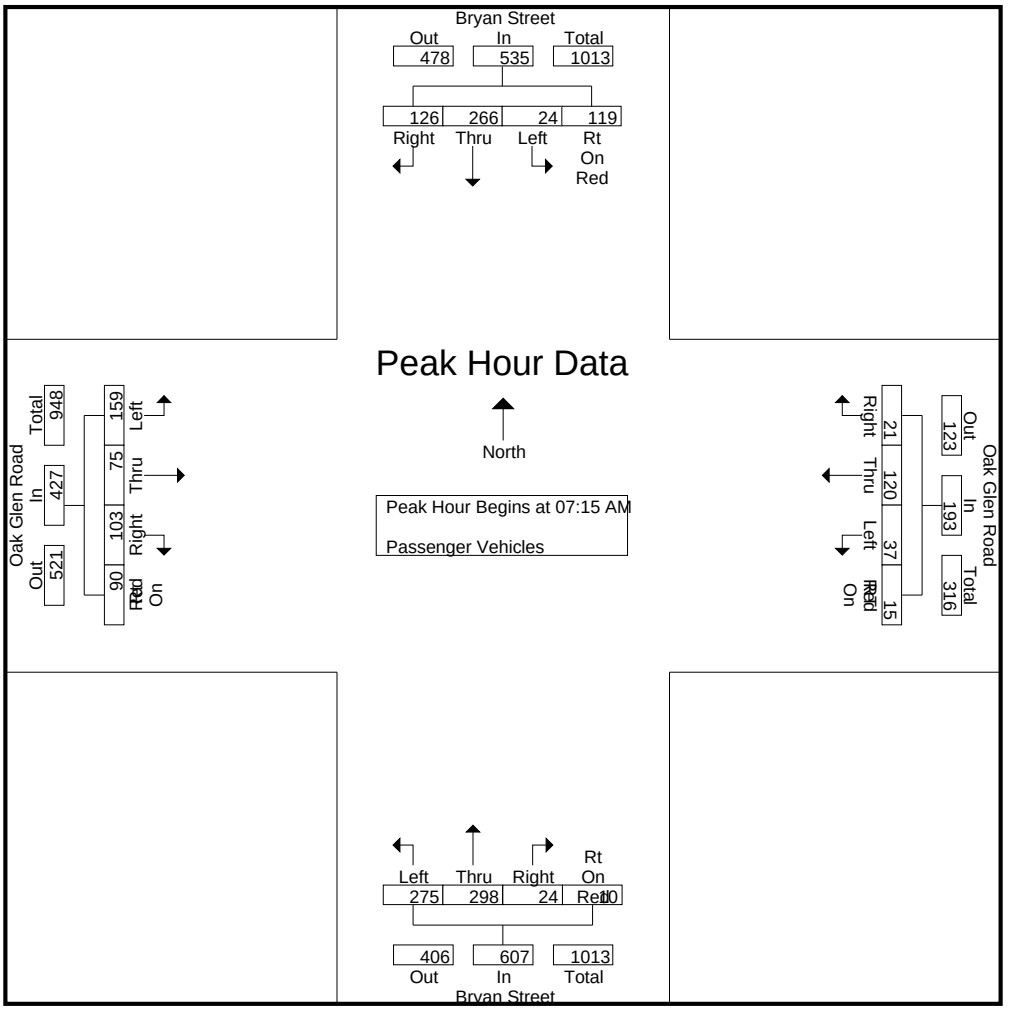
	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	4	35	36	28	103	7	28	0	5	40	66	55	1	1	123	16	11	6	10	43	309
07:15 AM	1	54	39	29	123	8	44	5	5	62	104	88	3	2	197	42	17	20	15	94	476
07:30 AM	4	93	36	41	174	13	37	8	7	65	70	107	5	0	182	28	16	38	34	116	537
07:45 AM	14	67	28	27	136	12	21	4	2	39	50	47	9	3	109	55	26	30	25	136	420
Total	23	249	139	125	536	40	130	17	19	206	290	297	18	6	611	141	70	94	84	389	1742
08:00 AM	5	52	23	22	102	4	18	4	1	27	51	56	7	5	119	34	16	15	16	81	329
08:15 AM	3	80	26	14	123	9	28	4	4	45	74	47	4	2	127	13	15	14	24	66	361
08:30 AM	12	63	40	31	146	11	41	4	2	58	62	43	3	5	113	17	14	14	13	58	375
08:45 AM	7	52	19	23	101	6	15	1	1	23	25	45	5	2	77	20	21	19	14	74	275
Total	27	247	108	90	472	30	102	13	8	153	212	191	19	14	436	84	66	62	67	279	1340
Grand Total	50	496	247	215	1008	70	232	30	27	359	502	488	37	20	1047	225	136	156	151	668	3082
Apprch %	5	49.2	24.5	21.3		19.5	64.6	8.4	7.5		47.9	46.6	3.5	1.9		33.7	20.4	23.4	22.6		
Total %	1.6	16.1	8	7	32.7	2.3	7.5	1	0.9	11.6	16.3	15.8	1.2	0.6	34	7.3	4.4	5.1	4.9	21.7	

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	54	**39**	29	123	8	**44**	5	5	62	**104**	88	3	2	**197**	42	17	20	15	94	476
07:30 AM	4	**93**	36	**41**	**174**	**13**	37	**8**	**7**	**65**	70	**107**	5	0	182	28	16	**38**	**34**	116	**537**
07:45 AM	**14**	67	28	27	136	12	21	4	2	39	50	47	**9**	3	109	**55**	**26**	30	25	**136**	420
08:00 AM	5	52	23	22	102	4	18	4	1	27	51	56	7	**5**	119	34	16	15	16	81	329
Total Volume	24	266	126	119	535	37	120	21	15	193	275	298	24	10	607	159	75	103	90	427	1762
% App. Total	4.5	49.7	23.6	22.2		19.2	62.2	10.9	7.8		45.3	49.1	4	1.6		37.2	17.6	24.1	21.1		
PHF	.429	.715	.808	.726	.769	.712	.682	.656	.536	.742	.661	.696	.667	.500	.770	.723	.721	.678	.662	.785	.820

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	1	54	**39**	29	123	8	**44**	5	5	62	**104**	88	3	2	**197**	42	17	20	15	94
+15 mins.	4	**93**	36	**41**	**174**	**13**	37	**8**	**7**	**65**	70	**107**	5	0	182	28	16	**38**	**34**	116
+30 mins.	**14**	67	28	27	136	12	21	4	2	39	50	47	**9**	3	109	**55**	**26**	30	25	**136**
+45 mins.	5	52	23	22	102	4	18	4	1	27	51	56	7	**5**	119	34	16	15	16	81
Total Volume	24	266	126	119	535	37	120	21	15	193	275	298	24	10	607	159	75	103	90	427
% App. Total	4.5	49.7	23.6	22.2		19.2	62.2	10.9	7.8		45.3	49.1	4	1.6		37.2	17.6	24.1	21.1	
PHF	.429	.715	.808	.726	.769	.712	.682	.656	.536	.742	.661	.696	.667	.500	.770	.723	.721	.678	.662	.785

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

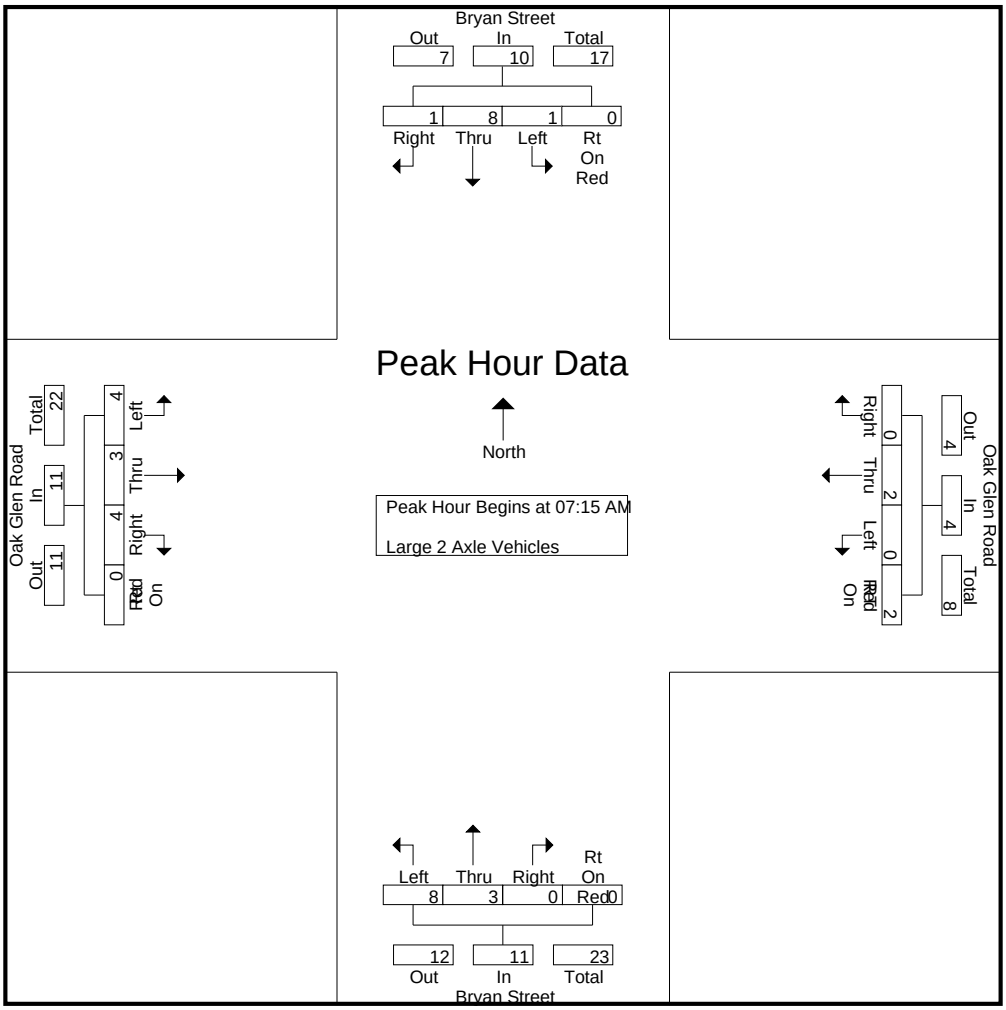
	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	1	0	1	2	0	1	0	0	1	2	1	0	0	3	1	0	0	0	1	7
07:15 AM	0	1	1	0	2	0	1	0	1	2	2	0	0	0	2	0	1	0	0	1	7
07:30 AM	1	3	0	0	4	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	9
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	2	0	3	0	5	10
Total	1	8	1	1	11	0	3	0	1	4	7	3	0	0	10	3	2	3	0	8	33
08:00 AM	0	1	0	0	1	0	0	0	1	1	3	1	0	0	4	2	1	1	0	4	10
08:15 AM	0	5	1	0	6	0	1	0	0	1	5	2	0	0	7	2	0	0	1	3	17
08:30 AM	0	4	0	0	4	0	1	0	0	1	1	2	0	0	3	2	0	1	0	3	11
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	2	2	0	0	4	7
Total	0	10	1	0	11	0	2	0	1	3	10	7	0	0	17	8	3	2	1	14	45
Grand Total	1	18	2	1	22	0	5	0	2	7	17	10	0	0	27	11	5	5	1	22	78
Apprch %	4.5	81.8	9.1	4.5		0	71.4	0	28.6		63	37	0	0		50	22.7	22.7	4.5		
Total %	1.3	23.1	2.6	1.3	28.2	0	6.4	0	2.6	9	21.8	12.8	0	0	34.6	14.1	6.4	6.4	1.3	28.2	

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	**1**	0	2	0	**1**	0	**1**	**2**	2	0	0	0	2	0	**1**	0	0	1	7
07:30 AM	**1**	**3**	0	0	**4**	0	1	0	0	1	2	**1**	0	0	3	0	1	0	0	1	9
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	**2**	0	**3**	0	**5**	**10**
08:00 AM	0	1	0	0	1	0	0	0	1	1	**3**	1	0	0	**4**	2	1	1	0	4	10
Total Volume	1	8	1	0	10	0	2	0	2	4	8	3	0	0	11	4	3	4	0	11	36
% App. Total	10	80	10	0		0	50	0	50		72.7	27.3	0	0		36.4	27.3	36.4	0		
PHF	.250	.667	.250	.000	.625	.000	.500	.000	.500	.500	.667	.750	.000	.000	.688	.500	.750	.333	.000	.550	.900

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	1	**1**	0	2	0	**1**	0	**1**	**2**	2	0	0	0	2	0	**1**	0	0	1
+15 mins.	**1**	**3**	0	0	**4**	0	1	0	0	1	2	**1**	0	0	3	0	1	0	0	1
+30 mins.	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	**2**	0	**3**	0	**5**
+45 mins.	0	1	0	0	1	0	0	0	1	1	**3**	1	0	0	**4**	2	1	1	0	4
Total Volume	1	8	1	0	10	0	2	0	2	4	8	3	0	0	11	4	3	4	0	11
% App. Total	10	80	10	0		0	50	0	50		72.7	27.3	0	0		36.4	27.3	36.4	0	
PHF	.250	.667	.250	.000	.625	.000	.500	.000	.500	.500	.667	.750	.000	.000	.688	.500	.750	.333	.000	.550

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

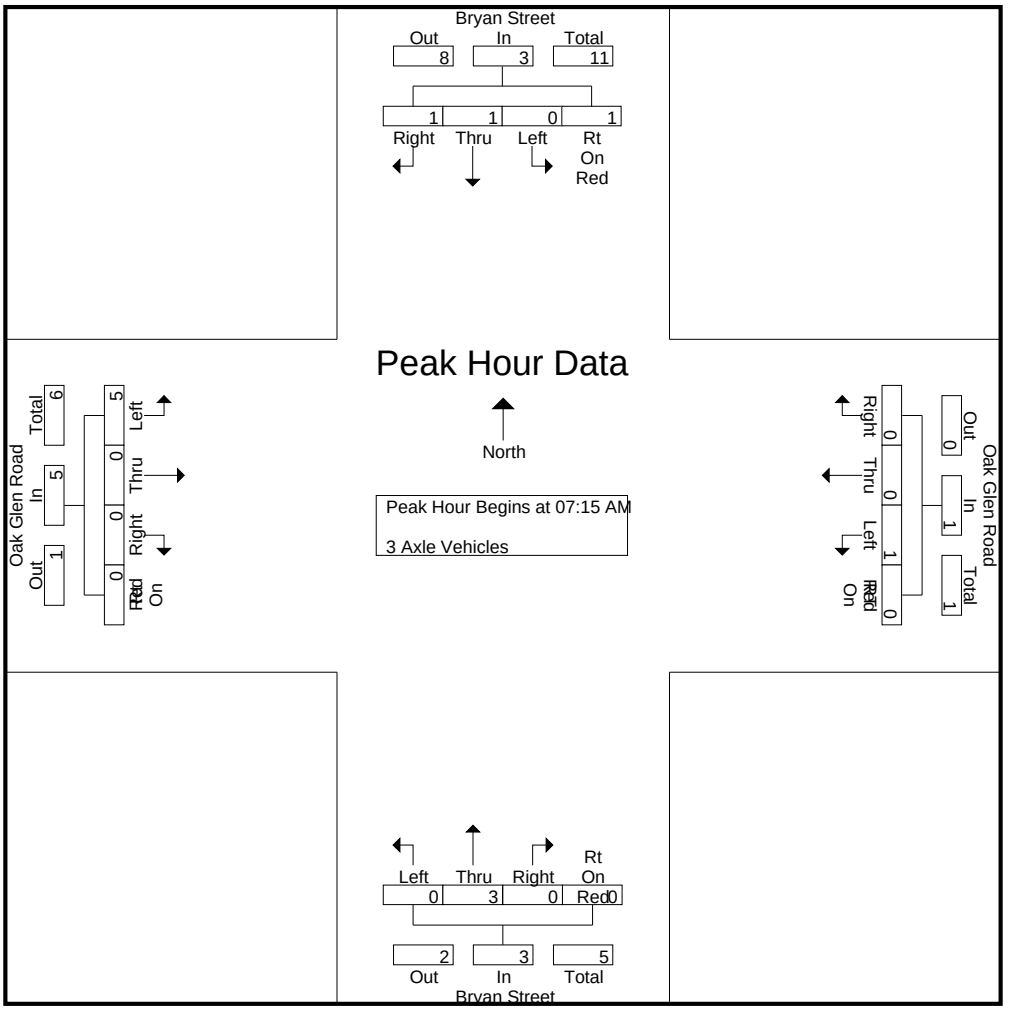
	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	3	0	1	0	4	9
08:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	6
08:45 AM	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	3	2	6	0	1	0	0	1	1	1	0	0	2	3	3	0	0	6	15
Grand Total	0	2	3	2	7	1	1	0	0	2	1	4	0	0	5	6	3	1	0	10	24
Apprch %	0	28.6	42.9	28.6		50	50	0	0		20	80	0	0		60	30	10	0		
Total %	0	8.3	12.5	8.3	29.2	4.2	4.2	0	0	8.3	4.2	16.7	0	0	20.8	25	12.5	4.2	0	41.7	

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**1**	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	0	1	1	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
08:00 AM	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	**4**
Total Volume	0	1	1	1	3	1	0	0	0	1	0	3	0	0	3	5	0	0	0	5	12
% App. Total	0	33.3	33.3	33.3		100	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.250	.250	.250	.375	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	.625	.000	.000	.000	.625	.750

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	**1**	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	1	0	0	0	1
+15 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	0	1	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1
+45 mins.	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**
Total Volume	0	1	1	1	3	1	0	0	0	1	0	3	0	0	3	5	0	0	0	5
% App. Total	0	33.3	33.3	33.3		100	0	0	0		0	100	0	0		100	0	0	0	
PHF	.000	.250	.250	.250	.375	.250	.000	.000	.000	.250	.000	.750	.000	.000	.750	.625	.000	.000	.000	.625

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

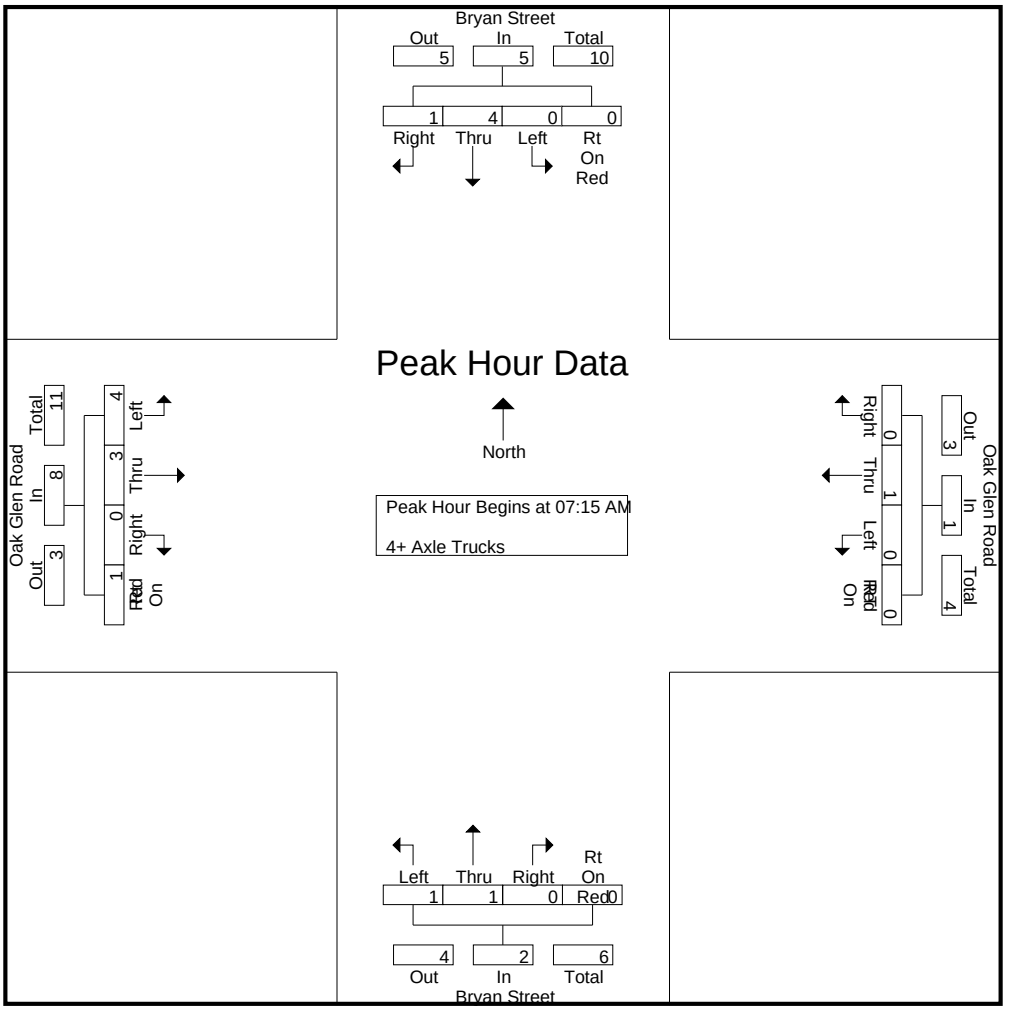
	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	5
Total	0	4	0	0	4	0	0	0	0	0	1	0	1	0	2	4	3	0	1	8	14
08:00 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
08:30 AM	0	0	0	1	1	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	6
08:45 AM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	5
Total	1	0	2	1	4	0	2	0	0	2	1	3	1	0	5	1	5	0	0	6	17
Grand Total	1	4	2	1	8	0	2	0	0	2	2	3	2	0	7	5	8	0	1	14	31
Apprch %	12.5	50	25	12.5		0	100	0	0		28.6	42.9	28.6	0		35.7	57.1	0	7.1		
Total %	3.2	12.9	6.5	3.2	25.8	0	6.5	0	0	6.5	6.5	9.7	6.5	0	22.6	16.1	25.8	0	3.2	45.2	

	Bryan Street Southbound					Oak Glen Road Westbound					Bryan Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	**1**	2	4
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	**4**	**5**
08:00 AM	0	0	**1**	0	1	0	**1**	0	0	**1**	0	**1**	0	0	1	1	0	0	0	1	4
Total Volume	0	4	1	0	5	0	1	0	0	1	1	1	0	0	2	4	3	0	1	8	16
% App. Total	0	80	20	0		0	100	0	0		50	50	0	0		50	37.5	0	12.5		
PHF	.000	.500	.250	.000	.625	.000	.250	.000	.000	.250	.250	.250	.000	.000	.500	.500	.375	.000	.250	.500	.800

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGAM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	1	0	0	1	0	0	0	0	0	**1**	0	0	0	**1**	0	1	0	**1**	2
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	**4**
+45 mins.	0	0	**1**	0	1	0	**1**	0	0	**1**	0	**1**	0	0	1	1	0	0	0	1
Total Volume	0	4	1	0	5	0	1	0	0	1	1	1	0	0	2	4	3	0	1	8
% App. Total	0	80	20	0		0	100	0	0		50	50	0	0		50	37.5	0	12.5	
PHF	.000	.500	.250	.000	.625	.000	.250	.000	.000	.250	.250	.250	.000	.000	.500	.500	.375	.000	.250	.500

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25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
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File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
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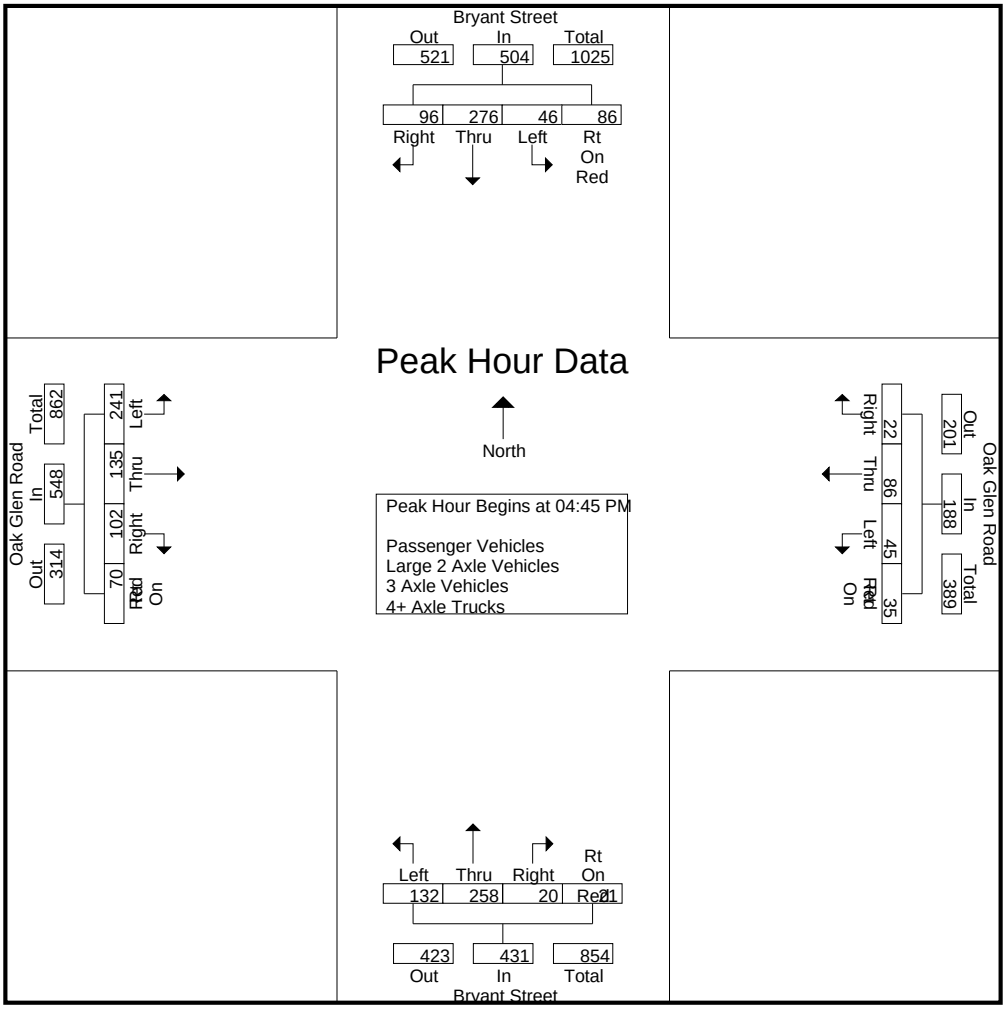
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	13	64	20	28	125	8	22	8	4	42	27	58	8	6	99	43	33	15	15	106	372
04:15 PM	11	51	15	24	101	13	21	7	6	47	26	53	6	3	88	58	40	17	15	130	366
04:30 PM	15	72	21	11	119	17	21	4	10	52	30	56	4	1	91	59	35	21	21	136	398
04:45 PM	15	74	22	22	133	14	28	3	6	51	18	67	6	2	93	49	26	30	22	127	404
Total	54	261	78	85	478	52	92	22	26	192	101	234	24	12	371	209	134	83	73	499	1540
05:00 PM	10	85	18	23	136	12	25	7	10	54	28	76	5	6	115	57	39	24	13	133	438
05:15 PM	8	57	29	21	115	7	14	5	13	39	56	67	3	8	134	64	34	19	17	134	422
05:30 PM	13	60	27	20	120	12	19	7	6	44	30	48	6	5	89	71	36	29	18	154	407
05:45 PM	8	74	24	23	129	8	13	2	9	32	30	56	6	2	94	70	34	14	16	134	389
Total	39	276	98	87	500	39	71	21	38	169	144	247	20	21	432	262	143	86	64	555	1656
Grand Total	93	537	176	172	978	91	163	43	64	361	245	481	44	33	803	471	277	169	137	1054	3196
Apprch %	9.5	54.9	18	17.6		25.2	45.2	11.9	17.7		30.5	59.9	5.5	4.1		44.7	26.3	16	13		
Total %	2.9	16.8	5.5	5.4	30.6	2.8	5.1	1.3	2	11.3	7.7	15.1	1.4	1	25.1	14.7	8.7	5.3	4.3	33	
Passenger Vehicles	91	524	171	172	958	86	162	43	63	354	238	468	44	31	781	460	271	165	136	1032	3125
% Passenger Vehicles	97.8	97.6	97.2	100	98	94.5	99.4	100	98.4	98.1	97.1	97.3	100	93.9	97.3	97.7	97.8	97.6	99.3	97.9	97.8
Large 2 Axle Vehicles	1	9	3	0	13	4	0	0	0	4	4	9	0	2	15	7	3	4	1	15	47
% Large 2 Axle Vehicles	1.1	1.7	1.7	0	1.3	4.4	0	0	0	1.1	1.6	1.9	0	6.1	1.9	1.5	1.1	2.4	0.7	1.4	1.5
3 Axle Vehicles	1	2	0	0	3	1	1	0	0	2	1	1	0	0	2	2	2	0	0	4	11
% 3 Axle Vehicles	1.1	0.4	0	0	0.3	1.1	0.6	0	0	0.6	0.4	0.2	0	0	0.2	0.4	0.7	0	0	0.4	0.3
4+ Axle Trucks	0	2	2	0	4	0	0	0	1	1	2	3	0	0	5	2	1	0	0	3	13
% 4+ Axle Trucks	0	0.4	1.1	0	0.4	0	0	0	1.6	0.3	0.8	0.6	0	0	0.6	0.4	0.4	0	0	0.3	0.4

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**15**	74	22	22	133	**14**	**28**	3	6	51	18	67	**6**	2	93	49	26	**30**	**22**	127	404
05:00 PM	10	**85**	18	**23**	**136**	12	25	**7**	10	**54**	28	**76**	5	6	115	57	**39**	24	13	133	**438**
05:15 PM	8	57	**29**	21	115	7	14	5	**13**	39	**56**	67	3	**8**	**134**	64	34	19	17	134	422
05:30 PM	13	60	27	20	120	12	19	7	6	44	30	48	6	5	89	**71**	36	29	18	**154**	407
Total Volume	46	276	96	86	504	45	86	22	35	188	132	258	20	21	431	241	135	102	70	548	1671
% App. Total	9.1	54.8	19	17.1		23.9	45.7	11.7	18.6		30.6	59.9	4.6	4.9		44	24.6	18.6	12.8		

PHF	.767	.812	.828	.935	.926	.804	.768	.786	.673	.870	.589	.849	.833	.656	.804	.849	.865	.850	.795	.890	.954



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

	04:45 PM					04:15 PM					04:30 PM					05:00 PM				
+0 mins.	**15**	74	22	22	133	13	21	**7**	6	47	30	56	4	1	91	57	**39**	24	13	133
+15 mins.	10	**85**	18	**23**	**136**	**17**	21	4	**10**	52	18	67	**6**	2	93	64	34	19	17	134
+30 mins.	8	57	**29**	21	115	14	**28**	3	6	51	28	**76**	5	6	115	**71**	36	**29**	**18**	**154**
+45 mins.	13	60	27	20	120	12	25	7	10	**54**	**56**	67	3	**8**	**134**	70	34	14	16	134
Total Volume	46	276	96	86	504	56	95	21	32	204	132	266	18	17	433	262	143	86	64	555
% App. Total	9.1	54.8	19	17.1		27.5	46.6	10.3	15.7		30.5	61.4	4.2	3.9		47.2	25.8	15.5	11.5	
PHF	.767	.812	.828	.935	.926	.824	.848	.750	.800	.944	.589	.875	.750	.531	.808	.923	.917	.741	.889	.901

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	12	62	20	28	122	7	21	8	4	40	25	58	8	6	97	43	33	15	15	106	365
04:15 PM	11	49	13	24	97	12	21	7	6	46	26	52	6	3	87	57	40	16	15	128	358
04:30 PM	15	70	20	11	116	17	21	4	10	52	30	54	4	1	89	57	34	20	21	132	389
04:45 PM	14	70	22	22	128	12	28	3	6	49	17	64	6	1	88	47	25	28	22	122	387
Total	52	251	75	85	463	48	91	22	26	187	98	228	24	11	361	204	132	79	73	488	1499
05:00 PM	10	84	17	23	134	12	25	7	9	53	28	74	5	6	113	55	36	24	13	128	428
05:15 PM	8	57	28	21	114	7	14	5	13	39	53	66	3	7	129	61	34	19	16	130	412
05:30 PM	13	59	27	20	119	12	19	7	6	44	29	48	6	5	88	70	35	29	18	152	403
05:45 PM	8	73	24	23	128	7	13	2	9	31	30	52	6	2	90	70	34	14	16	134	383
Total	39	273	96	87	495	38	71	21	37	167	140	240	20	20	420	256	139	86	63	544	1626
Grand Total	91	524	171	172	958	86	162	43	63	354	238	468	44	31	781	460	271	165	136	1032	3125
Apprch %	9.5	54.7	17.8	18		24.3	45.8	12.1	17.8		30.5	59.9	5.6	4		44.6	26.3	16	13.2		
Total %	2.9	16.8	5.5	5.5	30.7	2.8	5.2	1.4	2	11.3	7.6	15	1.4	1	25	14.7	8.7	5.3	4.4	33	

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**14**	70	22	22	128	**12**	**28**	3	6	49	17	64	**6**	1	88	47	25	28	**22**	122	387
05:00 PM	10	**84**	17	**23**	**134**	12	25	**7**	9	**53**	28	**74**	5	6	113	55	**36**	24	13	128	**428**
05:15 PM	8	57	**28**	21	114	7	14	5	**13**	39	**53**	66	3	**7**	**129**	61	34	19	16	130	412
05:30 PM	13	59	27	20	119	12	19	7	6	44	29	48	6	5	88	**70**	35	**29**	18	**152**	403
Total Volume	45	270	94	86	495	43	86	22	34	185	127	252	20	19	418	233	130	100	69	532	1630
% App. Total	9.1	54.5	19	17.4		23.2	46.5	11.9	18.4		30.4	60.3	4.8	4.5		43.8	24.4	18.8	13		
PHF	.804	.804	.839	.935	.924	.896	.768	.786	.654	.873	.599	.851	.833	.679	.810	.832	.903	.862	.784	.875	.952

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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City of Yucaipa
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File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
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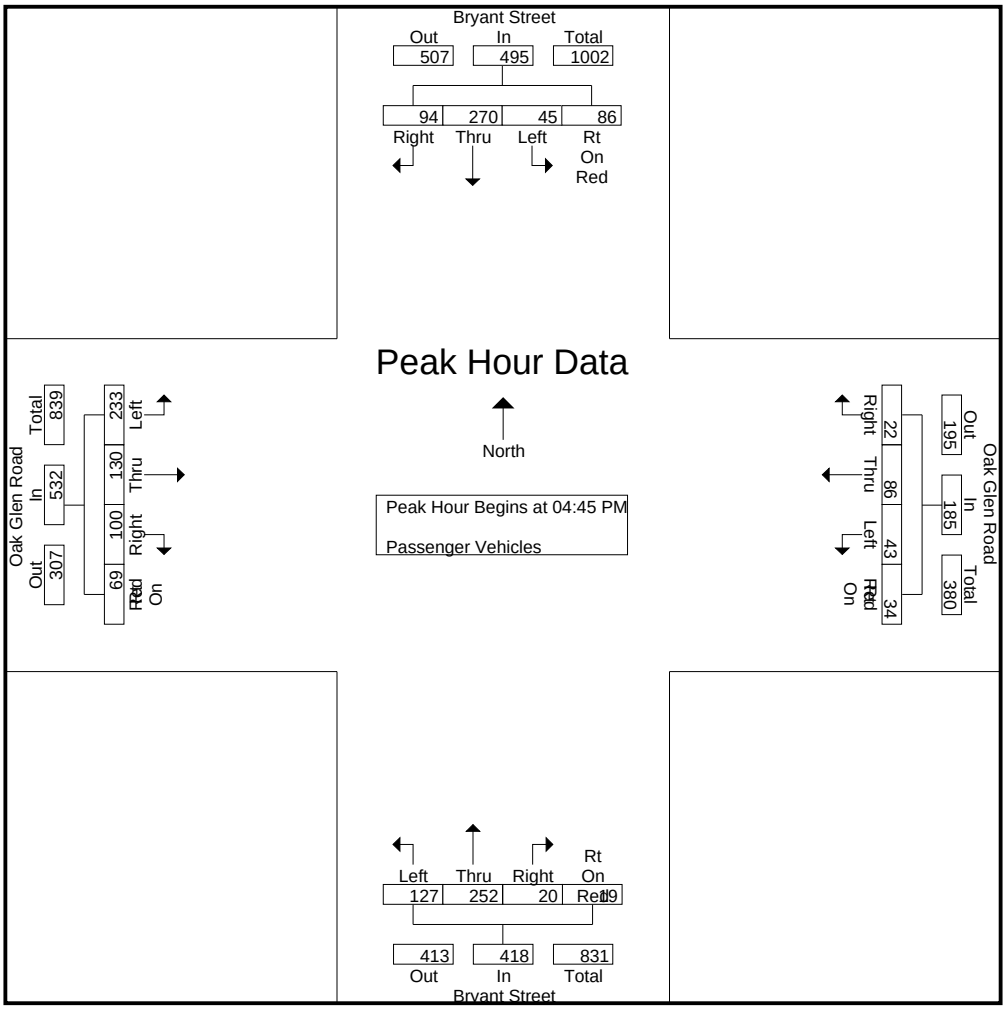

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	**14**	70	22	22	128	**12**	**28**	3	6	49	17	64	**6**	1	88	47	25	28	**22**	122
+15 mins.	10	**84**	17	**23**	**134**	12	25	**7**	9	**53**	28	**74**	5	6	113	55	**36**	24	13	128
+30 mins.	8	57	**28**	21	114	7	14	5	**13**	39	**53**	66	3	**7**	**129**	61	34	19	16	130
+45 mins.	13	59	27	20	119	12	19	7	6	44	29	48	6	5	88	**70**	35	**29**	18	**152**
Total Volume	45	270	94	86	495	43	86	22	34	185	127	252	20	19	418	233	130	100	69	532
% App. Total	9.1	54.5	19	17.4		23.2	46.5	11.9	18.4		30.4	60.3	4.8	4.5		43.8	24.4	18.8	13	
PHF	.804	.804	.839	.935	.924	.896	.768	.786	.654	.873	.599	.851	.833	.679	.810	.832	.903	.862	.784	.875

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File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
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Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
04:15 PM	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	7
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	6
04:45 PM	1	3	0	0	4	2	0	0	0	2	1	1	0	1	3	0	1	2	0	3	12
Total	1	7	3	0	11	3	0	0	0	3	3	4	0	1	8	2	1	4	0	7	29
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	0	0	1	4	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3
05:45 PM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5
Total	0	2	0	0	2	1	0	0	0	1	1	5	0	1	7	5	2	0	1	8	18
Grand Total	1	9	3	0	13	4	0	0	0	4	4	9	0	2	15	7	3	4	1	15	47
Apprch %	7.7	69.2	23.1	0		100	0	0	0		26.7	60	0	13.3		46.7	20	26.7	6.7		
Total %	2.1	19.1	6.4	0	27.7	8.5	0	0	0	8.5	8.5	19.1	0	4.3	31.9	14.9	6.4	8.5	2.1	31.9	

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**1**	**3**	0	0	**4**	**2**	0	0	0	**2**	**1**	**1**	0	**1**	**3**	0	**1**	**2**	0	3	**12**
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	**3**	0	0	**1**	**4**	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3
Total Volume	1	4	0	0	5	2	0	0	0	2	2	3	0	2	7	5	3	2	1	11	25
% App. Total	20	80	0	0		100	0	0	0		28.6	42.9	0	28.6		45.5	27.3	18.2	9.1		
PHF	.250	.333	.000	.000	.313	.250	.000	.000	.000	.250	.500	.750	.000	.500	.583	.417	.750	.250	.250	.688	.521

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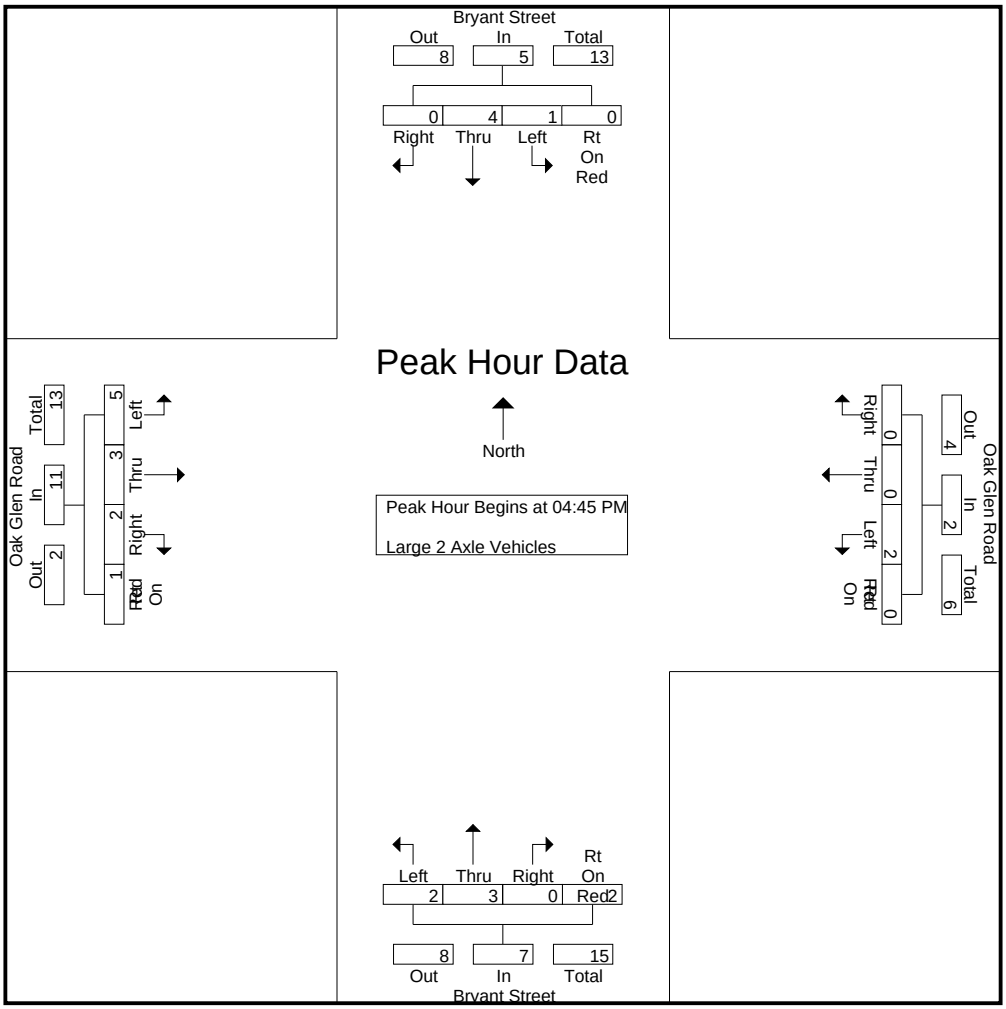

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	**1**	**3**	0	0	**4**	**2**	0	0	0	**2**	**1**	**1**	0	**1**	**3**	0	**1**	**2**	0	3
+15 mins.	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	**3**	0	0	**1**	**4**
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2
Total Volume	1	4	0	0	5	2	0	0	0	2	2	3	0	2	7	5	3	2	1	11
% App. Total	20	80	0	0		100	0	0	0		28.6	42.9	0	28.6		45.5	27.3	18.2	9.1	
PHF	.250	.333	.000	.000	.313	.250	.000	.000	.000	.250	.500	.750	.000	.500	.583	.417	.750	.250	.250	.688

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File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
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Groups Printed- 3 Axle Vehicles

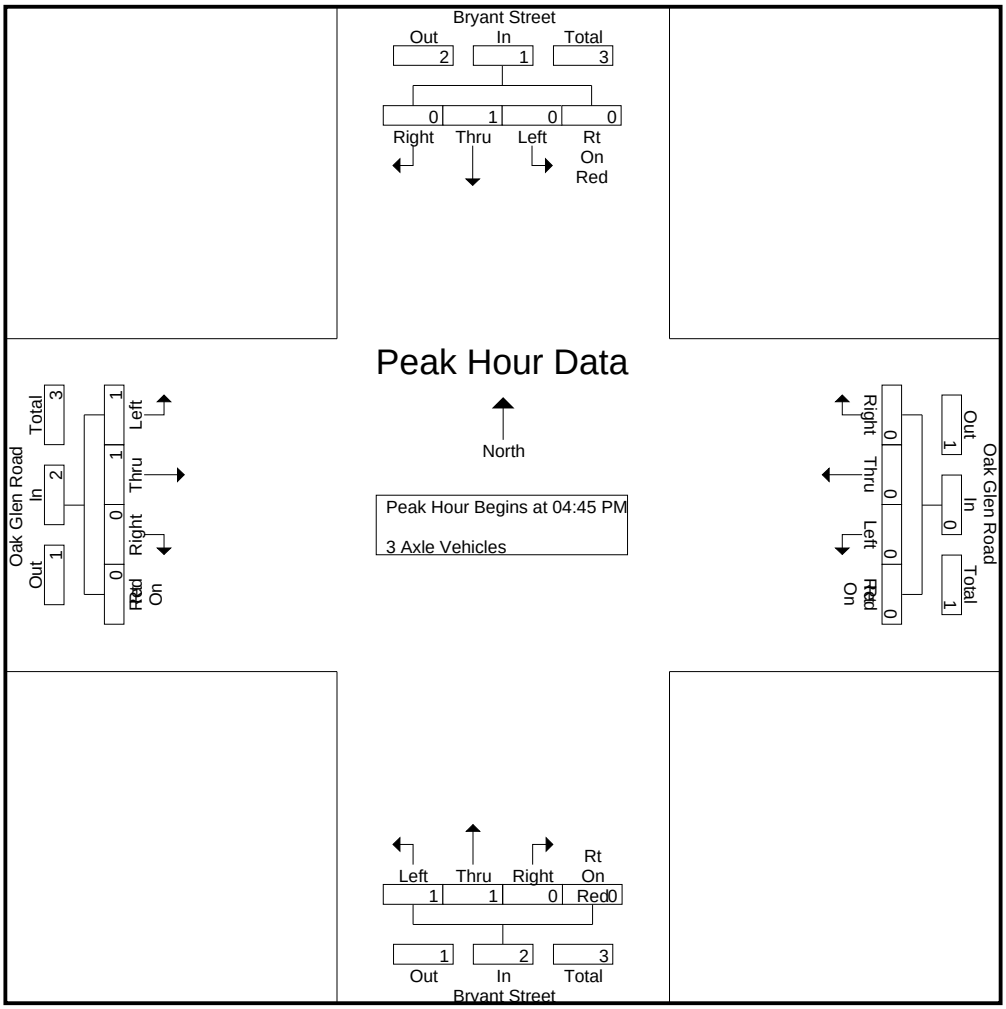
	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	1	2	0	0	3	1	1	0	0	2	0	1	0	0	1	2	1	0	0	3	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Grand Total	1	2	0	0	3	1	1	0	0	2	1	1	0	0	2	2	2	0	0	4	11
Apprch %	33.3	66.7	0	0		50	50	0	0		50	50	0	0		50	50	0	0		
Total %	9.1	18.2	0	0	27.3	9.1	9.1	0	0	18.2	9.1	9.1	0	0	18.2	18.2	18.2	0	0	36.4	

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	0	0	**1**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	5
% App. Total	0	100	0	0		0	0	0	0		50	50	0	0		50	50	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.250	.250	.000	.000	.500	.417

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	**1**	0	0	**1**	0	0	0	0	0	0	**1**	0	0	**1**	**1**	0	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2
% App. Total	0	100	0	0		0	0	0	0		50	50	0	0		50	50	0	0	
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.250	.250	.000	.000	.500

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

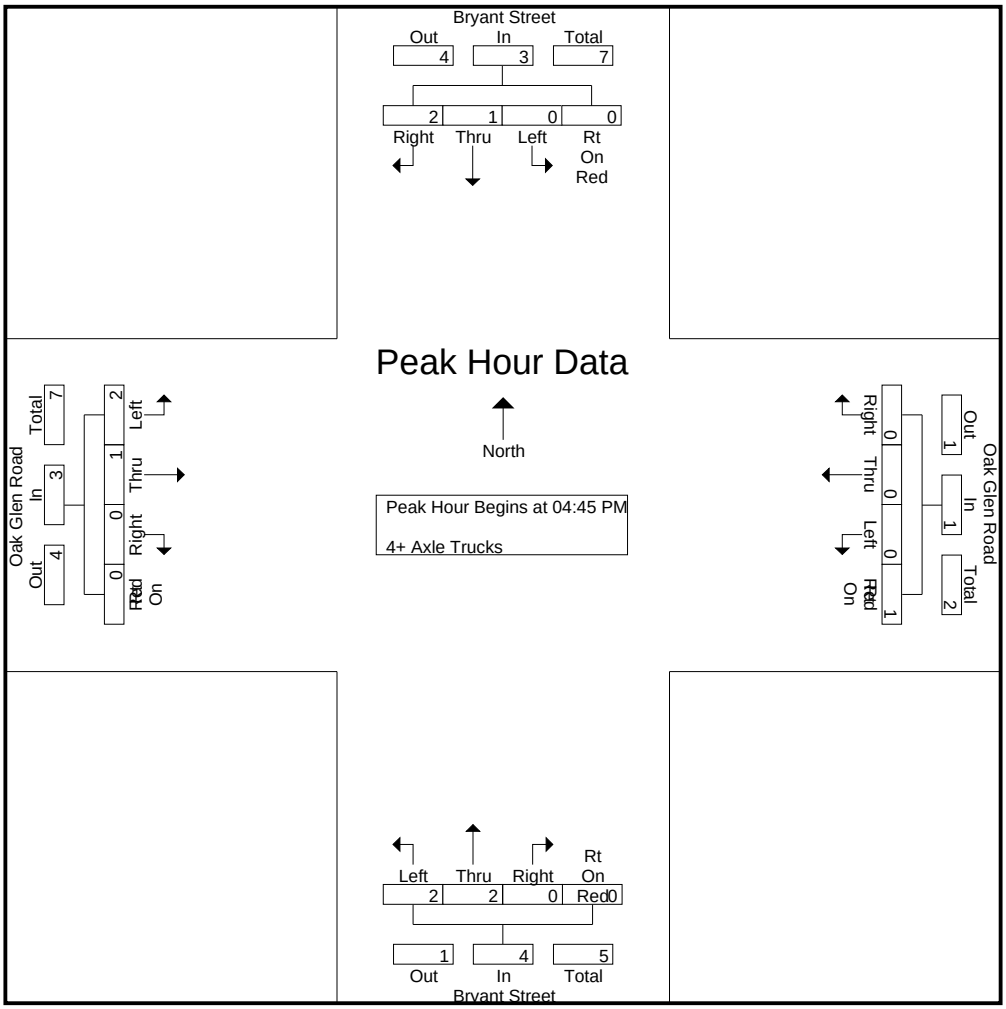
	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
05:00 PM	0	0	1	0	1	0	0	0	1	1	0	1	0	0	1	1	1	0	0	2	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	2	0	3	0	0	0	1	1	2	2	0	0	4	1	1	0	0	2	10
Grand Total	0	2	2	0	4	0	0	0	1	1	2	3	0	0	5	2	1	0	0	3	13
Apprch %	0	50	50	0		0	0	0	100		40	60	0	0		66.7	33.3	0	0		
Total %	0	15.4	15.4	0	30.8	0	0	0	7.7	7.7	15.4	23.1	0	0	38.5	15.4	7.7	0	0	23.1	

	Bryant Street Southbound					Oak Glen Road Westbound					Bryant Street Northbound					Oak Glen Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	**1**	0	0	0	1	2
05:00 PM	0	0	**1**	0	**1**	0	0	0	**1**	**1**	0	1	0	0	1	1	**1**	0	0	**2**	**5**
05:15 PM	0	0	1	0	1	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	3
05:30 PM	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	2	0	3	0	0	0	1	1	2	2	0	0	4	2	1	0	0	3	11
% App. Total	0	33.3	66.7	0		0	0	0	100		50	50	0	0		66.7	33.3	0	0		
PHF	.000	.250	.500	.000	.750	.000	.000	.000	.250	.250	.250	.500	.000	.000	.500	.500	.250	.000	.000	.375	.550

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Oak Glen Road
Weather: Sunny

File Name : YUCBROGPM
Site Code : 10043066
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	**1**	0	0	0	1
+15 mins.	0	0	**1**	0	**1**	0	0	0	**1**	**1**	0	1	0	0	1	1	**1**	0	0	**2**
+30 mins.	0	0	1	0	1	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0
+45 mins.	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	2	0	3	0	0	0	1	1	2	2	0	0	4	2	1	0	0	3
% App. Total	0	33.3	66.7	0		0	0	0	100		50	50	0	0		66.7	33.3	0	0	
PHF	.000	.250	.500	.000	.750	.000	.000	.000	.250	.250	.250	.500	.000	.000	.500	.500	.250	.000	.000	.375

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_025 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

AM

NS/EW Streets:	Wildwood Canyon Rd			Wildwood Canyon Rd			Calimesa Blvd			Calimesa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	1	0	0	1	0	
7:00 AM				10		145	22	11			64	5	257
7:15 AM				10		145	21	15			90	9	290
7:30 AM				7		119	19	33			109	17	304
7:45 AM				5		87	16	36			73	9	226
8:00 AM				4		93	19	35			49	2	202
8:15 AM				6		88	27	20			35	5	181
8:30 AM				1		97	27	27			32	0	184
8:45 AM				0		81	18	19			37	1	156
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	43	0	855	169	196	0	0	489	48	1800
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	4.79%	0.00%	95.21%	46.30%	53.70%	0.00%	0.00%	91.06%	8.94%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	32	0	496	78	95	0	0	336	40	1077
PEAK HR FACTOR :		0.000			0.852			0.832			0.746		0.886

CONTROL : 3-Way Stop (SB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_025 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 1/30/2013

PM

NS/EW Streets:	Wildwood Canyon Rd			Wildwood Canyon Rd			Calimesa Blvd			Calimesa Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	1	0	0	1	0	
4:00 PM				5		51	85	48			26	7	222
4:15 PM				3		35	79	61			29	4	211
4:30 PM				6		35	81	52			40	4	218
4:45 PM				10		34	105	63			31	8	251
5:00 PM				4		44	91	65			34	7	245
5:15 PM				3		47	128	56			31	12	277
5:30 PM				5		33	109	37			24	10	218
5:45 PM				4		30	89	27			18	4	172
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	40	0	309	767	409	0	0	233	56	1814
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	11.46%	0.00%	88.54%	65.22%	34.78%	0.00%	0.00%	80.62%	19.38%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	22	0	158	433	221	0	0	120	37	991
PEAK HR FACTOR :		0.000			0.900			0.889			0.913		0.894

CONTROL : 3-Way Stop (SB/EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_026 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

AM

NS/EW Streets:	Colorado Rd			Colorado Rd			Wildwood Canyon Rd			Wildwood Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	1	
7:00 AM				7		3	3	16			134	27	190
7:15 AM				8		3	3	34			117	66	231
7:30 AM				23		1	1	30			116	46	217
7:45 AM				23		6	2	22			85	21	159
8:00 AM				17		4	0	28			67	12	128
8:15 AM				14		2	3	25			83	15	142
8:30 AM				8		4	4	14			76	25	131
8:45 AM				8		2	3	15			59	16	103
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	108	0	25	19	184	0	0	737	228	1301
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	81.20%	0.00%	18.80%	9.36%	90.64%	0.00%	0.00%	76.37%	23.63%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	61	0	13	9	102	0	0	452	160	797
PEAK HR FACTOR :		0.000			0.638			0.750			0.836		0.863

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_026 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

PM

NS/EW Streets:	Colorado Rd			Colorado Rd			Wildwood Canyon Rd			Wildwood Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	1	0	0	1	1	
4:00 PM				14		1	0	89			52	14	170
4:15 PM				16		2	5	96			48	12	179
4:30 PM				10		5	2	83			46	16	162
4:45 PM				11		3	6	86			36	9	151
5:00 PM				19		1	5	102			46	11	184
5:15 PM				10		3	5	122			45	13	198
5:30 PM				23		3	3	98			42	9	178
5:45 PM				14		3	3	88			42	15	165
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	117	0	21	29	764	0	0	357	99	1387
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	84.78%	0.00%	15.22%	3.66%	96.34%	0.00%	0.00%	78.29%	21.71%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	66	0	10	16	410	0	0	175	48	725
PEAK HR FACTOR :		0.000			0.731			0.839			0.961		0.915

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_027 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

AM

NS/EW Streets:	5th St			5th St			Wildwood Canyon Rd			Wildwood Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	1	1	1	1	1	1	
7:00 AM	19	41	9	5	26	10	1	18	2	8	132	12	283
7:15 AM	34	68	17	9	29	7	4	30	6	20	147	17	388
7:30 AM	22	38	6	11	53	9	7	35	9	20	131	8	349
7:45 AM	8	46	15	16	52	10	5	27	10	15	78	8	290
8:00 AM	4	47	8	7	45	6	3	34	10	18	66	11	259
8:15 AM	6	41	8	3	50	8	10	30	7	14	85	9	271
8:30 AM	13	50	17	10	22	4	7	18	3	23	86	3	256
8:45 AM	5	49	7	5	33	3	3	26	1	22	62	11	227
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	111	380	87	66	310	57	40	218	48	140	787	79	2323
APPROACH %'s :	19.20%	65.74%	15.05%	15.24%	71.59%	13.16%	13.07%	71.24%	15.69%	13.92%	78.23%	7.85%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	83	193	47	41	160	36	17	110	27	63	488	45	1310
PEAK HR FACTOR :		0.679			0.760			0.755			0.810		0.844

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_027 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

PM

NS/EW Streets:	5th St			5th St			Wildwood Canyon Rd			Wildwood Canyon Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	1	1	1	1	1	1	
4:00 PM	5	56	28	14	50	8	13	86	11	26	57	10	364
4:15 PM	10	78	16	14	63	8	9	93	4	26	50	9	380
4:30 PM	8	72	30	14	45	5	8	84	5	23	62	11	367
4:45 PM	7	51	19	18	73	6	10	76	8	22	44	12	346
5:00 PM	7	69	17	10	78	10	13	81	7	20	59	9	380
5:15 PM	11	67	16	16	67	2	13	112	9	16	51	10	390
5:30 PM	11	74	25	14	78	5	12	91	8	32	47	10	407
5:45 PM	10	75	29	7	54	6	6	89	6	36	53	9	380
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	542	180	107	508	50	84	712	58	201	423	80	3014
APPROACH %'s :	8.72%	68.52%	22.76%	16.09%	76.39%	7.52%	9.84%	83.37%	6.79%	28.55%	60.09%	11.36%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	39	285	87	47	277	23	44	373	30	104	210	38	1557
PEAK HR FACTOR :		0.901			0.885			0.834			0.898		0.956

CONTROL : Signalized

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

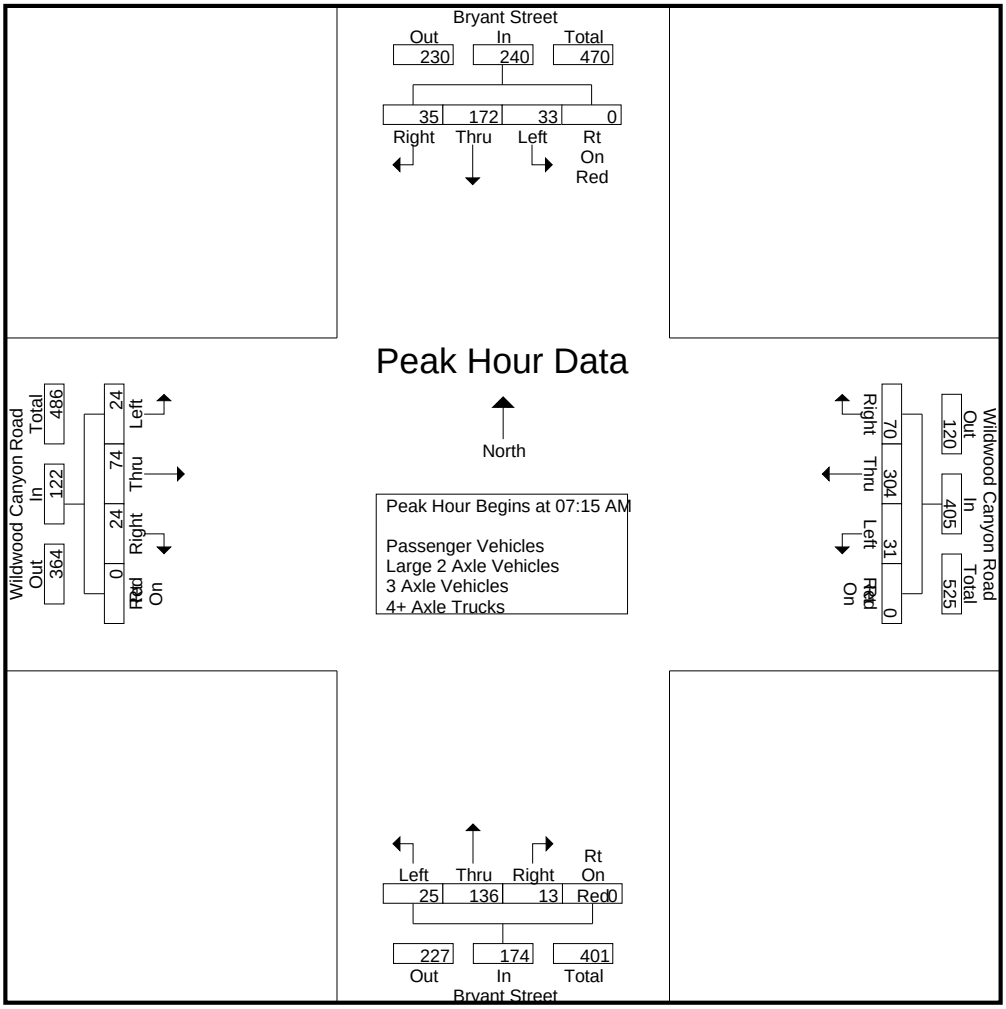
File Name : YUCBRWCAM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	2	18	16	0	36	3	68	14	0	85	2	16	0	0	18	2	9	3	0	14	153
07:15 AM	3	27	11	0	41	7	103	25	0	135	7	28	2	0	37	8	14	3	0	25	238
07:30 AM	3	39	5	0	47	3	76	13	0	92	6	25	4	0	35	3	15	4	0	22	196
07:45 AM	12	58	11	0	81	8	68	16	0	92	5	33	1	0	39	6	24	7	0	37	249
Total	20	142	43	0	205	21	315	68	0	404	20	102	7	0	129	19	62	17	0	98	836
08:00 AM	15	48	8	0	71	13	57	16	0	86	7	50	6	0	63	7	21	10	0	38	258
08:15 AM	7	35	7	0	49	3	47	11	0	61	6	38	5	0	49	4	20	5	0	29	188
08:30 AM	5	27	10	0	42	0	55	12	0	67	5	26	1	0	32	5	21	1	0	27	168
08:45 AM	11	14	6	0	31	1	50	19	0	70	5	26	2	0	33	8	18	4	0	30	164
Total	38	124	31	0	193	17	209	58	0	284	23	140	14	0	177	24	80	20	0	124	778
Grand Total	58	266	74	0	398	38	524	126	0	688	43	242	21	0	306	43	142	37	0	222	1614
Apprch %	14.6	66.8	18.6	0		5.5	76.2	18.3	0		14.1	79.1	6.9	0		19.4	64	16.7	0		
Total %	3.6	16.5	4.6	0	24.7	2.4	32.5	7.8	0	42.6	2.7	15	1.3	0	19	2.7	8.8	2.3	0	13.8	
Passenger Vehicles	56	263	69	0	388	38	521	125	0	684	42	235	21	0	298	40	140	37	0	217	1587
% Passenger Vehicles	96.6	98.9	93.2	0	97.5	100	99.4	99.2	0	99.4	97.7	97.1	100	0	97.4	93	98.6	100	0	97.7	98.3
Large 2 Axle Vehicles	2	3	5	0	10	0	3	1	0	4	1	7	0	0	8	1	2	0	0	3	25
% Large 2 Axle Vehicles	3.4	1.1	6.8	0	2.5	0	0.6	0.8	0	0.6	2.3	2.9	0	0	2.6	2.3	1.4	0	0	1.4	1.5
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.7	0	0	0	0.9	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	27	**11**	0	41	7	**103**	**25**	0	**135**	**7**	28	2	0	37	**8**	14	3	0	25	238
07:30 AM	3	39	5	0	47	3	76	13	0	92	6	25	4	0	35	3	15	4	0	22	196
07:45 AM	12	**58**	11	0	**81**	8	68	16	0	92	5	33	1	0	39	6	**24**	7	0	37	249
08:00 AM	**15**	48	8	0	71	**13**	57	16	0	86	7	**50**	**6**	0	**63**	7	21	**10**	0	**38**	**258**
Total Volume	33	172	35	0	240	31	304	70	0	405	25	136	13	0	174	24	74	24	0	122	941
% App. Total	13.8	71.7	14.6	0		7.7	75.1	17.3	0		14.4	78.2	7.5	0		19.7	60.7	19.7	0		

PHF	.550	.741	.795	.000	.741	.596	.738	.700	.000	.750	.893	.680	.542	.000	.690	.750	.771	.600	.000	.803	.912



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					07:15 AM					07:30 AM					07:45 AM				
+0 mins.	3	39	5	0	47	7	**103**	**25**	0	**135**	6	25	4	0	35	6	**24**	7	0	37
+15 mins.	12	**58**	**11**	0	**81**	3	76	13	0	92	5	33	1	0	39	**7**	21	**10**	0	**38**
+30 mins.	**15**	48	8	0	71	8	68	16	0	92	**7**	**50**	**6**	0	**63**	4	20	5	0	29
+45 mins.	7	35	7	0	49	**13**	57	16	0	86	6	38	5	0	49	5	21	1	0	27
Total Volume	37	180	31	0	248	31	304	70	0	405	24	146	16	0	186	22	86	23	0	131
% App. Total	14.9	72.6	12.5	0		7.7	75.1	17.3	0		12.9	78.5	8.6	0		16.8	65.6	17.6	0	
PHF	.617	.776	.705	.000	.765	.596	.738	.700	.000	.750	.857	.730	.667	.000	.738	.786	.896	.575	.000	.862

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25286 Jaclyn Avenue
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City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCAM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	2	17	15	0	34	3	68	14	0	85	1	16	0	0	17	2	9	3	0	14	150
07:15 AM	3	25	11	0	39	7	103	25	0	135	7	28	2	0	37	6	14	3	0	23	234
07:30 AM	3	39	5	0	47	3	76	13	0	92	6	25	4	0	35	3	15	4	0	22	196
07:45 AM	12	58	9	0	79	8	68	16	0	92	5	33	1	0	39	6	24	7	0	37	247
Total	20	139	40	0	199	21	315	68	0	404	19	102	7	0	128	17	62	17	0	96	827
08:00 AM	13	48	8	0	69	13	57	16	0	86	7	49	6	0	62	6	20	10	0	36	253
08:15 AM	7	35	6	0	48	3	46	11	0	60	6	37	5	0	48	4	19	5	0	28	184
08:30 AM	5	27	9	0	41	0	53	12	0	65	5	24	1	0	30	5	21	1	0	27	163
08:45 AM	11	14	6	0	31	1	50	18	0	69	5	23	2	0	30	8	18	4	0	30	160
Total	36	124	29	0	189	17	206	57	0	280	23	133	14	0	170	23	78	20	0	121	760
Grand Total	56	263	69	0	388	38	521	125	0	684	42	235	21	0	298	40	140	37	0	217	1587
Apprch %	14.4	67.8	17.8	0		5.6	76.2	18.3	0		14.1	78.9	7	0		18.4	64.5	17.1	0		
Total %	3.5	16.6	4.3	0	24.4	2.4	32.8	7.9	0	43.1	2.6	14.8	1.3	0	18.8	2.5	8.8	2.3	0	13.7	

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	25	**11**	0	39	7	**103**	**25**	0	**135**	**7**	28	2	0	37	**6**	14	3	0	23	234
07:30 AM	3	39	5	0	47	3	76	13	0	92	6	25	4	0	35	3	15	4	0	22	196
07:45 AM	12	**58**	9	0	**79**	8	68	16	0	92	5	33	1	0	39	6	**24**	7	0	**37**	247
08:00 AM	**13**	48	8	0	69	**13**	57	16	0	86	7	**49**	**6**	0	**62**	6	20	**10**	0	36	**253**
Total Volume	31	170	33	0	234	31	304	70	0	405	25	135	13	0	173	21	73	24	0	118	930
% App. Total	13.2	72.6	14.1	0		7.7	75.1	17.3	0		14.5	78	7.5	0		17.8	61.9	20.3	0		
PHF	.596	.733	.750	.000	.741	.596	.738	.700	.000	.750	.893	.689	.542	.000	.698	.875	.760	.600	.000	.797	.919

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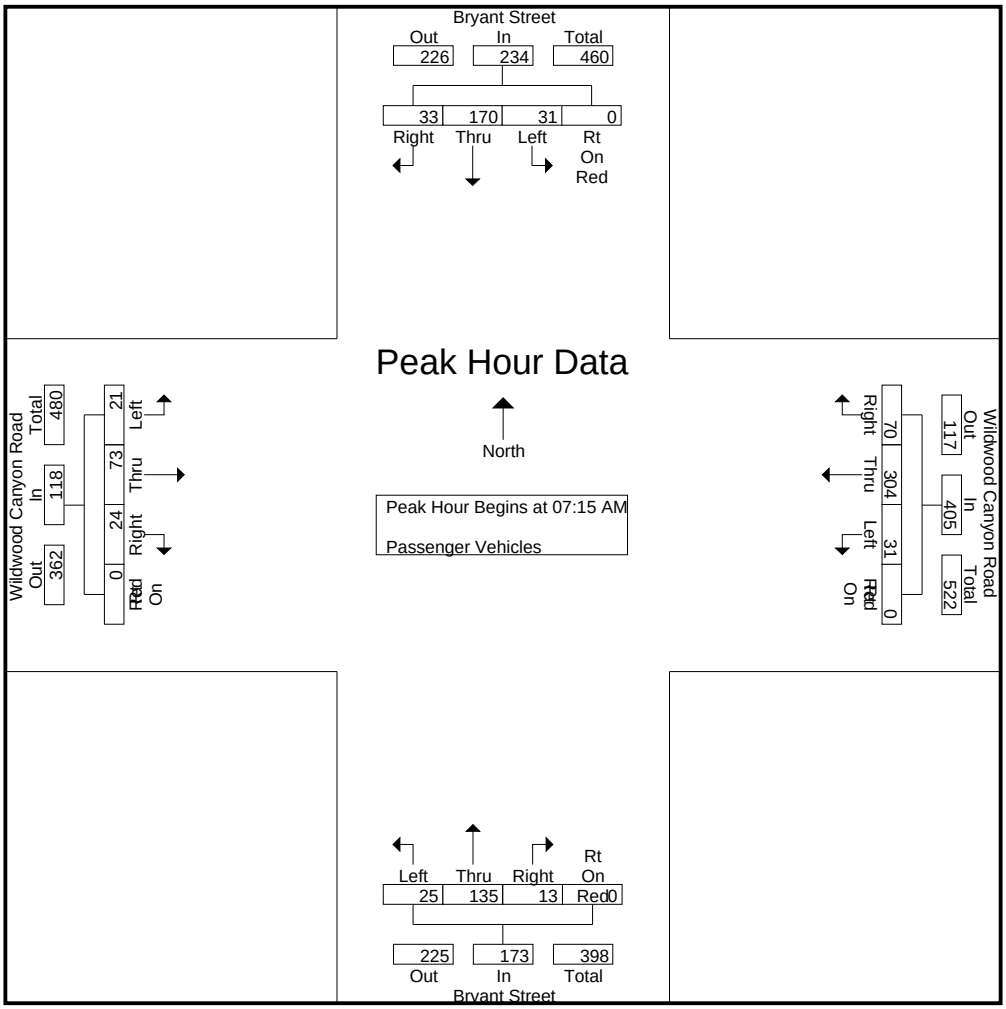

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	3	25	**11**	0	39	7	**103**	**25**	0	**135**	**7**	28	2	0	37	**6**	14	3	0	23
+15 mins.	3	39	5	0	47	3	76	13	0	92	6	25	4	0	35	3	15	4	0	22
+30 mins.	12	**58**	9	0	**79**	8	68	16	0	92	5	33	1	0	39	6	**24**	7	0	**37**
+45 mins.	**13**	48	8	0	69	**13**	57	16	0	86	7	**49**	**6**	0	**62**	6	20	**10**	0	36
Total Volume	31	170	33	0	234	31	304	70	0	405	25	135	13	0	173	21	73	24	0	118
% App. Total	13.2	72.6	14.1	0		7.7	75.1	17.3	0		14.5	78	7.5	0		17.8	61.9	20.3	0	
PHF	.596	.733	.750	.000	.741	.596	.738	.700	.000	.750	.893	.689	.542	.000	.698	.875	.760	.600	.000	.797

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City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
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File Name : YUCBRWCAM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	3	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
08:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
08:15 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
08:30 AM	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	2	0	2	0	4	0	3	1	0	4	0	7	0	0	7	1	2	0	0	3	18
Grand Total	2	3	5	0	10	0	3	1	0	4	1	7	0	0	8	1	2	0	0	3	25
Apprch %	20	30	50	0		0	75	25	0		12.5	87.5	0	0		33.3	66.7	0	0		
Total %	8	12	20	0	40	0	12	4	0	16	4	28	0	0	32	4	8	0	0	12	

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	**2**	0	0	0	2	0	0	0	0	0	0	**1**	0	0	**1**	**1**	**1**	0	0	**2**	**5**
Total Volume	2	2	2	0	6	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	9
% App. Total	33.3	33.3	33.3	0		0	0	0	0		0	100	0	0		50	50	0	0		
PHF	.250	.250	.250	.000	.750	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.000	.250	.450

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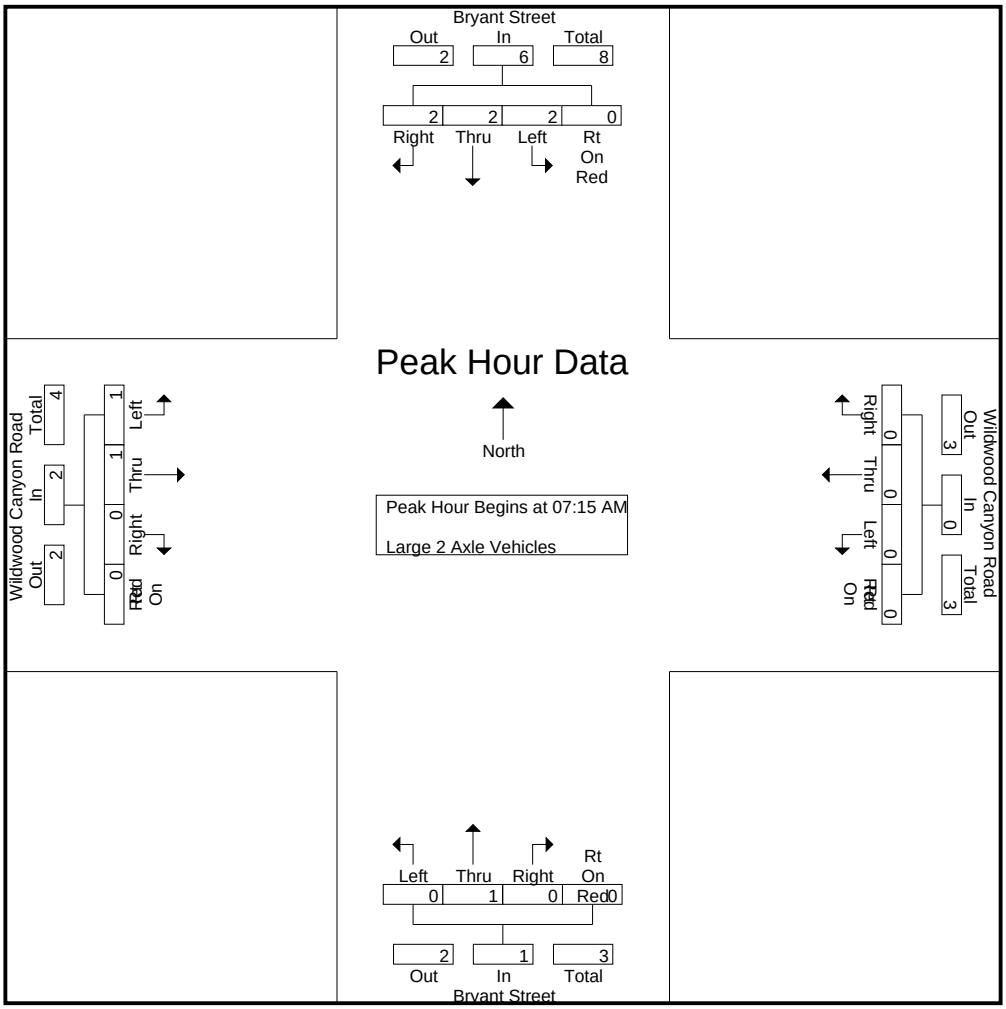

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	0	0	0	2	0	0	0	0	0	0	**1**	0	0	**1**	**1**	**1**	0	0	**2**
Total Volume	2	2	2	0	6	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2
% App. Total	33.3	33.3	33.3	0		0	0	0	0		0	100	0	0		50	50	0	0	
PHF	.250	.250	.250	.000	.750	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.000	.000	.250

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Groups Printed- 3 Axle Vehicles

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

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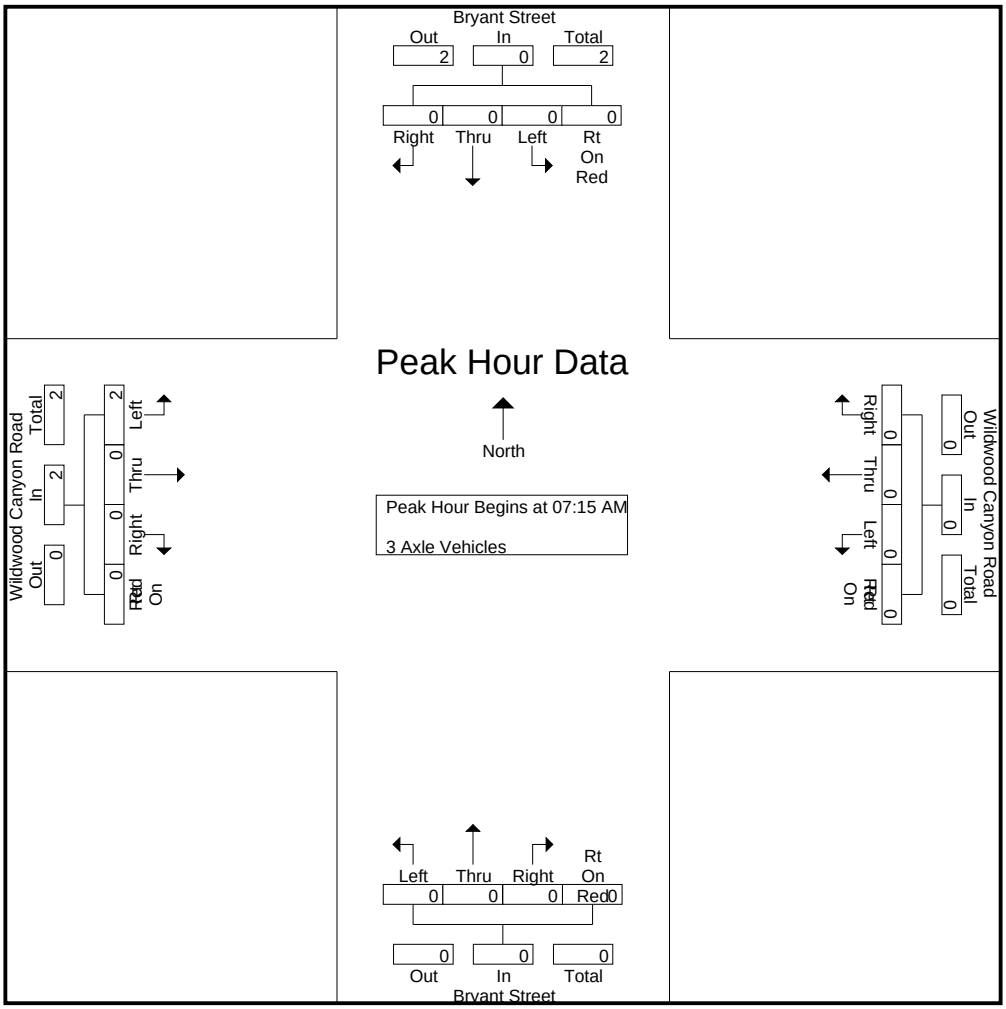

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250

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(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCAM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
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File Name : YUCBRWCAM
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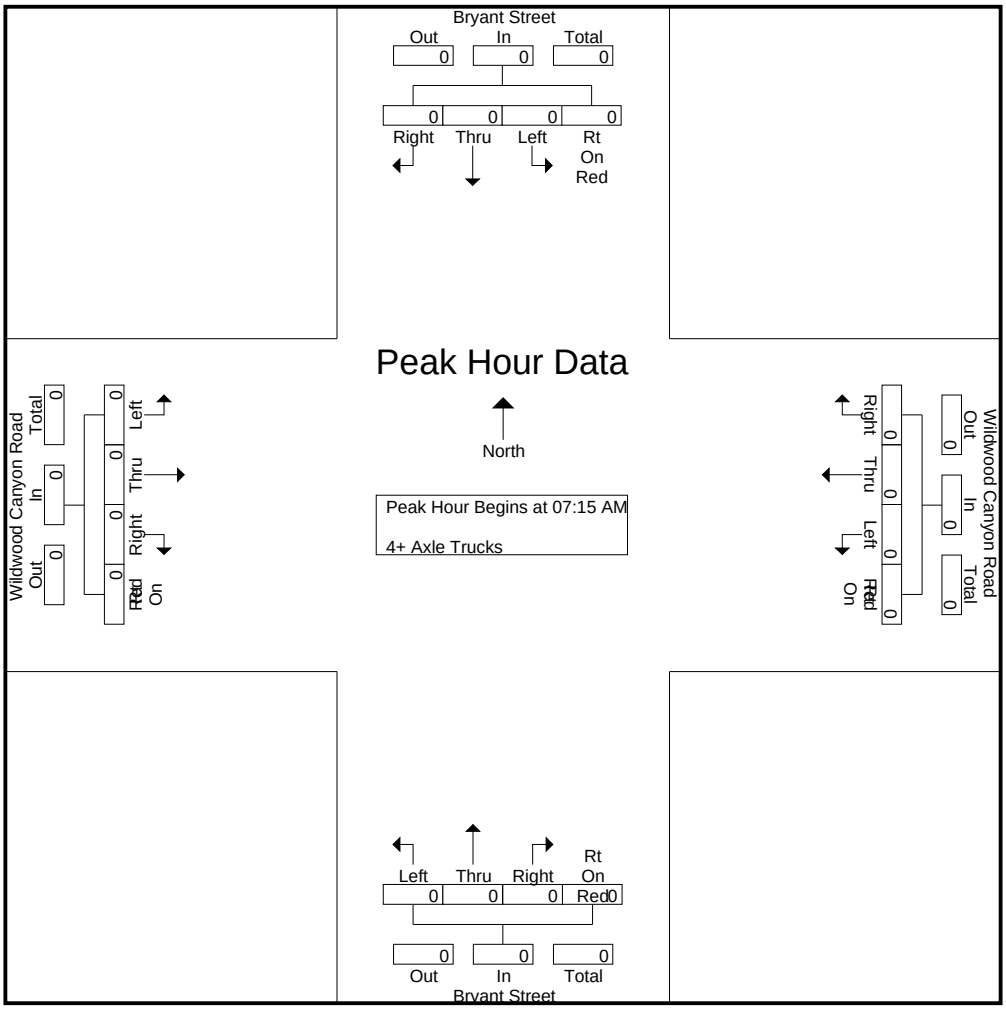
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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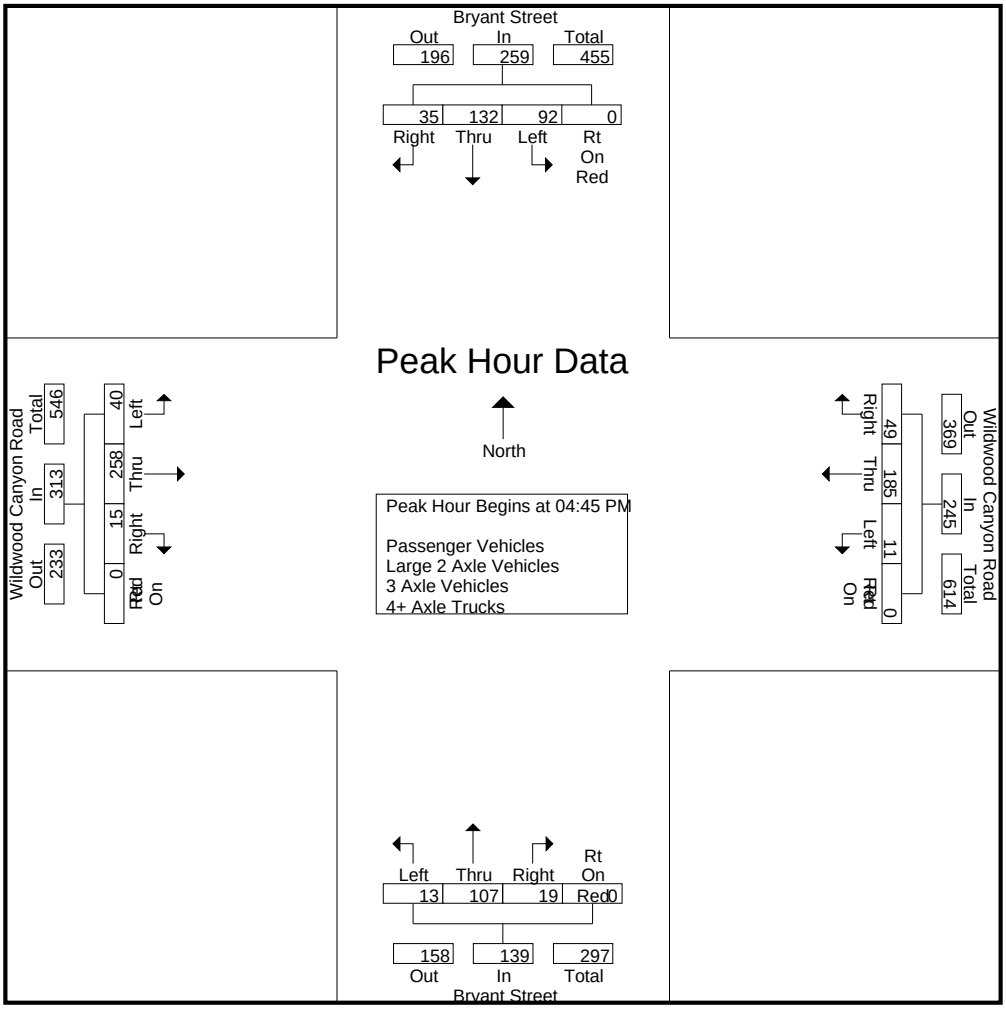
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	22	36	13	0	71	0	43	14	0	57	4	25	5	0	34	10	57	3	0	70	232
04:15 PM	10	24	5	0	39	1	32	10	0	43	6	25	5	0	36	10	38	6	0	54	172
04:30 PM	16	26	9	0	51	0	34	14	0	48	6	22	4	0	32	6	49	3	0	58	189
04:45 PM	21	31	4	0	56	1	55	13	0	69	4	31	4	0	39	11	60	4	0	75	239
Total	69	117	31	0	217	2	164	51	0	217	20	103	18	0	141	37	204	16	0	257	832
05:00 PM	18	33	11	0	62	4	50	13	0	67	1	31	8	0	40	9	81	4	0	94	263
05:15 PM	22	30	10	0	62	1	36	12	0	49	6	25	6	0	37	8	60	2	0	70	218
05:30 PM	31	38	10	0	79	5	44	11	0	60	2	20	1	0	23	12	57	5	0	74	236
05:45 PM	36	27	7	0	70	2	47	10	0	59	8	30	2	0	40	14	53	2	0	69	238
Total	107	128	38	0	273	12	177	46	0	235	17	106	17	0	140	43	251	13	0	307	955
Grand Total	176	245	69	0	490	14	341	97	0	452	37	209	35	0	281	80	455	29	0	564	1787
Apprch %	35.9	50	14.1	0		3.1	75.4	21.5	0		13.2	74.4	12.5	0		14.2	80.7	5.1	0		
Total %	9.8	13.7	3.9	0	27.4	0.8	19.1	5.4	0	25.3	2.1	11.7	2	0	15.7	4.5	25.5	1.6	0	31.6	
Passenger Vehicles	176	244	68	0	488	14	341	96	0	451	37	208	35	0	280	78	454	29	0	561	1780
% Passenger Vehicles	100	99.6	98.6	0	99.6	100	100	99	0	99.8	100	99.5	100	0	99.6	97.5	99.8	100	0	99.5	99.6
Large 2 Axle Vehicles	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	2	1	0	0	3	7
% Large 2 Axle Vehicles	0	0.4	1.4	0	0.4	0	0	1	0	0.2	0	0.5	0	0	0.4	2.5	0.2	0	0	0.5	0.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	21	31	4	0	56	1	**55**	**13**	0	**69**	4	**31**	4	0	39	11	60	4	0	75	239
05:00 PM	18	33	**11**	0	62	4	50	13	0	67	1	31	**8**	0	**40**	9	**81**	4	0	**94**	**263**
05:15 PM	22	30	10	0	62	1	36	12	0	49	**6**	25	6	0	37	8	60	2	0	70	218
05:30 PM	**31**	**38**	10	0	**79**	**5**	44	11	0	60	2	20	1	0	23	**12**	57	**5**	0	74	236
Total Volume	92	132	35	0	259	11	185	49	0	245	13	107	19	0	139	40	258	15	0	313	956
% App. Total	35.5	51	13.5	0		4.5	75.5	20	0		9.4	77	13.7	0		12.8	82.4	4.8	0		

PHF	.742	.868	.795	.000	.820	.550	.841	.942	.000	.888	.542	.863	.594	.000	.869	.833	.796	.750	.000	.832	.909



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					04:30 PM					04:45 PM				
+0 mins.	18	33	**11**	0	62	1	**55**	**13**	0	**69**	**6**	22	4	0	32	11	60	4	0	75
+15 mins.	22	30	10	0	62	4	50	13	0	67	4	**31**	4	0	39	9	**81**	4	0	**94**
+30 mins.	31	**38**	10	0	**79**	1	36	12	0	49	1	31	**8**	0	**40**	8	60	2	0	70
+45 mins.	**36**	27	7	0	70	**5**	44	11	0	60	6	25	6	0	37	**12**	57	**5**	0	74
Total Volume	107	128	38	0	273	11	185	49	0	245	17	109	22	0	148	40	258	15	0	313
% App. Total	39.2	46.9	13.9	0		4.5	75.5	20	0		11.5	73.6	14.9	0		12.8	82.4	4.8	0	
PHF	.743	.842	.864	.000	.864	.550	.841	.942	.000	.888	.708	.879	.688	.000	.925	.833	.796	.750	.000	.832

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File Name : YUCBRWCPM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	22	35	12	0	69	0	43	13	0	56	4	25	5	0	34	9	57	3	0	69	228
04:15 PM	10	24	5	0	39	1	32	10	0	43	6	25	5	0	36	9	38	6	0	53	171
04:30 PM	16	26	9	0	51	0	34	14	0	48	6	22	4	0	32	6	49	3	0	58	189
04:45 PM	21	31	4	0	56	1	55	13	0	69	4	30	4	0	38	11	59	4	0	74	237
Total	69	116	30	0	215	2	164	50	0	216	20	102	18	0	140	35	203	16	0	254	825
05:00 PM	18	33	11	0	62	4	50	13	0	67	1	31	8	0	40	9	81	4	0	94	263
05:15 PM	22	30	10	0	62	1	36	12	0	49	6	25	6	0	37	8	60	2	0	70	218
05:30 PM	31	38	10	0	79	5	44	11	0	60	2	20	1	0	23	12	57	5	0	74	236
05:45 PM	36	27	7	0	70	2	47	10	0	59	8	30	2	0	40	14	53	2	0	69	238
Total	107	128	38	0	273	12	177	46	0	235	17	106	17	0	140	43	251	13	0	307	955
Grand Total	176	244	68	0	488	14	341	96	0	451	37	208	35	0	280	78	454	29	0	561	1780
Apprch %	36.1	50	13.9	0		3.1	75.6	21.3	0		13.2	74.3	12.5	0		13.9	80.9	5.2	0		
Total %	9.9	13.7	3.8	0	27.4	0.8	19.2	5.4	0	25.3	2.1	11.7	2	0	15.7	4.4	25.5	1.6	0	31.5	

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	21	31	4	0	56	1	**55**	**13**	0	**69**	4	30	4	0	38	11	59	4	0	74	237
05:00 PM	18	33	**11**	0	62	4	50	13	0	67	1	**31**	**8**	0	**40**	9	**81**	4	0	**94**	**263**
05:15 PM	22	30	10	0	62	1	36	12	0	49	**6**	25	6	0	37	8	60	2	0	70	218
05:30 PM	**31**	**38**	10	0	**79**	**5**	44	11	0	60	2	20	1	0	23	**12**	57	**5**	0	74	236
Total Volume	92	132	35	0	259	11	185	49	0	245	13	106	19	0	138	40	257	15	0	312	954
% App. Total	35.5	51	13.5	0		4.5	75.5	20	0		9.4	76.8	13.8	0		12.8	82.4	4.8	0		
PHF	.742	.868	.795	.000	.820	.550	.841	.942	.000	.888	.542	.855	.594	.000	.863	.833	.793	.750	.000	.830	.907

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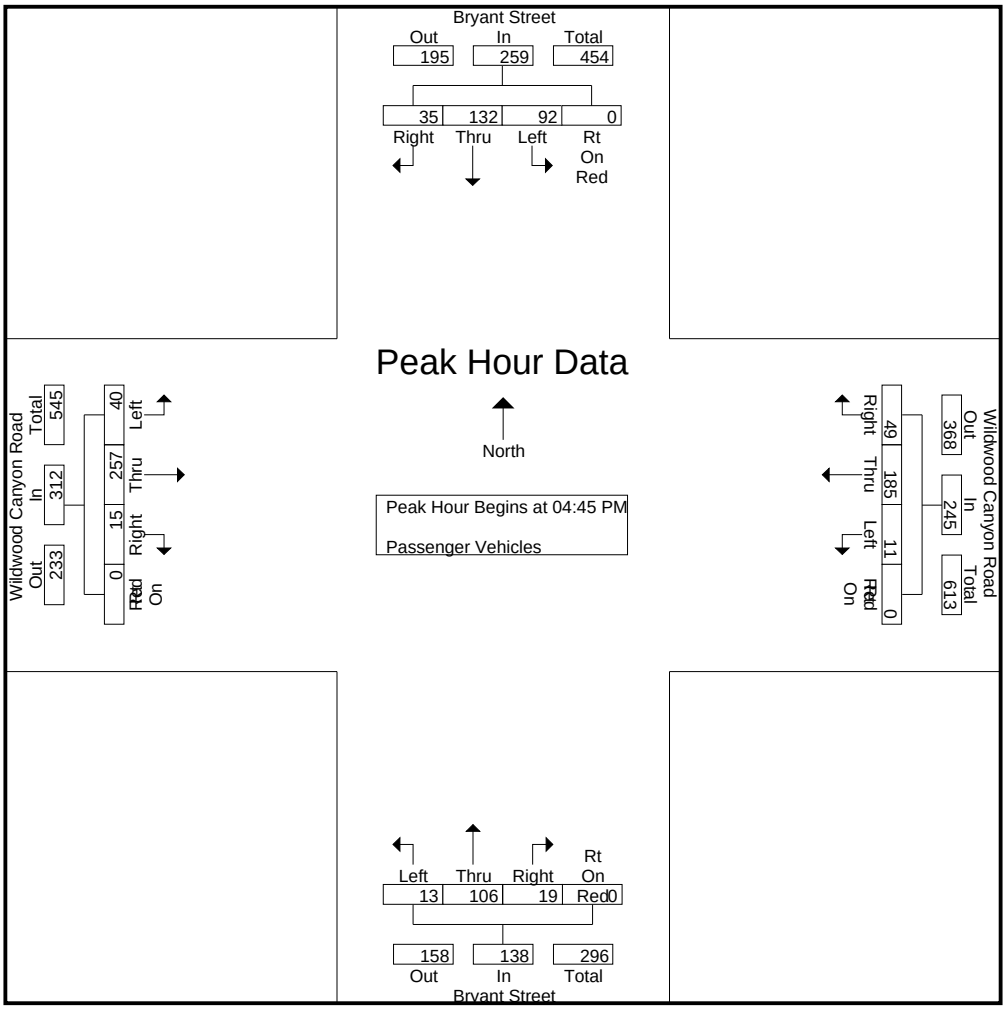

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	21	31	4	0	56	1	**55**	**13**	0	**69**	4	30	4	0	38	11	59	4	0	74
+15 mins.	18	33	**11**	0	62	4	50	13	0	67	1	**31**	**8**	0	**40**	9	**81**	4	0	**94**
+30 mins.	22	30	10	0	62	1	36	12	0	49	**6**	25	6	0	37	8	60	2	0	70
+45 mins.	**31**	**38**	10	0	**79**	**5**	44	11	0	60	2	20	1	0	23	**12**	57	**5**	0	74
Total Volume	92	132	35	0	259	11	185	49	0	245	13	106	19	0	138	40	257	15	0	312
% App. Total	35.5	51	13.5	0		4.5	75.5	20	0		9.4	76.8	13.8	0		12.8	82.4	4.8	0	
PHF	.742	.868	.795	.000	.820	.550	.841	.942	.000	.888	.542	.855	.594	.000	.863	.833	.793	.750	.000	.830

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Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	2	1	0	0	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1	2	1	0	0	3	7
Apprch %	0	50	50	0		0	0	100	0		0	100	0	0		66.7	33.3	0	0		
Total %	0	14.3	14.3	0	28.6	0	0	14.3	0	14.3	0	14.3	0	0	14.3	28.6	14.3	0	0	42.9	

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	**1**	0	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.250

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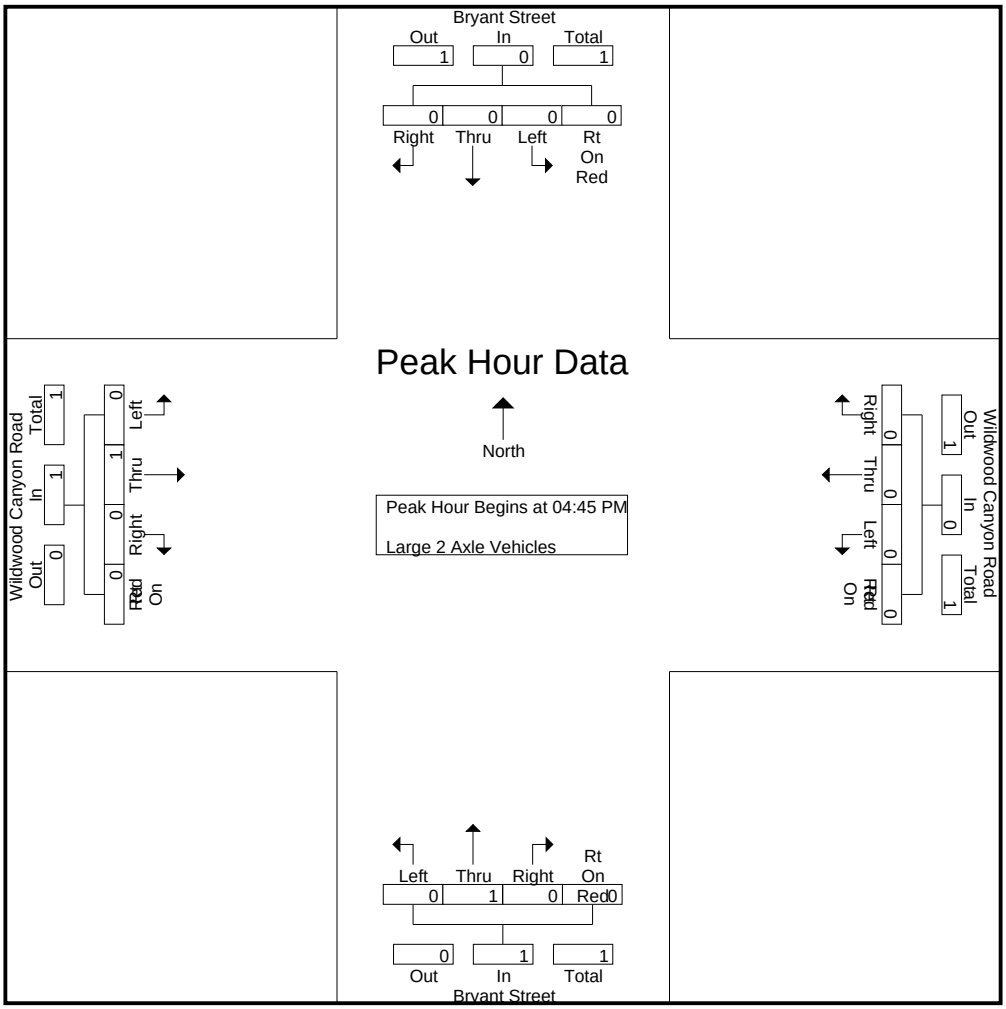


Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCPM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

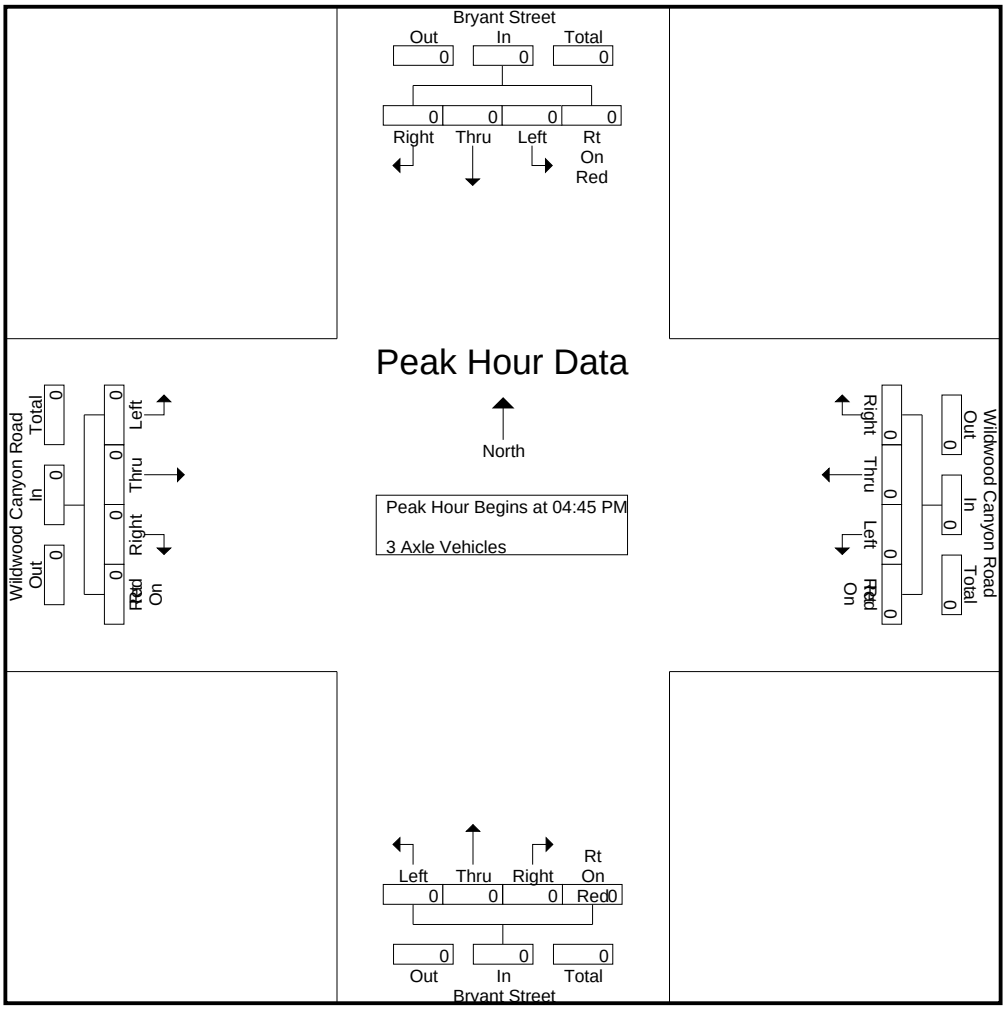
	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCPM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCPM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

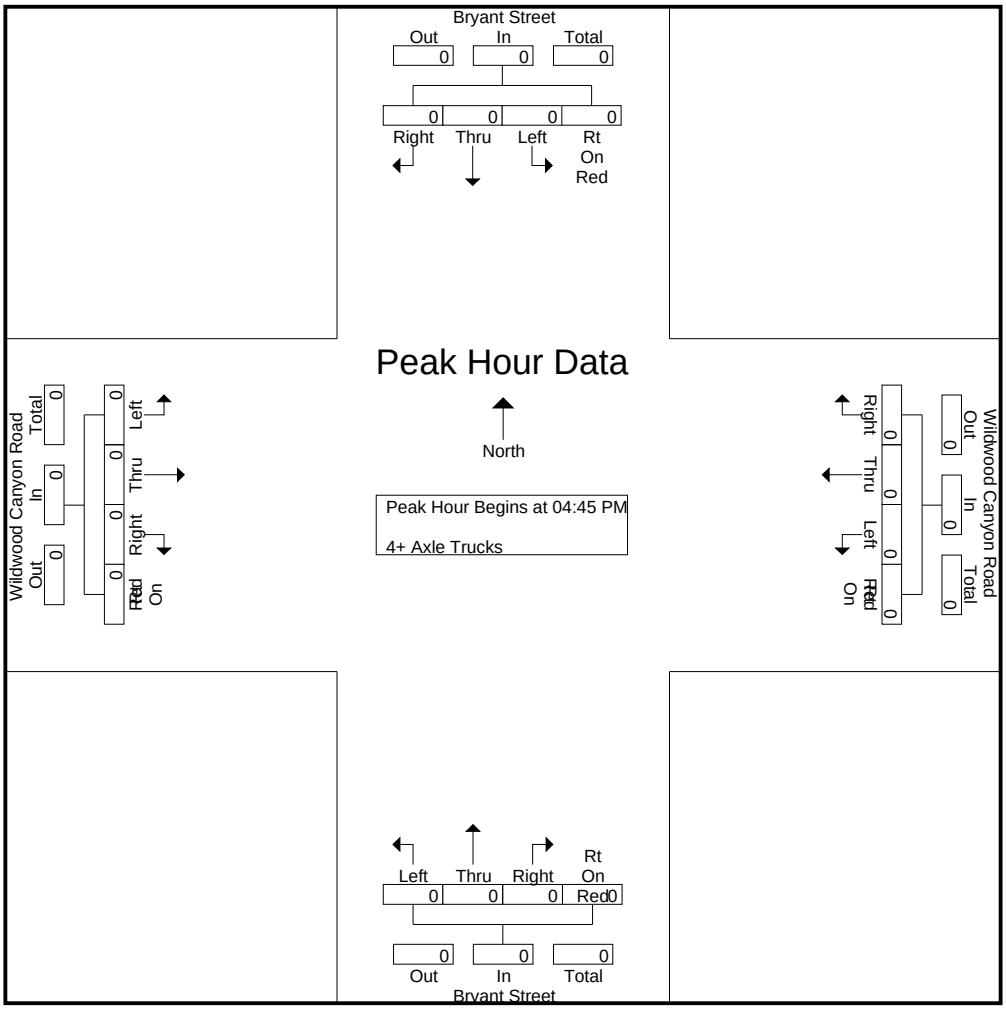
	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					Wildwood Canyon Road Westbound					Bryant Street Northbound					Wildwood Canyon Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: Wildwood Canyon Road
Weather: Sunny

File Name : YUCBRWCPM
Site Code : 10043137
Start Date : 2/16/2010
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:45 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_030 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 1/30/2013

AM

NS/EW Streets:	I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM				21	1	3		25	0	109	17		176
7:15 AM				44	1	5		30	1	112	25		218
7:30 AM				53	0	5		46	0	89	9		202
7:45 AM				63	0	8		15	2	57	9		154
8:00 AM				49	1	5		14	1	74	8		152
8:15 AM				57	0	4		18	0	48	5		132
8:30 AM				52	1	2		17	2	42	8		124
8:45 AM				53	0	2		13	1	39	6		114
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	392	4	34	0	178	7	570	87	0	1272
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	91.16%	0.93%	7.91%	0.00%	96.22%	3.78%	86.76%	13.24%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	181	2	21	0	116	3	367	60	0	750
PEAK HR FACTOR :		0.000			0.718			0.647			0.779		0.860

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_030 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 1/30/2013

PM

NS/EW Streets:	I-10 SB Ramps (EB)			I-10 SB Ramps (EB)			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
4:00 PM				136	0	3		10	1	61	8		219
4:15 PM				154	0	5		11	0	47	6		223
4:30 PM				138	0	8		12	0	56	7		221
4:45 PM				146	1	8		14	0	41	8		218
5:00 PM				139	0	6		12	0	59	8		224
5:15 PM				151	0	7		13	4	38	9		222
5:30 PM				135	0	3		17	1	57	9		222
5:45 PM				151	0	6		17	1	51	10		236
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	1150	1	46	0	106	7	410	65	0	1785
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	96.07%	0.08%	3.84%	0.00%	93.81%	6.19%	86.32%	13.68%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	576	0	22	0	59	6	205	36	0	904
PEAK HR FACTOR :		0.000			0.946			0.903			0.899		0.958

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_031 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 1/30/2013

AM

NS/EW Streets:	I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	1	
7:00 AM	0	1	26				13	34			125	208	407
7:15 AM	0	0	65				11	63			139	175	453
7:30 AM	2	0	75				6	94			98	120	395
7:45 AM	2	1	52				4	74			66	91	290
8:00 AM	0	1	34				5	57			82	126	305
8:15 AM	0	2	34				7	69			52	122	286
8:30 AM	1	0	31				5	58			51	140	286
8:45 AM	0	0	39				8	59			44	129	279
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	5	356	0	0	0	59	508	0	0	657	1111	2701
APPROACH %'s :	1.37%	1.37%	97.27%	#DIV/0!	#DIV/0!	#DIV/0!	10.41%	89.59%	0.00%	0.00%	37.16%	62.84%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	4	2	218	0	0	0	34	265	0	0	428	594	1545
PEAK HR FACTOR :		0.727			0.000			0.748			0.767		0.853

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6021_031 **Day:** WEDNESDAY

City: City of Calimesa **Date:** 1/30/2013

PM

NS/EW Streets:	I-10 NB Ramps (WB)			I-10 NB Ramps (WB)			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	1	
4:00 PM	1	0	39				5	143			70	86	344
4:15 PM	0	1	55				1	160			51	70	338
4:30 PM	0	0	40				3	147			67	84	341
4:45 PM	0	0	55				5	154			44	80	338
5:00 PM	0	0	50				4	151			67	88	360
5:15 PM	1	0	66				4	162			48	94	375
5:30 PM	0	0	45				7	144			69	83	348
5:45 PM	1	1	49				2	171			56	83	363
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	2	399	0	0	0	31	1232	0	0	472	668	2807
APPROACH %'s :	0.74%	0.50%	98.76%	#DIV/0!	#DIV/0!	#DIV/0!	2.45%	97.55%	0.00%	0.00%	41.40%	58.60%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	2	1	210	0	0	0	17	628	0	0	240	348	1446
PEAK HR FACTOR :		0.795			0.000			0.932			0.948		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_033 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

AM

NS/EW Streets:	5th St			5th St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	1	1	1	1	
7:00 AM	5	25	9	4	11	52	11	35	3	9	173	6	343
7:15 AM	5	29	9	0	29	45	24	59	3	11	112	12	338
7:30 AM	4	22	10	8	34	40	17	73	4	8	132	7	359
7:45 AM	3	29	10	6	25	32	21	78	4	11	124	4	347
8:00 AM	3	20	6	14	25	61	19	87	2	16	126	6	385
8:15 AM	6	18	14	11	25	52	19	76	0	21	128	6	376
8:30 AM	2	18	11	4	20	48	26	47	2	22	146	17	363
8:45 AM	2	21	6	5	22	37	15	54	1	8	126	9	306
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	182	75	52	191	367	152	509	19	106	1067	67	2817
APPROACH %'s :	10.45%	63.41%	26.13%	8.52%	31.31%	60.16%	22.35%	74.85%	2.79%	8.55%	86.05%	5.40%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	14	85	41	35	95	193	85	288	8	70	524	33	1471
PEAK HR FACTOR :		0.833			0.808			0.882			0.847		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA13_6034_033 **Day:** WEDNESDAY

City: City of Yucaipa **Date:** 02/13/2013

PM

NS/EW Streets:	5th St			5th St			County Line Rd			County Line Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	1	1	1	1	1	
4:00 PM	4	46	7	6	38	54	43	101	3	13	90	7	412
4:15 PM	7	54	10	10	50	40	34	109	11	13	73	6	417
4:30 PM	5	40	15	4	35	31	51	122	7	15	103	13	441
4:45 PM	3	43	16	15	47	46	42	124	7	19	57	9	428
5:00 PM	3	45	17	9	37	38	37	127	2	25	79	8	427
5:15 PM	4	41	16	8	46	43	36	132	4	10	81	9	430
5:30 PM	0	50	22	6	45	46	44	142	5	10	71	8	449
5:45 PM	4	43	14	10	45	44	46	115	6	19	67	10	423
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	362	117	68	343	342	333	972	45	124	621	70	3427
APPROACH %'s :	5.89%	71.12%	22.99%	9.03%	45.55%	45.42%	24.67%	72.00%	3.33%	15.21%	76.20%	8.59%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	10	179	71	38	175	173	159	525	18	64	288	34	1734
PEAK HR FACTOR :		0.903			0.894			0.919			0.862		0.965

CONTROL : Signalized

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

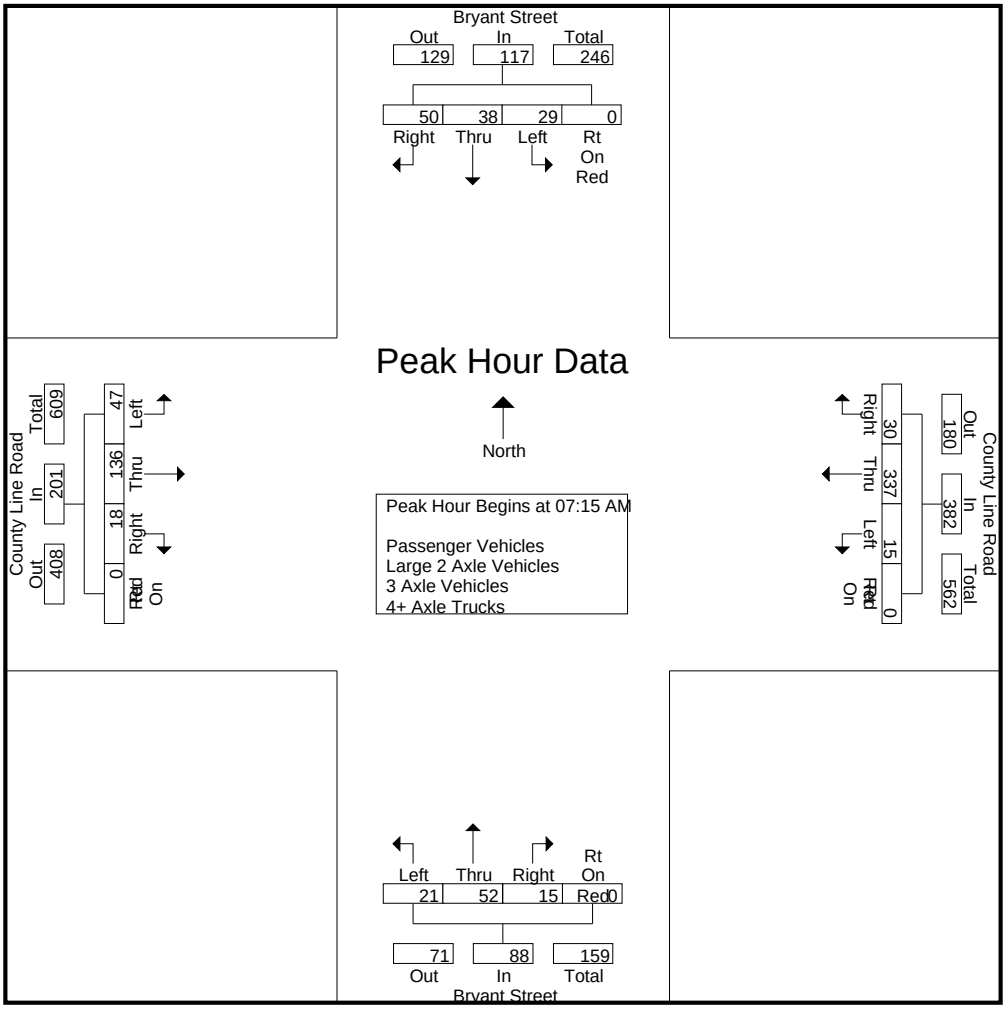
File Name : YUCBRCLAM
Site Code : 10014135
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	4	8	13	0	25	3	95	7	0	105	11	7	0	0	18	6	19	2	0	27	175
07:15 AM	4	17	13	0	34	11	106	7	0	124	10	18	4	0	32	8	24	5	0	37	227
07:30 AM	6	7	5	0	18	2	77	7	0	86	5	12	4	0	21	7	29	2	0	38	163
07:45 AM	14	7	8	0	29	1	79	6	0	86	3	7	2	0	12	6	48	7	0	61	188
Total	28	39	39	0	106	17	357	27	0	401	29	44	10	0	83	27	120	16	0	163	753
08:00 AM	5	7	24	0	36	1	75	10	0	86	3	15	5	0	23	26	35	4	0	65	210
08:15 AM	6	7	25	0	38	6	65	5	0	76	11	10	1	0	22	8	29	2	0	39	175
08:30 AM	4	11	17	0	32	3	70	2	0	75	4	5	3	0	12	9	31	6	0	46	165
08:45 AM	4	6	19	0	29	0	55	1	0	56	0	6	0	0	6	9	29	1	0	39	130
Total	19	31	85	0	135	10	265	18	0	293	18	36	9	0	63	52	124	13	0	189	680
Grand Total	47	70	124	0	241	27	622	45	0	694	47	80	19	0	146	79	244	29	0	352	1433
Apprch %	19.5	29	51.5	0		3.9	89.6	6.5	0		32.2	54.8	13	0		22.4	69.3	8.2	0		
Total %	3.3	4.9	8.7	0	16.8	1.9	43.4	3.1	0	48.4	3.3	5.6	1.3	0	10.2	5.5	17	2	0	24.6	
Passenger Vehicles	47	67	121	0	235	26	619	43	0	688	46	79	16	0	141	77	237	27	0	341	1405
% Passenger Vehicles	100	95.7	97.6	0	97.5	96.3	99.5	95.6	0	99.1	97.9	98.8	84.2	0	96.6	97.5	97.1	93.1	0	96.9	98
Large 2 Axle Vehicles	0	3	1	0	4	1	3	2	0	6	1	1	2	0	4	1	6	2	0	9	23
% Large 2 Axle Vehicles	0	4.3	0.8	0	1.7	3.7	0.5	4.4	0	0.9	2.1	1.2	10.5	0	2.7	1.3	2.5	6.9	0	2.6	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	5.3	0	0.7	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
% 4+ Axle Trucks	0	0	1.6	0	0.8	0	0	0	0	0	0	0	0	0	0	1.3	0.4	0	0	0.6	0.3

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	**17**	13	0	34	**11**	**106**	7	0	**124**	**10**	**18**	4	0	**32**	8	24	5	0	37	**227**
07:30 AM	6	7	5	0	18	2	77	7	0	86	5	12	4	0	21	7	29	2	0	38	163
07:45 AM	**14**	7	8	0	29	1	79	6	0	86	3	7	2	0	12	6	**48**	**7**	0	61	188
08:00 AM	5	7	**24**	0	**36**	1	75	**10**	0	86	3	15	**5**	0	23	**26**	35	4	0	**65**	210
Total Volume	29	38	50	0	117	15	337	30	0	382	21	52	15	0	88	47	136	18	0	201	788
% App. Total	24.8	32.5	42.7	0		3.9	88.2	7.9	0		23.9	59.1	17	0		23.4	67.7	9	0		

PHF	.518	.559	.521	.000	.813	.341	.795	.750	.000	.770	.525	.722	.750	.000	.688	.452	.708	.643	.000	.773	.868



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					07:15 AM					07:45 AM				
+0 mins.	**14**	7	8	0	29	3	95	**7**	0	105	**10**	**18**	4	0	**32**	6	**48**	**7**	0	61
+15 mins.	5	7	24	0	36	**11**	**106**	7	0	**124**	5	12	4	0	21	**26**	35	4	0	**65**
+30 mins.	6	7	**25**	0	**38**	2	77	7	0	86	3	7	2	0	12	8	29	2	0	39
+45 mins.	4	**11**	17	0	32	1	79	6	0	86	3	15	**5**	0	23	9	31	6	0	46
Total Volume	29	32	74	0	135	17	357	27	0	401	21	52	15	0	88	49	143	19	0	211
% App. Total	21.5	23.7	54.8	0		4.2	89	6.7	0		23.9	59.1	17	0		23.2	67.8	9	0	
PHF	.518	.727	.740	.000	.888	.386	.842	.964	.000	.808	.525	.722	.750	.000	.688	.471	.745	.679	.000	.812

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLAM
Site Code : 10014135
Start Date : 2/16/2010
Page No : 1

Groups Printed- Passenger Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	4	7	13	0	24	3	95	6	0	104	11	7	0	0	18	5	19	2	0	26	172
07:15 AM	4	16	12	0	32	11	106	7	0	124	10	18	2	0	30	8	24	4	0	36	222
07:30 AM	6	6	5	0	17	1	77	7	0	85	5	11	4	0	20	7	29	2	0	38	160
07:45 AM	14	7	8	0	29	1	78	6	0	85	3	7	2	0	12	6	47	7	0	60	186
Total	28	36	38	0	102	16	356	26	0	398	29	43	8	0	80	26	119	15	0	160	740
08:00 AM	5	7	24	0	36	1	75	10	0	86	2	15	5	0	22	26	34	4	0	64	208
08:15 AM	6	7	25	0	38	6	64	4	0	74	11	10	1	0	22	8	25	2	0	35	169
08:30 AM	4	11	17	0	32	3	70	2	0	75	4	5	2	0	11	8	30	5	0	43	161
08:45 AM	4	6	17	0	27	0	54	1	0	55	0	6	0	0	6	9	29	1	0	39	127
Total	19	31	83	0	133	10	263	17	0	290	17	36	8	0	61	51	118	12	0	181	665
Grand Total	47	67	121	0	235	26	619	43	0	688	46	79	16	0	141	77	237	27	0	341	1405
Apprch %	20	28.5	51.5	0		3.8	90	6.2	0		32.6	56	11.3	0		22.6	69.5	7.9	0		
Total %	3.3	4.8	8.6	0	16.7	1.9	44.1	3.1	0	49	3.3	5.6	1.1	0	10	5.5	16.9	1.9	0	24.3	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	**16**	12	0	32	**11**	**106**	7	0	**124**	**10**	**18**	2	0	**30**	8	24	4	0	36	**222**
07:30 AM	6	6	5	0	17	1	77	7	0	85	5	11	4	0	20	7	29	2	0	38	160
07:45 AM	**14**	7	8	0	29	1	78	6	0	85	3	7	2	0	12	6	**47**	**7**	0	60	186
08:00 AM	5	7	**24**	0	**36**	1	75	**10**	0	86	2	15	**5**	0	22	**26**	34	4	0	**64**	208
Total Volume	29	36	49	0	114	14	336	30	0	380	20	51	13	0	84	47	134	17	0	198	776
% App. Total	25.4	31.6	43	0		3.7	88.4	7.9	0		23.8	60.7	15.5	0		23.7	67.7	8.6	0		
PHF	.518	.563	.510	.000	.792	.318	.792	.750	.000	.766	.500	.708	.650	.000	.700	.452	.713	.607	.000	.773	.874

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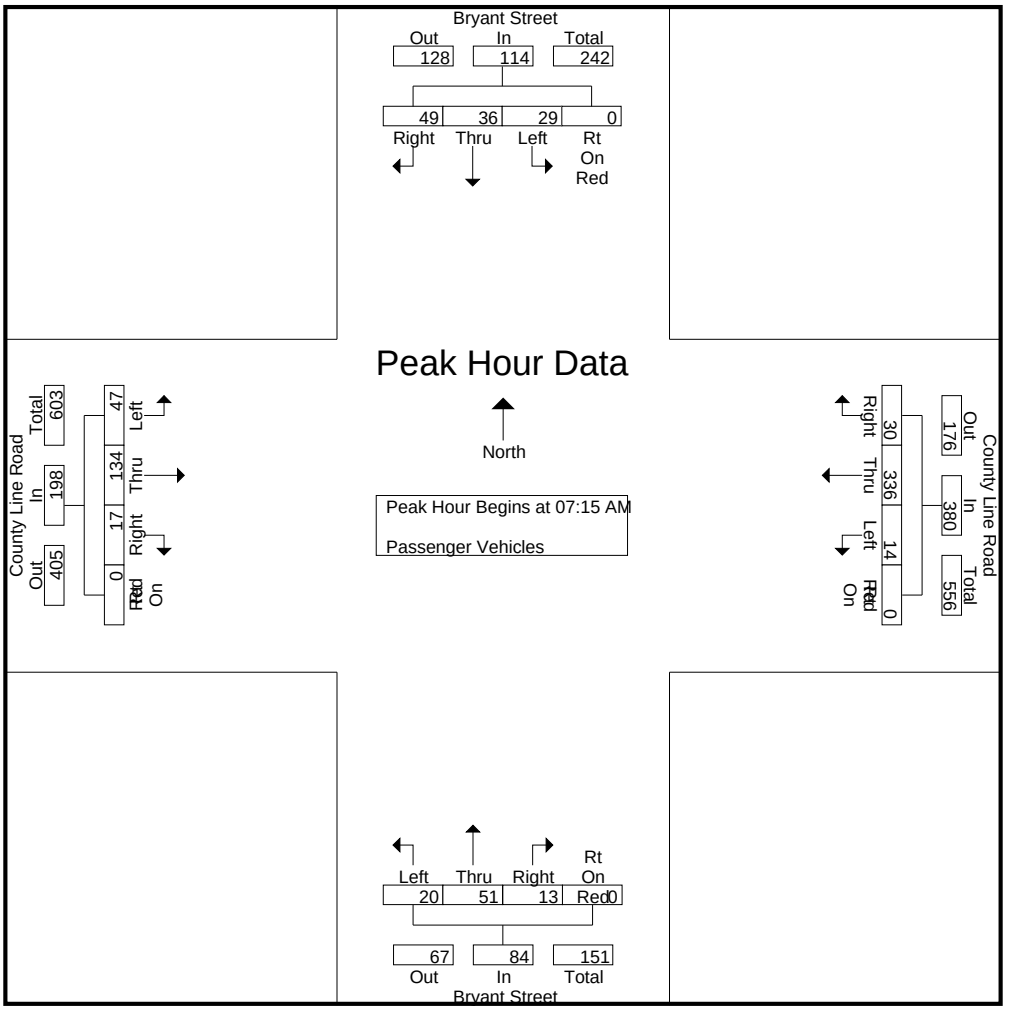

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	4	**16**	12	0	32	**11**	**106**	7	0	**124**	**10**	**18**	2	0	**30**	8	24	4	0	36
+15 mins.	6	6	5	0	17	1	77	7	0	85	5	11	4	0	20	7	29	2	0	38
+30 mins.	**14**	7	8	0	29	1	78	6	0	85	3	7	2	0	12	6	**47**	**7**	0	60
+45 mins.	5	7	**24**	0	**36**	1	75	**10**	0	86	2	15	**5**	0	22	**26**	34	4	0	**64**
Total Volume	29	36	49	0	114	14	336	30	0	380	20	51	13	0	84	47	134	17	0	198
% App. Total	25.4	31.6	43	0		3.7	88.4	7.9	0		23.8	60.7	15.5	0		23.7	67.7	8.6	0	
PHF	.518	.563	.510	.000	.792	.318	.792	.750	.000	.766	.500	.708	.650	.000	.700	.452	.713	.607	.000	.773

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Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	3
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	5
07:30 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	3	1	0	4	1	1	1	0	3	0	1	2	0	3	1	1	1	0	3	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	5	1	0	6	10
Grand Total	0	3	1	0	4	1	3	2	0	6	1	1	2	0	4	1	6	2	0	9	23
Apprch %	0	75	25	0		16.7	50	33.3	0		25	25	50	0		11.1	66.7	22.2	0		
Total %	0	13	4.3	0	17.4	4.3	13	8.7	0	26.1	4.3	4.3	8.7	0	17.4	4.3	26.1	8.7	0	39.1	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	0	**1**	**5**
07:30 AM	0	1	0	0	1	**1**	0	0	0	**1**	0	**1**	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	**1**	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	1
Total Volume	0	2	1	0	3	1	1	0	0	2	1	1	2	0	4	0	1	1	0	2	11
% App. Total	0	66.7	33.3	0		50	50	0	0		25	25	50	0		0	50	50	0		
PHF	.000	.500	.250	.000	.375	.250	.250	.000	.000	.500	.250	.250	.250	.000	.500	.000	.250	.250	.000	.500	.550

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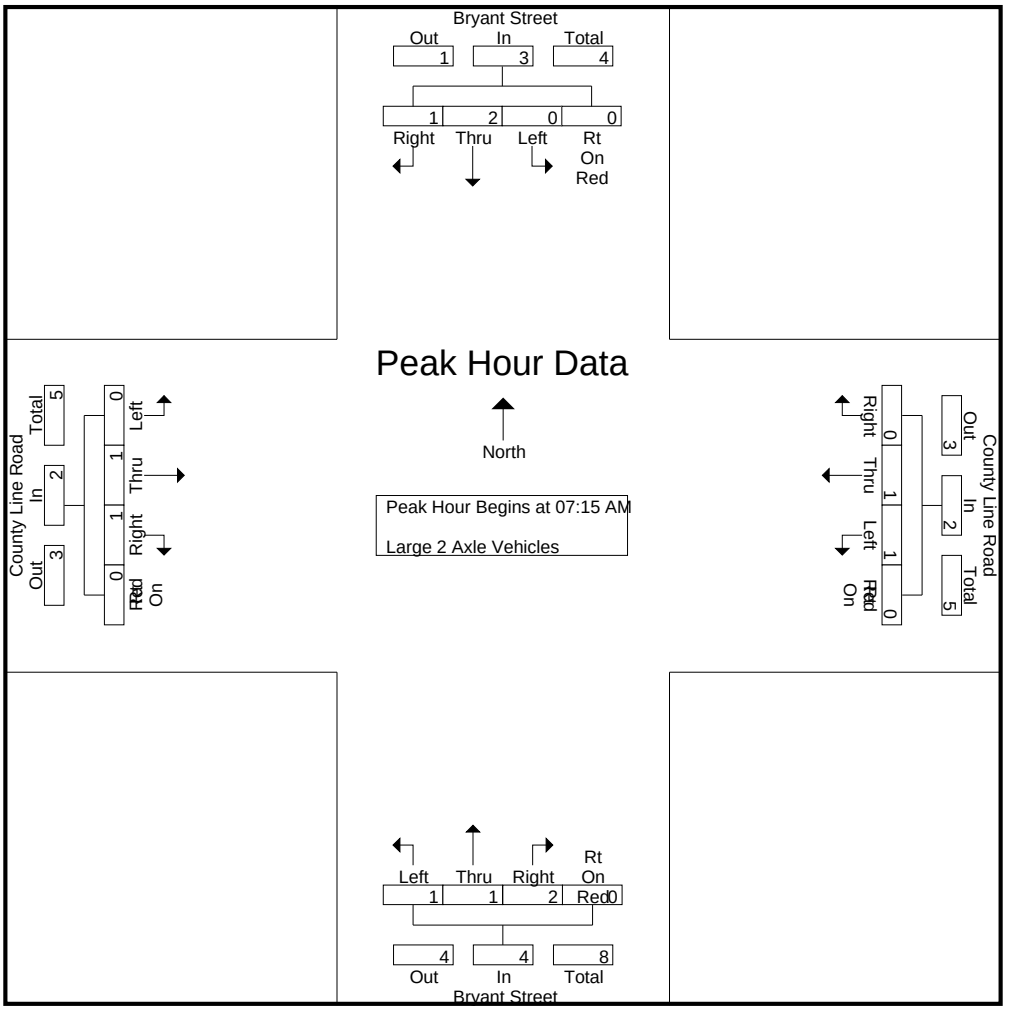

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	**1**	**1**	0	**2**	0	0	0	0	0	0	0	**2**	0	**2**	0	0	**1**	0	**1**
+15 mins.	0	1	0	0	1	**1**	0	0	0	**1**	0	**1**	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	**1**	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0
Total Volume	0	2	1	0	3	1	1	0	0	2	1	1	2	0	4	0	1	1	0	2
% App. Total	0	66.7	33.3	0		50	50	0	0		25	25	50	0		0	50	50	0	
PHF	.000	.500	.250	.000	.375	.250	.250	.000	.000	.500	.250	.250	.250	.000	.500	.000	.250	.250	.000	.500

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Groups Printed- 3 Axle Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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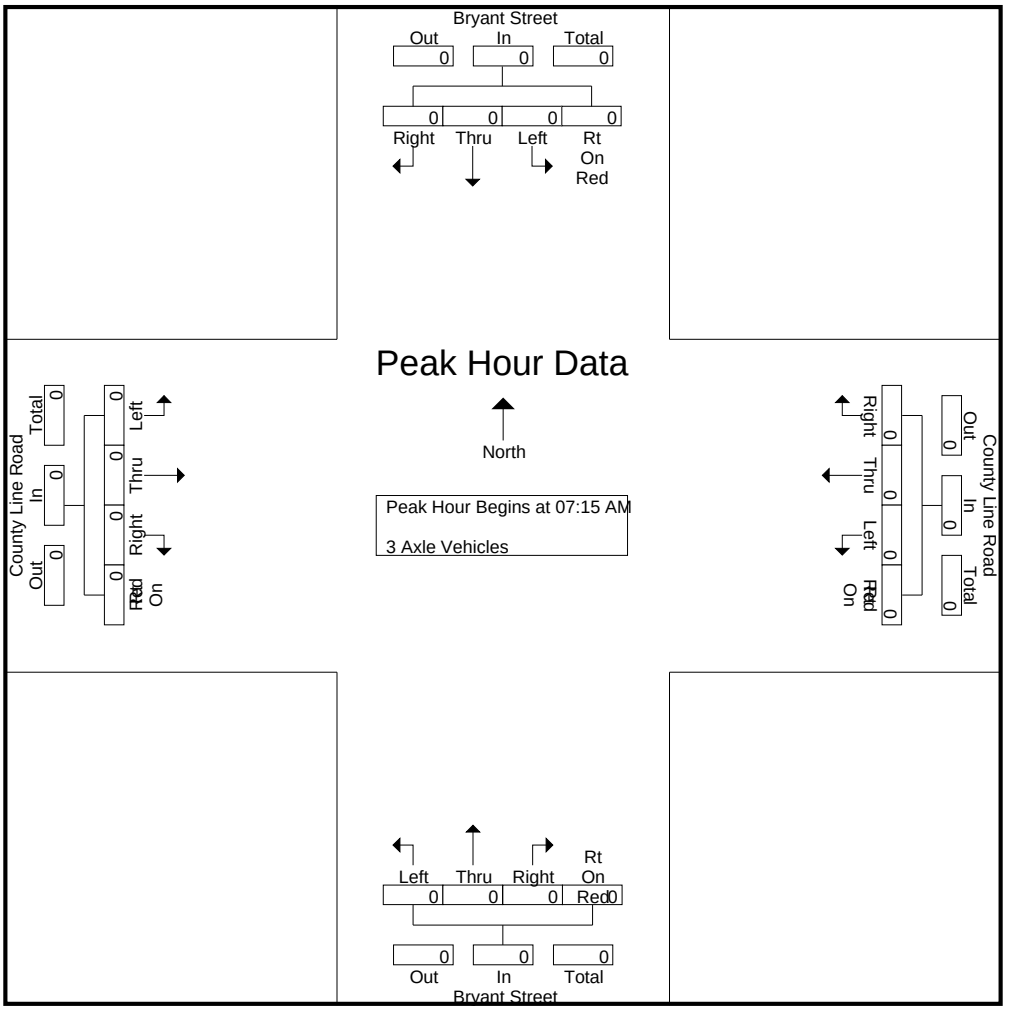

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLAM
Site Code : 10014135
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Groups Printed- 4+ Axle Trucks

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
Grand Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		50	50	0	0		
Total %	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	25	25	0	0	50	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLAM
Site Code : 10014135
Start Date : 2/16/2010
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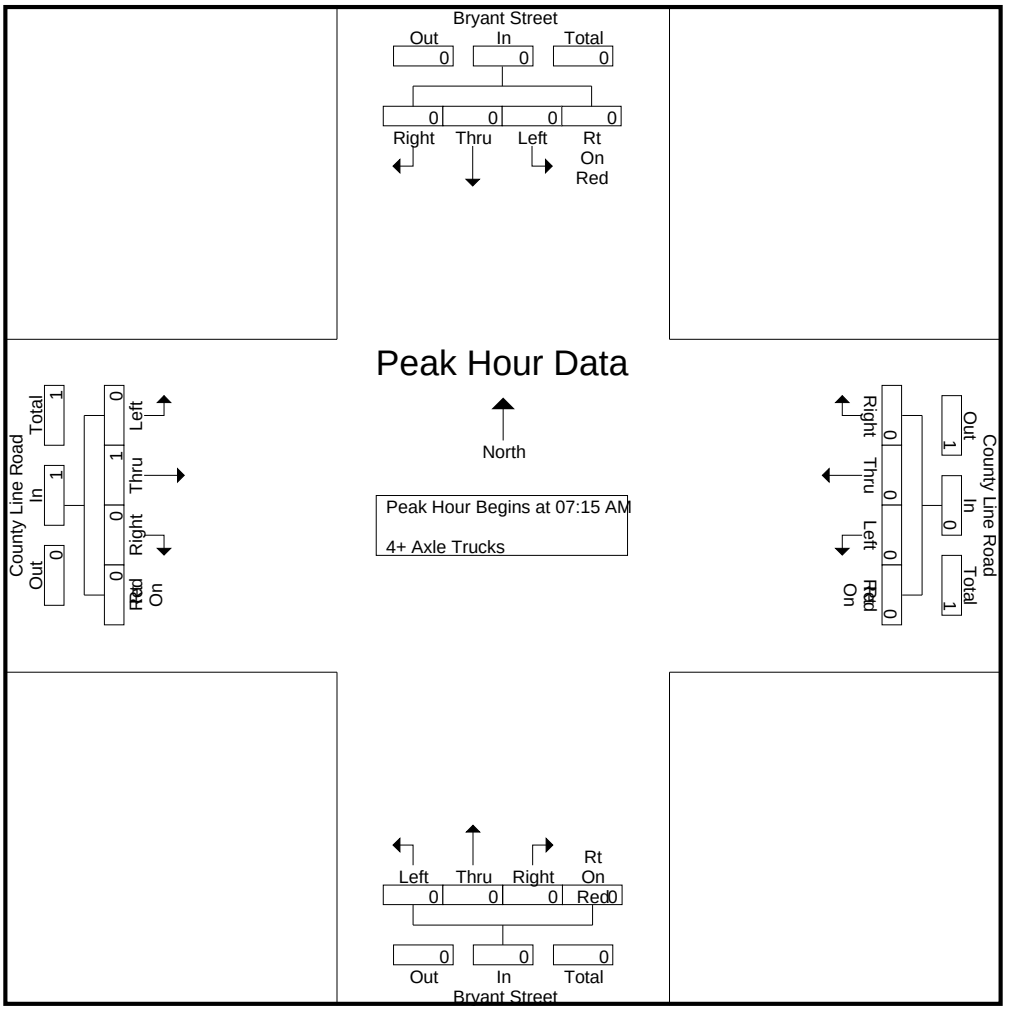

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:15 AM					07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

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City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRCLPM
Site Code : 10043135
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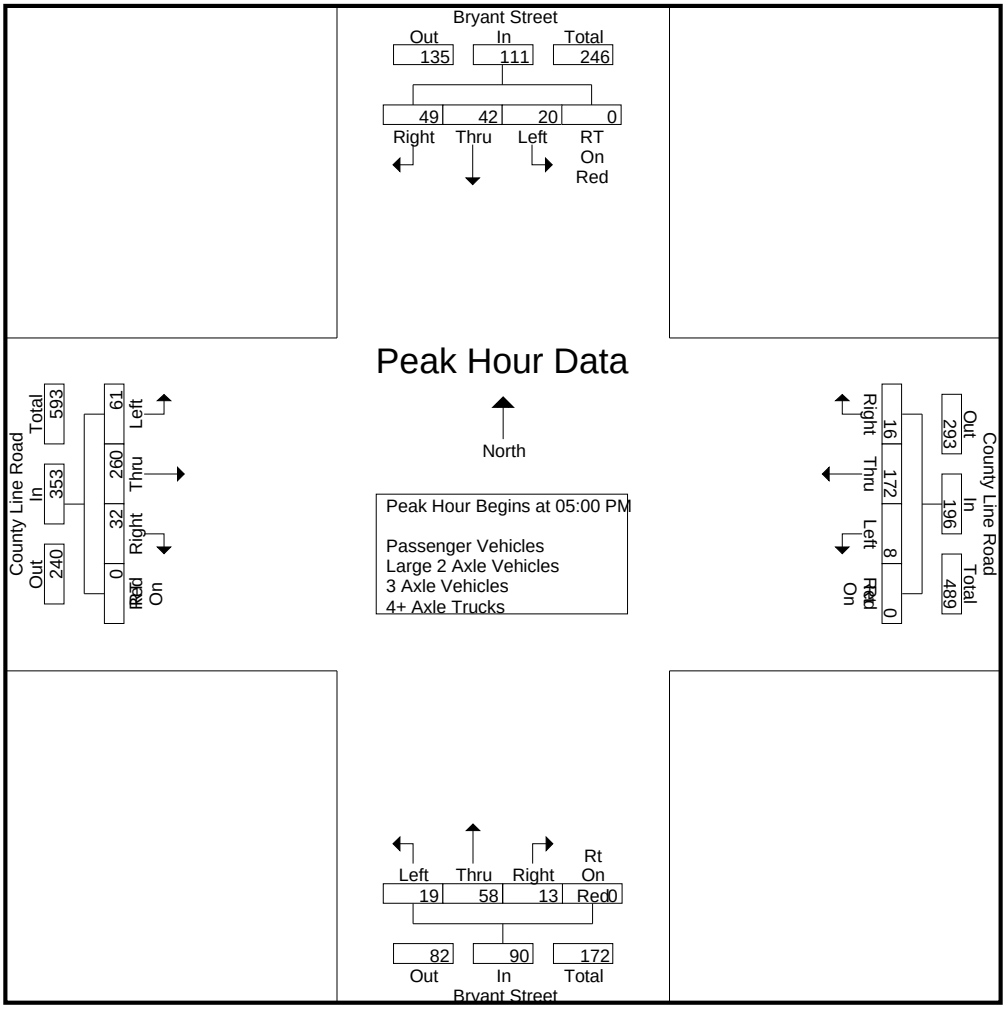
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
04:00 PM	2	5	13	0	20	3	43	4	0	50	3	11	1	0	15	13	60	7	0	80	165
04:15 PM	2	12	10	0	24	1	41	2	0	44	3	8	1	0	12	10	57	4	0	71	151
04:30 PM	4	7	5	0	16	3	34	3	0	40	0	13	0	0	13	15	48	5	0	68	137
04:45 PM	3	14	6	0	23	0	36	8	0	44	3	11	1	0	15	8	67	8	0	83	165
Total	11	38	34	0	83	7	154	17	0	178	9	43	3	0	55	46	232	24	0	302	618
05:00 PM	7	14	10	0	31	2	35	6	0	43	4	21	3	0	28	16	51	4	0	71	173
05:15 PM	4	6	7	0	17	0	42	3	0	45	6	10	5	0	21	17	68	11	0	96	179
05:30 PM	6	15	16	0	37	5	45	2	0	52	4	10	4	0	18	13	63	5	0	81	188
05:45 PM	3	7	16	0	26	1	50	5	0	56	5	17	1	0	23	15	78	12	0	105	210
Total	20	42	49	0	111	8	172	16	0	196	19	58	13	0	90	61	260	32	0	353	750
Grand Total	31	80	83	0	194	15	326	33	0	374	28	101	16	0	145	107	492	56	0	655	1368
Apprch %	16	41.2	42.8	0		4	87.2	8.8	0		19.3	69.7	11	0		16.3	75.1	8.5	0		
Total %	2.3	5.8	6.1	0	14.2	1.1	23.8	2.4	0	27.3	2	7.4	1.2	0	10.6	7.8	36	4.1	0	47.9	
Passenger Vehicles	31	80	83	0	194	14	323	33	0	370	28	100	16	0	144	107	488	56	0	651	1359
% Passenger Vehicles	100	100	100	0	100	93.3	99.1	100	0	98.9	100	99	100	0	99.3	100	99.2	100	0	99.4	99.3
Large 2 Axle Vehicles	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	9
% Large 2 Axle Vehicles	0	0	0	0	0	6.7	0.9	0	0	1.1	0	1	0	0	0.7	0	0.8	0	0	0.6	0.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**7**	14	10	0	31	2	35	**6**	0	43	4	**21**	3	0	**28**	16	51	4	0	71	173
05:15 PM	4	6	7	0	17	0	42	3	0	45	**6**	10	**5**	0	21	**17**	68	11	0	96	179
05:30 PM	6	**15**	**16**	0	**37**	**5**	45	2	0	52	4	10	4	0	18	13	63	5	0	81	188
05:45 PM	3	7	16	0	26	1	**50**	5	0	**56**	5	17	1	0	23	15	**78**	**12**	0	**105**	**210**
Total Volume	20	42	49	0	111	8	172	16	0	196	19	58	13	0	90	61	260	32	0	353	750
% App. Total	18	37.8	44.1	0		4.1	87.8	8.2	0		21.1	64.4	14.4	0		17.3	73.7	9.1	0		

PHF	.714	.700	.766	.000	.750	.400	.860	.667	.000	.875	.792	.690	.650	.000	.804	.897	.833	.667	.000	.840	.893



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					05:00 PM				
+0 mins.	**7**	14	10	0	31	2	35	**6**	0	43	4	**21**	3	0	**28**	16	51	4	0	71
+15 mins.	4	6	7	0	17	0	42	3	0	45	**6**	10	**5**	0	21	**17**	68	11	0	96
+30 mins.	6	**15**	**16**	0	**37**	**5**	45	2	0	52	4	10	4	0	18	13	63	5	0	81
+45 mins.	3	7	16	0	26	1	**50**	5	0	**56**	5	17	1	0	23	15	**78**	**12**	0	**105**
Total Volume	20	42	49	0	111	8	172	16	0	196	19	58	13	0	90	61	260	32	0	353
% App. Total	18	37.8	44.1	0		4.1	87.8	8.2	0		21.1	64.4	14.4	0		17.3	73.7	9.1	0	
PHF	.714	.700	.766	.000	.750	.400	.860	.667	.000	.875	.792	.690	.650	.000	.804	.897	.833	.667	.000	.840

Counts Unlimited Inc.
25286 Jaclyn Avenue
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City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLPM
Site Code : 10043135
Start Date : 2/16/2010
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Groups Printed- Passenger Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
04:00 PM	2	5	13	0	20	3	42	4	0	49	3	11	1	0	15	13	60	7	0	80	164
04:15 PM	2	12	10	0	24	1	41	2	0	44	3	8	1	0	12	10	57	4	0	71	151
04:30 PM	4	7	5	0	16	3	34	3	0	40	0	13	0	0	13	15	47	5	0	67	136
04:45 PM	3	14	6	0	23	0	36	8	0	44	3	11	1	0	15	8	66	8	0	82	164
Total	11	38	34	0	83	7	153	17	0	177	9	43	3	0	55	46	230	24	0	300	615
05:00 PM	7	14	10	0	31	2	35	6	0	43	4	21	3	0	28	16	51	4	0	71	173
05:15 PM	4	6	7	0	17	0	42	3	0	45	6	10	5	0	21	17	68	11	0	96	179
05:30 PM	6	15	16	0	37	4	45	2	0	51	4	10	4	0	18	13	62	5	0	80	186
05:45 PM	3	7	16	0	26	1	48	5	0	54	5	16	1	0	22	15	77	12	0	104	206
Total	20	42	49	0	111	7	170	16	0	193	19	57	13	0	89	61	258	32	0	351	744
Grand Total	31	80	83	0	194	14	323	33	0	370	28	100	16	0	144	107	488	56	0	651	1359
Apprch %	16	41.2	42.8	0		3.8	87.3	8.9	0		19.4	69.4	11.1	0		16.4	75	8.6	0		
Total %	2.3	5.9	6.1	0	14.3	1	23.8	2.4	0	27.2	2.1	7.4	1.2	0	10.6	7.9	35.9	4.1	0	47.9	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**7**	14	10	0	31	2	35	**6**	0	43	4	**21**	3	0	**28**	16	51	4	0	71	173
05:15 PM	4	6	7	0	17	0	42	3	0	45	**6**	10	**5**	0	21	**17**	68	11	0	96	179
05:30 PM	6	**15**	**16**	0	**37**	**4**	45	2	0	51	4	10	4	0	18	13	62	5	0	80	186
05:45 PM	3	7	16	0	26	1	**48**	5	0	**54**	5	16	1	0	22	15	**77**	**12**	0	**104**	**206**
Total Volume	20	42	49	0	111	7	170	16	0	193	19	57	13	0	89	61	258	32	0	351	744
% App. Total	18	37.8	44.1	0		3.6	88.1	8.3	0		21.3	64	14.6	0		17.4	73.5	9.1	0		
PHF	.714	.700	.766	.000	.750	.438	.885	.667	.000	.894	.792	.679	.650	.000	.795	.897	.838	.667	.000	.844	.903

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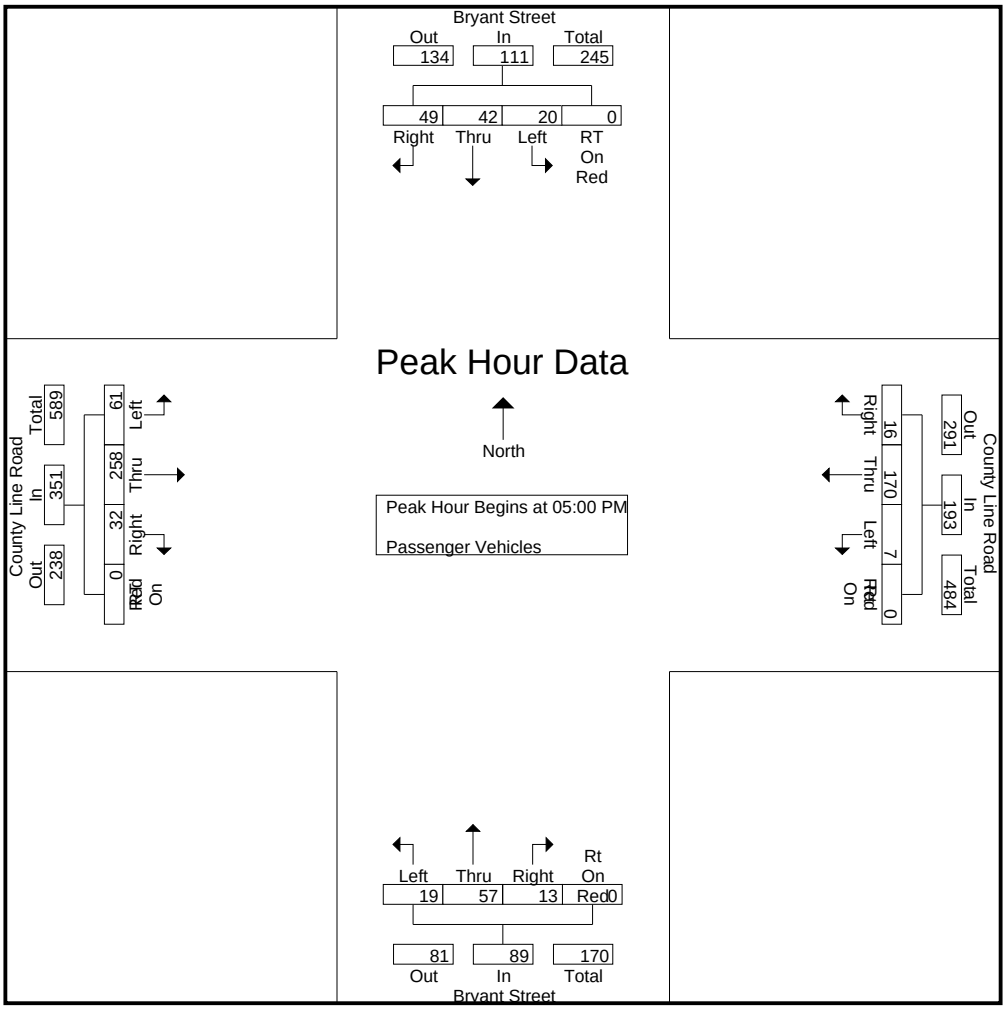

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	**7**	14	10	0	31	2	35	**6**	0	43	4	**21**	3	0	**28**	16	51	4	0	71
+15 mins.	4	6	7	0	17	0	42	3	0	45	**6**	10	**5**	0	21	**17**	68	11	0	96
+30 mins.	6	**15**	**16**	0	**37**	**4**	45	2	0	51	4	10	4	0	18	13	62	5	0	80
+45 mins.	3	7	16	0	26	1	**48**	5	0	**54**	5	16	1	0	22	15	**77**	**12**	0	**104**
Total Volume	20	42	49	0	111	7	170	16	0	193	19	57	13	0	89	61	258	32	0	351
% App. Total	18	37.8	44.1	0		3.6	88.1	8.3	0		21.3	64	14.6	0		17.4	73.5	9.1	0	
PHF	.714	.700	.766	.000	.750	.438	.885	.667	.000	.894	.792	.679	.650	.000	.795	.897	.838	.667	.000	.844

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File Name : YUCBRCLPM
Site Code : 10043135
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Groups Printed- Large 2 Axle Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
Total	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	6
Grand Total	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	9
Apprch %	0	0	0	0		25	75	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	11.1	33.3	0	0	44.4	0	11.1	0	0	11.1	0	44.4	0	0	44.4	

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	2
05:45 PM	0	0	0	0	0	0	**2**	0	0	**2**	0	**1**	0	0	**1**	0	1	0	0	1	**4**
Total Volume	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	2	0	0	2	6
% App. Total	0	0	0	0		33.3	66.7	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.000	.375	.000	.250	.000	.000	.250	.000	.500	.000	.000	.500	.375

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Start Date : 2/16/2010
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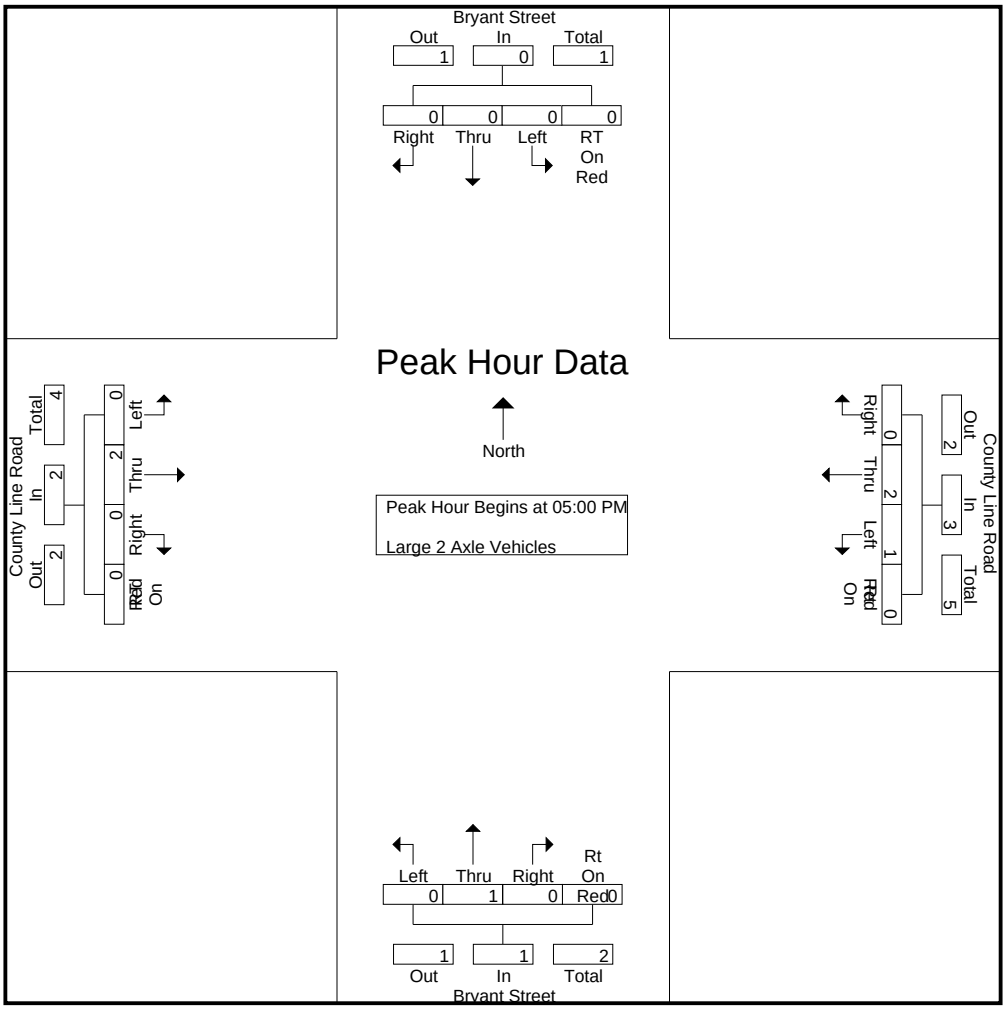

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

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+30 mins.	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**
+45 mins.	0	0	0	0	0	0	**2**	0	0	**2**	0	**1**	0	0	**1**	0	1	0	0	1
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Counts Unlimited Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLPM
Site Code : 10043135
Start Date : 2/16/2010
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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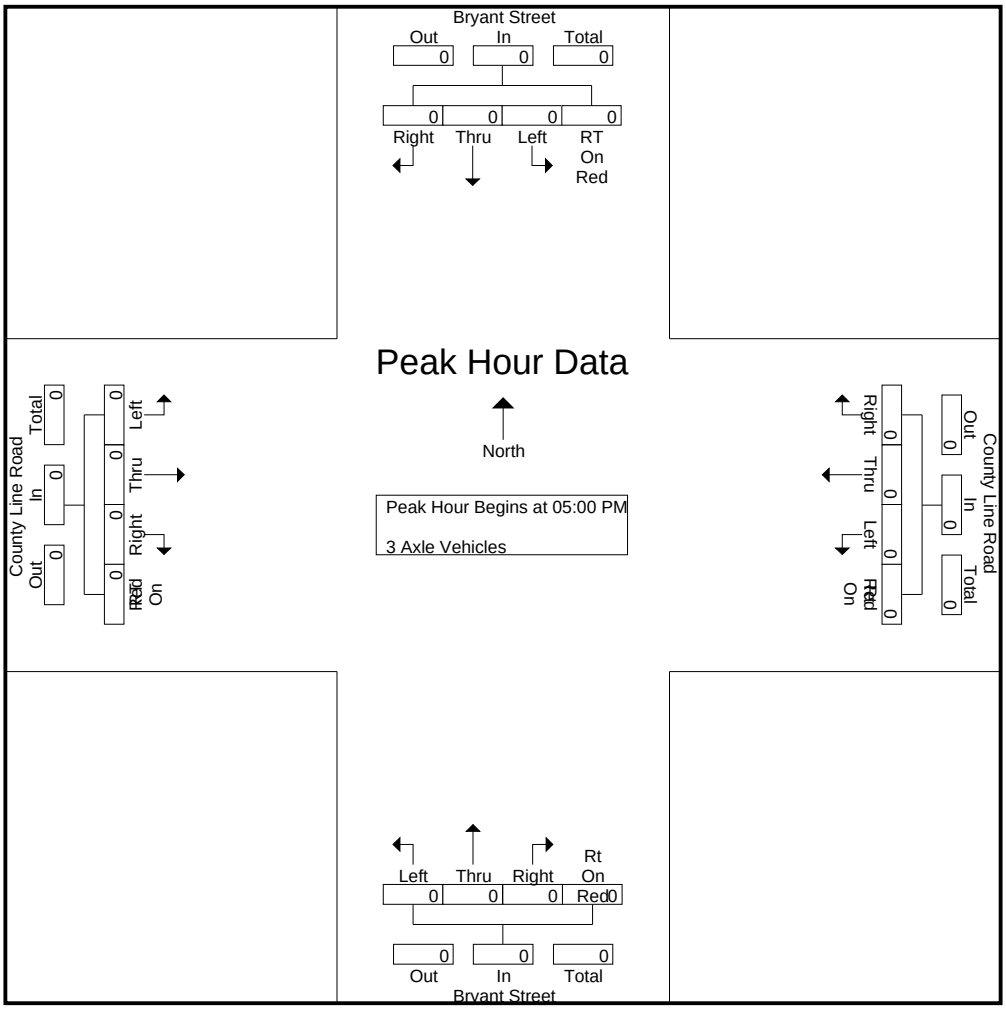
City of Yucaipa
N/S: Bryant Street
E/W: County Line Road
Weather: Sunny

File Name : YUCBRCLPM
Site Code : 10043135
Start Date : 2/16/2010
Page No : 2



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

Peak Hour for Each Approach Begins at:

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+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Yucaipa
N/S: Bryant Street
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File Name : YUCBRCLPM
Site Code : 10043135
Start Date : 2/16/2010
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
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Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Bryant Street Southbound					County Line Road Westbound					Bryant Street Northbound					County Line Road Eastbound					
Start Time	Left	Thru	Right	RT On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	Rt On Red	App. Total	Left	Thru	Right	RT On Red	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
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City of Yucaipa
N/S: Bryant Street
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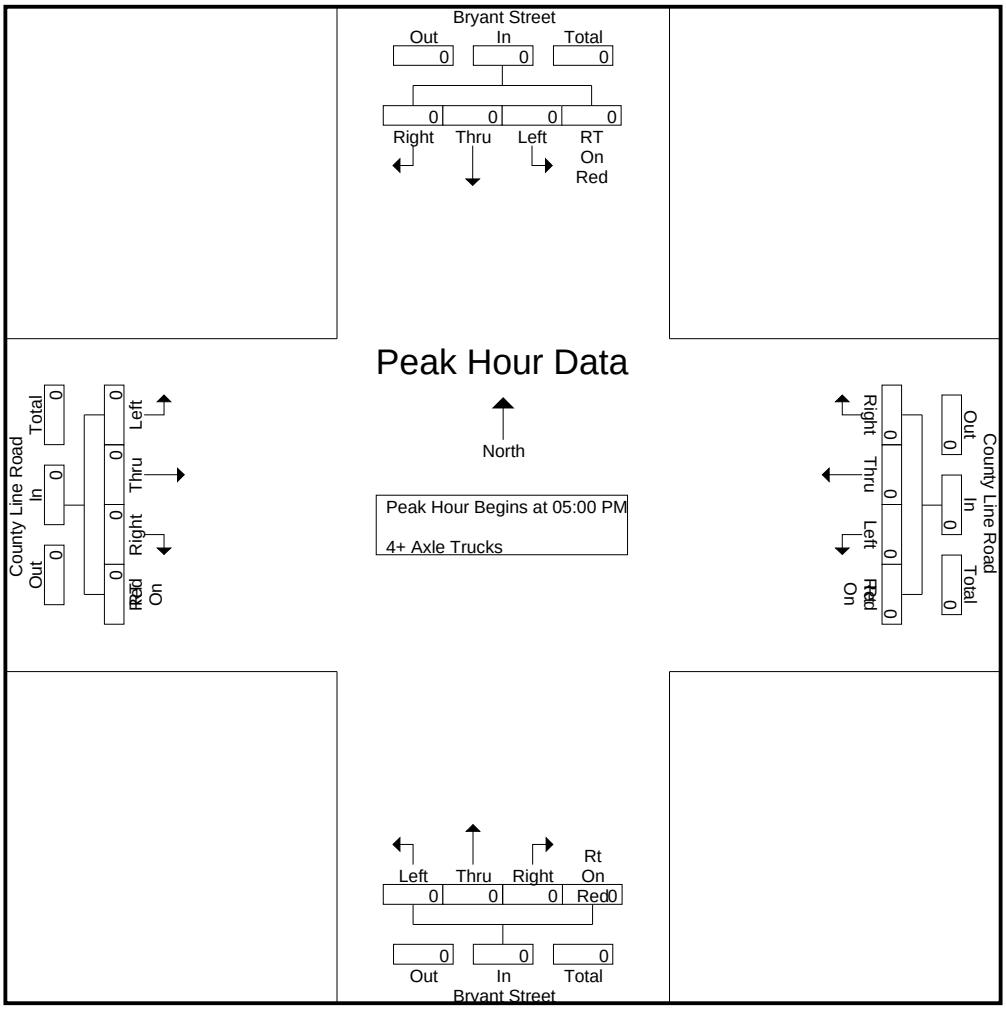

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

December 20, 2012 JN 132823

Mr. Fermin Preciado
Deputy City Engineer
City of Yucaipa
34272 Yucaipa Boulevard
Yucaipa, CA 92399

Subject: Yucaipa Citywide Roundabout Study

Dear Mr. Preciado:

This technical memo has been prepared by RBF Consulting to assess the future operations of selected intersections along Avenue E, Wildwood Canyon Road, and County Line Road with the assumptions that existing traffic controls (i.e. stop signs or traffic signals) are replaced by roundabouts. These roadways and several others are currently classified as four-lane arterials in the City of Yucaipa's General Plan Circulation Element.

Instead of widening the roadways to their ultimate classifications, the City is considering installing roundabouts at many of the intersections to improve operations and traffic flow through the intersections. Roundabouts are being considered at 19 intersections along these roadways. Out of the 19 study intersections, 17 intersections are all-way stop controlled, and two intersections are controlled by traffic signals. The study intersections are listed below:

1. Avenue E / Bryant Street (all-way stop)
2. Avenue E / California Street (signal)
3. Avenue E / 2nd Street (all-way stop)
4. Avenue E / 3rd Street (all-way stop)
5. Avenue E / 4th Street (all-way stop)
6. Avenue E / 5th Street (all-way stop)
7. Avenue E / 6th Street (all-way stop)
8. Avenue E / 7th Street (all-way stop)
9. Avenue E / 8th Street – Eureka Avenue (all-way stop) *
10. Avenue E / 12th Street (all-way stop)
11. Avenue E / 13th Street (all-way stop)
12. Avenue E / 14th Street (all-way stop)
13. Wildwood Canyon Road / Bryant Street (all-way stop)
14. Wildwood Canyon Road / California Street (all-way stop)
15. County Line Road / Bryant Street (all-way stop)
16. County Line Road / California Street (all-way stop)
17. County Line Road / 2nd Street (all-way stop)
18. County Line Road / 3rd Street (all-way stop)
19. County Line Road / Calimesa Boulevard (all-way stop)

The analysis study area is illustrated in Exhibit 1. Exhibit 2 illustrates the existing peak hour intersection volumes for the study intersections.

Table 1 summarizes the results of the existing conditions peak hour intersection level of service analysis. HCM calculation worksheets are provided in the technical appendix following this memo.

Table 1
Existing Conditions Peak Hour Intersection LOS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (1)	LOS	Delay (1)	LOS
Avenue E / Bryant St.	AWS	15.8	C	10.3	B
Avenue E / California St.	Signal	12.7	B	9.9	A
Avenue E / 2nd St.	AWS	13.2	B	11.8	B
Avenue E / 3rd St.	AWS	16.1	C	14.8	B
Avenue E / 4th St.	AWS	18.2	C	13.7	B
Avenue E / 5th St.	AWS	18.1	C	15.3	C
Avenue E / 6th St.	AWS	28.9	D	11.6	B
Avenue E / 7th St.	AWS	20.2	C	10.9	B
Avenue E / 8th St.-Eureka Ave.	AWS	NA	NA	NA	NA
Avenue E / 12th St.	AWS	10.8	B	8.2	A
Avenue E / 13th St.	AWS	9.9	A	8.1	A
Avenue E / 14th St.	AWS	11.6	B	9.4	A
Wildwood Canyon Rd. / Bryant St.	AWS	22.3	C	13.1	B
Wildwood Canyon Rd. / California St.	AWS	30.9	D	15.7	C
County Line Rd. / Bryant St.	AWS	13.0	B	10.6	B
County Line Rd. / California St.	AWS	16.4	C	12.9	B
County Line Rd. / 2nd St.	AWS	27.0	D	16.8	C
County Line Rd. / 3rd St.	AWS	21.0	C	22.0	C
County Line Rd. / Calimesa Blvd.	Signal	7.3	A	8.3	A

AWS = All Way Stop
NA = Not Applicable. The analysis software does not allow delay and LOS to be calculated at a 5-legged all-way stop intersection.

As shown in Table 1, all study intersections are currently operating at acceptable levels of service (LOS D or better) during the morning and afternoon peak hours.

The Year 2035 conditions analysis assumes that City of Yucaipa streets have been built to their ultimate street classifications according to the General Plan Circulation Element. The following improvements are assumed to be place by Year 2035:

- **Avenue E:** improved to a four-lane Secondary Arterial west of Bryant Street
- **Bryant Street:** improved to a four-lane Secondary Arterial south of Yucaipa Boulevard
- **5th Street:** improved to a four-lane Secondary Arterial
- **14th Street:** improved to a four-lane Secondary Arterial
- **County Line Road:** improved to a four-lane Major Arterial

The daily traffic volumes in the SCAG Year 2035 traffic forecast model were post-processed to generate the peak hour intersection turning movement volumes. Exhibit 3 illustrates the Year 2035 peak hour intersection volumes under Year 2035 conditions.

The study intersections were initially evaluated as single-lane roundabouts under Year 2035 conditions. At intersections where there are more than two approach lanes, it is assumed that one of the lanes would transition as a right-turn lane and not enter the roundabout.

Table 2 summarizes the results of the Year 2035 conditions peak hour intersection level of service analysis with the proposed roundabouts. The SIDRA software program was used to calculate roundabout LOS based on the HCM 2010 methodology for roundabouts. HCM LOS analysis worksheets are provided in the technical appendix following this memo.

As shown in Table 2, the following intersections are forecast to operate at deficient levels of service (LOS E or F) as single-lane roundabouts during the peak hours under Year 2035 conditions, and would require additional capacity through the intersections:

- Avenue E / Bryant Street
- Avenue E / California Street
- Avenue E / 4th Street
- Avenue E / 5th Street
- Avenue E / 6th Street
- Avenue E / 8th Street – Eureka Avenue
- Avenue E / 12th Street
- Avenue E / 13th Street
- Avenue E / 14th Street
- Wildwood Canyon Road / Bryant Street
- Wildwood Canyon Road / California Street
- County Line Road / Bryant Street
- County Line Road / Calimesa Boulevard

Table 2
Year 2035 Conditions Peak Hour Intersection LOS
With Single-Lane Roundabouts

Intersection	Control	AM Peak Hour		PM Peak Hour		Potential Single-Lane Roundabout Candidate?
		Delay (1)	LOS	Delay (1)	LOS	
Avenue E / Bryant St.	SLRB	**230.7**	**F**	**110.3**	**F**	**No**
Avenue E / California St.	SLRB	**67.1**	**F**	28.3	D	**No**
Avenue E / 2nd St.	SLRB	9.4	A	10.2	B	Yes
Avenue E / 3rd St.	SLRB	15.5	C	21.8	C	Yes
Avenue E / 4th St.	SLRB	**84.2**	**F**	**81.9**	**F**	**No**
Avenue E / 5th St.	SLRB	**159.7**	**F**	**134.4**	**F**	**No**
Avenue E / 6th St.	SLRB	**68.1**	**F**	9.8	A	**No**
Avenue E / 7th St.	SLRB	12.4	B	14.1	B	Yes
Avenue E / 8th St.-Eureka Ave.	SLRB	**250.8**	**F**	19.1	C	**No**
Avenue E / 12th St.	SLRB	**178.3**	**F**	13.8	B	**No**
Avenue E / 13th St.	SLRB	**86.6**	**F**	13.5	B	**No**
Avenue E / 14th St.	SLRB	**196.3**	**F**	**52.8**	**F**	**No**
Wildwood Canyon Rd. / Bryant St.	SLRB	**320.8**	**F**	**181.6**	**F**	**No**
Wildwood Canyon Rd. / California St.	SLRB	**35.6**	**E**	**53.1**	**F**	**No**
County Line Rd. / Bryant St.	SLRB	19.0	C	**48.8**	**E**	**No**
County Line Rd. / California St.	SLRB	6.9	A	7.1	A	Yes
County Line Rd. / 2nd St.	SLRB	25.0	D	9.0	A	Yes
County Line Rd. / 3rd St.	SLRB	7.8	A	11.2	B	Yes
County Line Rd. / Calimesa Blvd.	SLRB	**290.6**	**F**	**317.3**	**F**	**No**

Note: Deficient peak hour intersection operation indicated in **bold**.
SLRB = Single-Lane Roundabout

The study intersections that were identified as operating at deficient LOS with single-lane roundabouts were then evaluated as roundabouts with additional capacity such as dual-lane roundabouts at one or more approaches of the intersection. Other improvements such as channelized right-turn lanes were also considered to improve operations of the roundabout intersections. Exhibit 4 illustrates the needed lane geometrics to provide acceptable LOS at the roundabout intersections.

Table 3 summarizes the analysis results under Year 2035 conditions with additional capacity at the roundabout intersections forecast to operate at deficient LOS during the peak hours.

Table 3
Year 2035 Conditions Peak Hour Intersection LOS
With Additional Capacity at Roundabouts

Intersection	Control/Configuration With Improvements	AM Peak Hour		PM Peak Hour		Potential Roundabout Candidate With Improvements?
		Delay (1)	LOS	Delay (1)	LOS	
Avenue E / Bryant St.	DLRB / 4 Lanes on Bryant	23.0	C	16.4	C	Yes (1)
Avenue E / California St.	SLRB with Added WB Right-Turn Lane	26.9	D	25.9	D	Yes
Avenue E / 2nd St.	*No Additional Improvements Needed*					
Avenue E / 3rd St.	*No Additional Improvements Needed*					
Avenue E / 4th St.	DLRB / 4 Lanes on Avenue E	11.8	B	13.4	B	Yes (1)
Avenue E / 5th St.	DLRB / 4 Lanes on All Intersection Legs	14.3	B	11.8	B	Yes (1)
Avenue E / 6th St.	2 Lanes on WB Avenue E	12.5	B	8.2	A	Yes (1)
Avenue E / 7th St.	*No Additional Improvements Needed*					
Avenue E / 8th St.-Eureka Ave.	DLRB / 4 Lanes on Avenue E	27.6	D	8.3	A	Yes (1)
Avenue E / 12th St.	2 Lanes on WB Avenue E / SB Right-Turn Lane	31.0	D	12.0	B	Yes (1)
Avenue E / 13th St.	2 Lanes on WB Avenue E / 2 Lanes on NB 13th St., SB Right-Turn Lane	29.7	D	11.2	B	Yes (1)
Avenue E / 14th St.	DLRB / 4 Lanes on 14th St. / 2 Lanes on WB Avenue E	19.0	C	10.3	B	Yes (1)
Wildwood Canyon Rd. / Bryant St.	DLRB / 4 Lanes on All Intersection Legs	**56.1**	**F**	19.3	C	**No**
Wildwood Canyon Rd. / California St.	2 Lanes on NB California St.	18.6	C	32.3	D	Yes (1)
County Line Rd. / Bryant St.	SLRB with Added EB Right-Turn Lane	13.6	B	17.4	C	Yes
County Line Rd. / California St.	*No Additional Improvements Needed*					
County Line Rd. / 2nd St.	*No Additional Improvements Needed*					
County Line Rd. / 3rd St.	*No Additional Improvements Needed*					
County Line Rd. / Calimesa Blvd.	DLRB / 4 Lanes on All Intersection Legs	**72.3**	**F**	**137.0**	**F**	**No**

Note: Deficient peak hour intersection operation indicated in **bold**.
SLRB = Single-Lane Roundabout
DLRB = Dual-Lane Roundabout
(1) Dual-lane roundabout will require additional right-of-way acquisition, which the City may not consider to be feasible to implement.

As shown in Table 3, the intersections of Wildwood Canyon Road / Bryant Street and County Line Road / Calimesa Boulevard are forecast to continue operating at LOS F even with dual-lane roundabouts. Therefore, these two intersections are not good candidates for the installation of roundabouts, and would operate more efficiently with traffic signals with additional lanes at the intersection approaches. Intersections where dual-lane roundabouts are recommended will require additional right-of-way acquisition; therefore, the City will need to determine whether or not dual-lane roundabouts are feasible at these intersections.

The intersections of Wildwood Canyon Road / Bryant Street and County Line Road / Calimesa Boulevard were evaluated under Year 2035 conditions to determine the geometric needs at the intersections if traffic signals were installed instead of roundabouts. The intersection of County Line Road / Calimesa Boulevard is currently signalized, but additional lanes will need to be constructed in order for the intersection to operate at an acceptable LOS during the peak hours. Exhibit 5 illustrates the needed lane geometrics at the two intersections under Year 2035 conditions.

Table 4 summarizes the Year 2035 intersection LOS during the peak hours with the installation of traffic signals and additional capacity at the intersections of Wildwood Canyon Road / Bryant Street and County Line Road / Calimesa Boulevard. As shown in Table 4, the two intersections will operate at LOS D or better under Year 2035 conditions with traffic signals and the lane geometrics as shown in Exhibit 5.

Table 4
Year 2035 Conditions Peak Hour Intersection LOS
With Traffic Signals and Additional Improvements

Intersection	Control/Configuration With Improvements	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Wildwood Canyon Rd. / Bryant St.	Installation of traffic signal / 2 through lanes plus turn lanes at each approach of intersection.	47.0	D	33.1	C
County Line Rd. / Calimesa Blvd.	Installation of traffic signal / 2 through lanes plus turn lanes at each approach of intersection.	52.8	D	41.1	D

In conclusion, the findings of this traffic analysis showed that under existing conditions, all study intersections currently operate at acceptable levels of service (LOS D or better) during the peak hours.

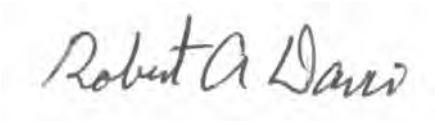
The results of the Year 2035 conditions analysis showed that the following eight of the 19 study intersections would be good candidates for the installation of single-lane roundabouts:

- Avenue E / 2nd Street
- Avenue E / 3rd Street
- Avenue E / 7th Street
- County Line Road / California Street
- County Line Road / 2nd Street
- County Line Road / 3rd Street

The other remaining intersections would require additional improvements such as dual lanes through the roundabouts and/or channelized right-turn lanes at one or more intersection approaches. The intersections of Wildwood Canyon Road / Bryant Street and County Line Road / Calimesa Boulevard will require the installation of traffic signals instead of roundabouts, and additional lanes will need to be provided at intersections to provide acceptable intersection operations.

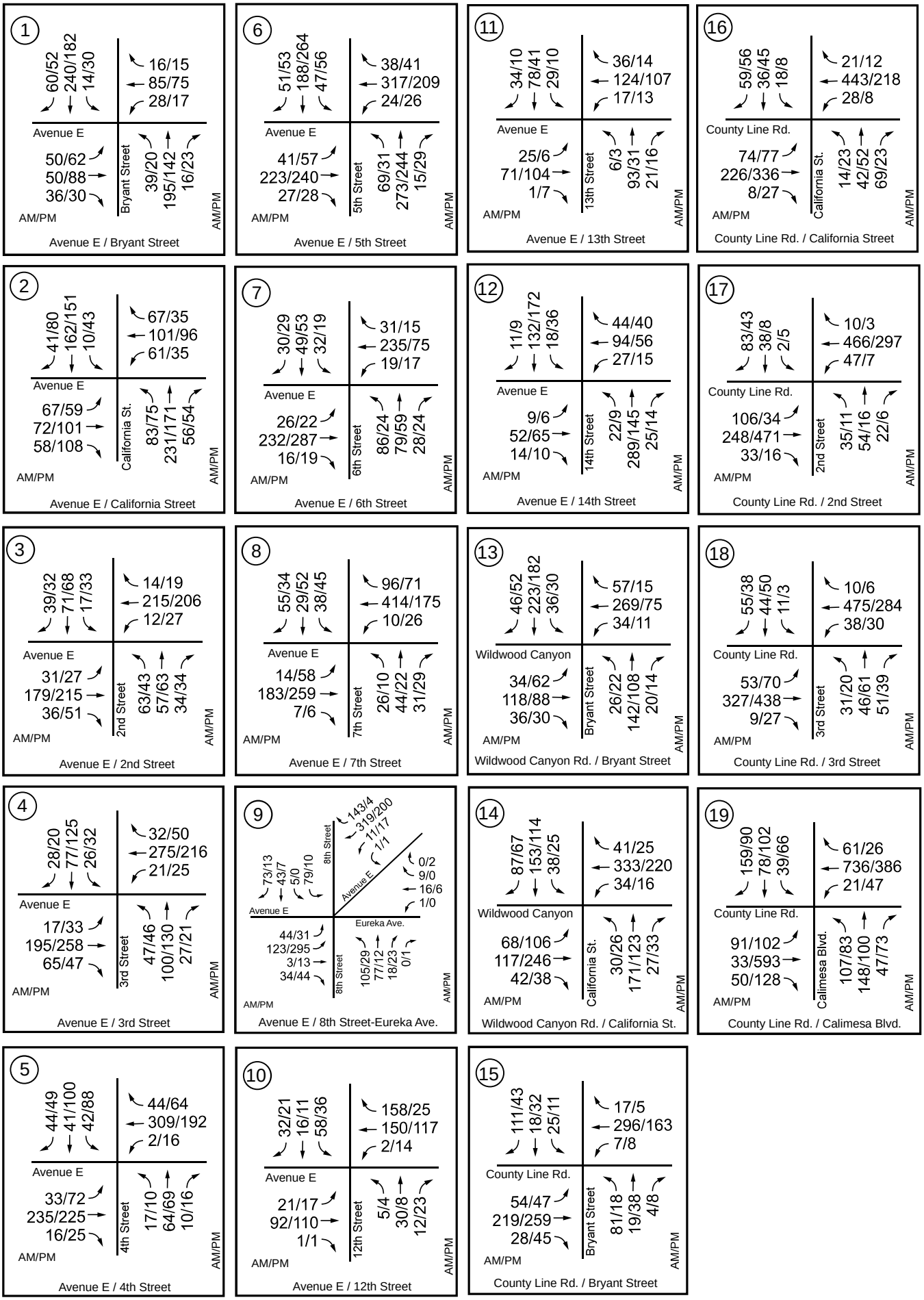
If you have any questions pertaining to the analysis results summarized in this letter, please call me at (760) 603-6244.

Sincerely,



Robert Davis, PTP
Senior Associate
Transportation Services

Bryant Street
California Street
2nd Street
3rd Street
4th Street
5th Street
6th Street
7th Street
8th Street
12th Street
13th Street
14th Street
Avenue E
Wildwood Canyon Road
County Line Rd.
Calimesa Blvd.
10
LEGEND:
Study Intersection
STUDY AREA
EXHIBIT 1
JN 132823 DECEMBER 2012
RBF

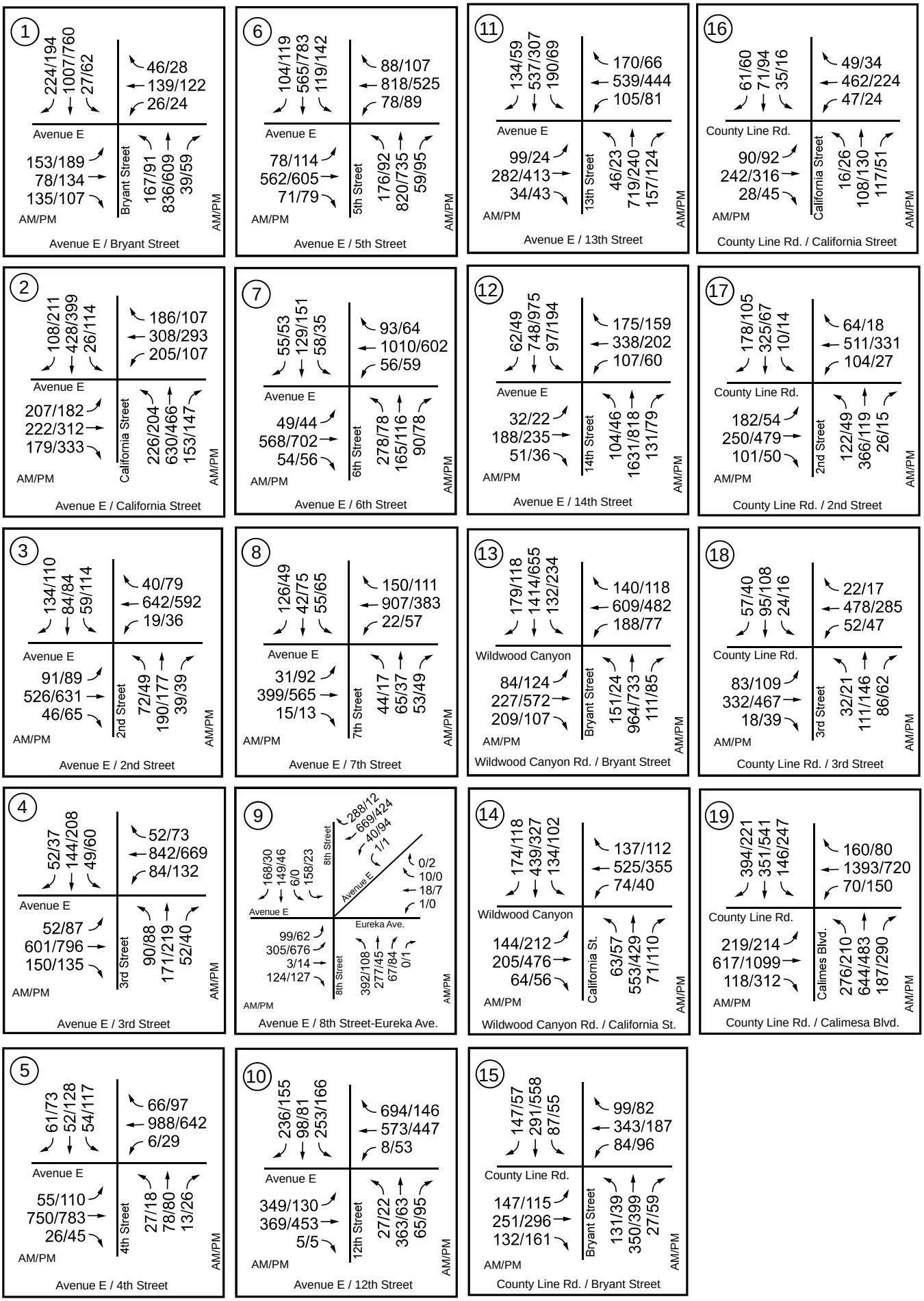


RBF

JN 132823 DECEMBER 2012

EXISTING PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 2

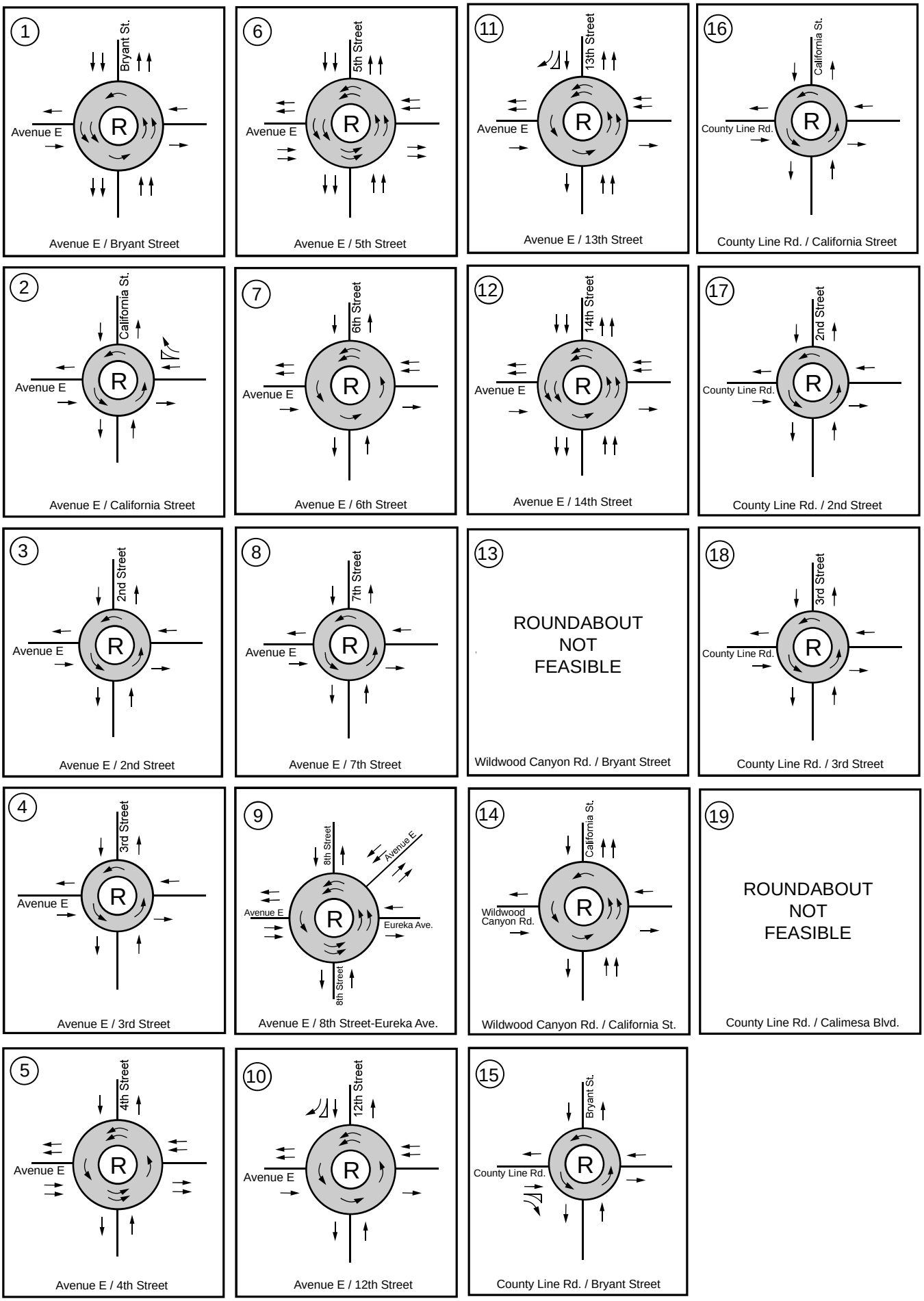


RBF

JN 132823 DECEMBER 2012

YEAR 2035 PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 3

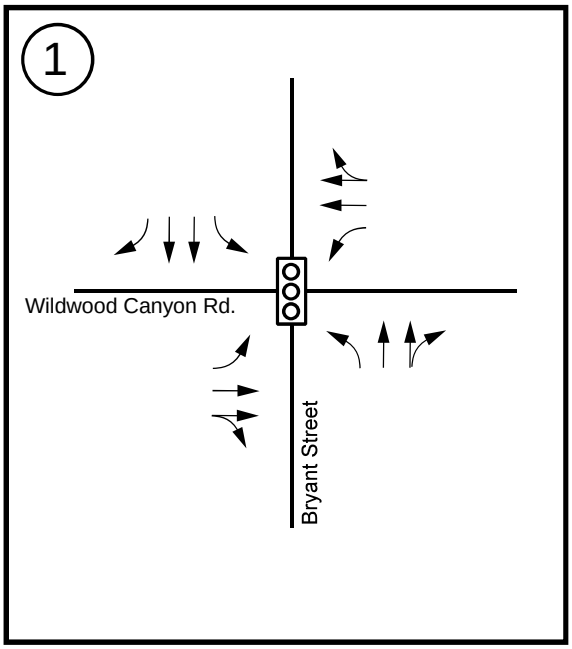


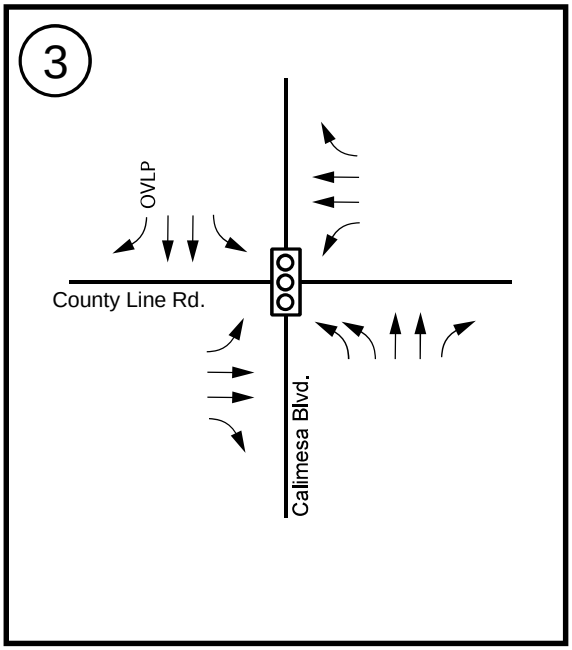
RBF

RECOMMENDED LANE GEOMETRICS WITH PROPOSED ROUNDABOUTS

JN 132823 DECEMBER 2012

EXHIBIT 4





LEGEND

- Intersection Lane Geometry
- Signalized Intersection
- OVLP Right-Turn Overlap Phase

RBF

RECOMMENDED LANE GEOMETRICS WITH TRAFFIC SIGNALS

JN 132823 DECEMBER 2012

EXHIBIT 5

SEGMENT 24-HOUR COUNT SHEETS

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Sand Canyon Road
N/ Yucaipa Boulevard
24 Hour Directional Volume Count

YUC012
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	25-Feb-10 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	68			1	78				
12:15		2	80			2	112				
12:30		3	80			5	99				
12:45		5	93	18	321	3	105	11	394	29	715
01:00		3	61			2	75				
01:15		0	63			0	67				
01:30		3	64			3	79				
01:45		1	65	7	253	0	84	5	305	12	558
02:00		0	80			1	84				
02:15		2	78			4	97				
02:30		5	90			0	**127**				
02:45		1	84	8	332	2	**121**	7	429	15	761
03:00		2	73			3	**93**				
03:15		0	77			1	**100**				
03:30		1	70			1	89				
03:45		0	59	3	279	2	79	7	361	10	640
04:00		0	55			1	75				
04:15		3	61			2	81				
04:30		4	**86**			3	134				
04:45		9	**100**	16	302	6	107	12	397	28	699
05:00		7	**86**			13	97				
05:15		10	**90**			7	91				
05:30		14	55			17	93				
05:45		30	60	61	291	15	95	52	376	113	667
06:00		19	43			21	63				
06:15		34	73			30	76				
06:30		57	96			26	83				
06:45		107	114	217	326	48	92	125	314	342	640
07:00		**96**	43			60	61				
07:15		**115**	33			62	46				
07:30		**119**	26			66	38				
07:45		**148**	23	478	125	62	60	250	205	728	330
08:00		93	26			67	33				
08:15		91	24			36	54				
08:30		76	27			62	56				
08:45		103	17	363	94	80	50	245	193	608	287
09:00		78	19			45	43				
09:15		89	10			42	37				
09:30		49	16			50	70				
09:45		44	17	260	62	69	42	206	192	466	254
10:00		69	12			52	29				
10:15		65	9			66	10				
10:30		103	9			**91**	10				
10:45		123	9	360	39	**94**	10	303	59	663	98
11:00		59	12			**80**	9				
11:15		38	7			**68**	6				
11:30		43	6			63	11				
11:45		56	7	196	32	54	6	265	32	461	64
Total		1987	2456	1987	2456	1488	3257	1488	3257	3475	5713
Combined Total		4443		4443		4745		4745		9188	
AM Peak		07:00				10:30					
Vol.		478				333					
P.H.F.		0.807				0.886					
PM Peak			04:30				02:30				
Vol.			362				441				
P.H.F.			0.905				0.868				
Percentage		44.7%	55.3%			31.4%	68.6%				
ADT/AADT		ADT 9,188		AADT 9,188							

Prepared by NDS/ATD

VOLUME

Sand Canyon Rd from Campus Dr to Chapman Heights Rd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_002

DAILY TOTALS	NB	SB	EB	WB	Total
	5,341	5,119	0	0	10,460

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		3						6		12:00	67		73						140	
00:15	3		1						4		12:15	75		112						187	
00:30	2		2						4		12:30	124		165						289	
00:45	3	11	2	8					5	19	12:45	125	391	120	470					245	861
01:00	3		3						6		13:00	62		82						144	
01:15	2		0						2		13:15	58		64						122	
01:30	0		0						0		13:30	69		58						127	
01:45	3	8	2	5					5	13	13:45	65	254	73	277					138	531
02:00	0		2						2		14:00	61		70						131	
02:15	3		1						4		14:15	77		133						210	
02:30	1		0						1		14:30	78		145						223	
02:45	0	4	0	3					0	7	14:45	99	315	152	500					251	815
03:00	0		2						2		15:00	106		105						211	
03:15	0		0						0		15:15	78		82						160	
03:30	2		3						5		15:30	79		79						158	
03:45	2	4	4	9					6	13	15:45	72	335	99	365					171	700
04:00	3		4						7		16:00	85		92						177	
04:15	4		3						7		16:15	83		103						186	
04:30	5		1						6		16:30	115		112						227	
04:45	15	27	7	15					22	42	16:45	140	423	110	417					250	840
05:00	23		15						38		17:00	95		133						228	
05:15	20		13						33		17:15	121		110						231	
05:30	14		11						25		17:30	82		86						168	
05:45	28	85	11	50					39	135	17:45	77	375	105	434					182	809
06:00	32		12						44		18:00	58		91						149	
06:15	36		24						60		18:15	75		113						188	
06:30	64		29						93		18:30	112		99						211	
06:45	101	233	42	107					143	340	18:45	119	364	126	429					245	793
07:00	158		48						206		19:00	44		56						100	
07:15	182		67						249		19:15	43		47						90	
07:30	175		85						260		19:30	22		43						65	
07:45	189	704	48	248					237	952	19:45	35	144	55	201					90	345
08:00	117		56						173		20:00	25		62						87	
08:15	98		59						157		20:15	23		53						76	
08:30	123		49						172		20:30	22		60						82	
08:45	155	493	73	237					228	730	20:45	19	89	87	262					106	351
09:00	101		52						153		21:00	20		46						66	
09:15	106		48						154		21:15	18		46						64	
09:30	42		41						83		21:30	26		65						91	
09:45	61	310	50	191					111	501	21:45	11	75	66	223					77	298
10:00	71		62						133		22:00	14		33						47	
10:15	75		67						142		22:15	11		15						26	
10:30	123		60						183		22:30	13		16						29	
10:45	148	417	121	310					269	727	22:45	5	43	11	75					16	118
11:00	51		87						138		23:00	4		5						9	
11:15	62		55						117		23:15	5		3						8	
11:30	53		52						105		23:30	4		3						7	
11:45	57	223	74	268					131	491	23:45	1	14	4	15					5	29
TOTALS		2519		1451						3970	TOTALS		2822		3668						6490
SPLIT %		63.5%		36.5%						38.0%	SPLIT %		43.5%		56.5%						62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,341	5,119	0	0	10,460

AM Peak Hour	07:00	11:45			07:00	PM Peak Hour	16:30	14:15			16:30
AM Pk Volume	704	424			952	PM Pk Volume	471	535			936
Pk Hr Factor	0.931	0.642			0.915	Pk Hr Factor	0.841	0.880			0.936
7 - 9 Volume	1197	485	0	0	1682	4 - 6 Volume	798	851	0	0	1649
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	704	256	0	0	952	4 - 6 Pk Volume	471	465	0	0	936
Pk Hr Factor	0.931	0.753	0.000	0.000	0.915	Pk Hr Factor	0.841	0.874	0.000	0.000	0.936

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ 17th Street - 14th Street
24 Hour Directional Classification Count
Eastbound

YUC002
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	60	16	0	2	0	0	0	0	0	0	0	0	78
01:00	0	40	7	0	1	0	0	0	0	0	0	0	0	48
02:00	0	20	6	0	1	0	0	1	1	0	0	0	0	29
03:00	0	19	4	1	0	0	0	0	0	0	0	0	0	24
04:00	0	20	6	4	3	0	0	1	3	0	0	0	0	37
05:00	0	48	15	1	5	**3**	0	1	2	0	0	0	0	75
06:00	1	126	33	2	14	1	0	0	**6**	0	0	0	0	183
07:00	1	314	81	3	20	0	0	**8**	3	0	0	0	0	430
08:00	1	314	105	**9**	29	0	0	3	2	0	0	0	0	463
09:00	**2**	293	102	4	27	1	0	8	4	0	0	0	0	441
10:00	0	366	**121**	3	27	2	0	3	3	0	0	0	0	525
11:00	1	**399**	107	2	**38**	1	0	7	1	0	0	0	0	**556**
12 PM	**4**	470	136	**4**	26	1	0	3	1	0	0	0	0	645
13:00	2	455	123	2	27	1	0	**5**	1	0	0	0	0	616
14:00	3	584	151	4	37	0	0	2	1	0	0	0	0	782
15:00	1	615	178	4	**48**	0	0	2	0	0	0	0	0	848
16:00	4	771	**195**	2	40	**2**	0	3	0	0	0	0	0	1017
17:00	4	**814**	188	3	40	0	0	5	**2**	0	0	0	0	**1056**
18:00	2	699	150	2	26	0	0	3	1	0	0	0	0	883
19:00	3	456	103	0	23	0	0	1	2	0	0	0	0	588
20:00	1	382	92	1	16	0	0	0	1	0	0	0	0	493
21:00	3	281	53	1	15	0	0	0	1	0	0	0	0	354
22:00	1	210	39	0	6	0	0	0	2	0	0	0	0	258
23:00	1	117	27	0	5	0	0	0	1	0	0	0	0	151
Total	35	7873	2038	52	476	12	0	56	38	0	0	0	0	10580
Percent	0.3%	74.4%	19.3%	0.5%	4.5%	0.1%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	08:00	11:00	05:00		07:00	06:00					11:00
Vol.	2	399	121	9	38	3		8	6					556
PM Peak	12:00	17:00	16:00	12:00	15:00	16:00		13:00	17:00					17:00
Vol.	4	814	195	4	48	2		5	2					1056
Grand Total	35	7873	2038	52	476	12	0	56	38	0	0	0	0	10580
Percent	0.3%	74.4%	19.3%	0.5%	4.5%	0.1%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ 17th Street - 14th Street
24 Hour Directional Classification Count
Westbound

YUC002
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	23	5	0	2	0	0	0	0	0	0	0	0	30
01:00	0	24	11	0	2	0	0	0	0	0	0	0	0	37
02:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
03:00	1	51	18	1	4	0	0	0	2	0	0	0	0	77
04:00	0	129	63	0	20	0	0	0	2	0	0	0	0	214
05:00	6	246	134	1	33	0	0	2	0	0	0	0	0	422
06:00	**9**	527	140	0	44	0	0	3	**4**	0	0	0	0	727
07:00	6	**594**	**173**	2	35	0	0	4	4	0	0	0	0	**818**
08:00	5	556	137	2	**47**	1	0	1	4	0	0	0	0	753
09:00	5	490	159	**3**	24	**3**	0	3	1	0	0	0	0	688
10:00	9	452	153	3	40	3	0	4	3	0	0	0	0	667
11:00	7	459	139	3	36	0	0	**6**	3	0	0	0	0	653
12 PM	6	486	132	3	29	**2**	0	**7**	**3**	0	0	0	0	668
13:00	7	419	134	**4**	24	2	0	4	1	0	0	0	0	595
14:00	7	452	**148**	4	**38**	0	0	3	1	0	0	0	0	653
15:00	**10**	**502**	128	2	34	1	0	3	1	**1**	0	**1**	0	**683**
16:00	7	453	129	1	17	0	0	1	1	0	0	0	0	609
17:00	3	470	122	1	22	1	0	0	0	0	0	0	0	619
18:00	3	379	101	2	23	0	0	0	0	0	0	0	0	508
19:00	5	291	70	2	15	0	0	0	1	0	0	0	0	384
20:00	3	253	58	1	10	0	0	0	1	0	0	0	0	326
21:00	1	167	47	2	4	0	0	0	2	0	0	0	0	223
22:00	0	106	31	1	4	0	0	0	0	0	0	0	0	142
23:00	1	70	16	0	2	0	0	0	3	0	0	0	0	92
Total	101	7621	2253	38	509	13	0	41	37	1	0	1	0	10615
Percent	1.0%	71.8%	21.2%	0.4%	4.8%	0.1%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	09:00	08:00	09:00		11:00	06:00					07:00
Vol.	9	594	173	3	47	3		6	4					818
PM Peak	15:00	15:00	14:00	13:00	14:00	12:00		12:00	12:00	15:00		15:00		15:00
Vol.	10	502	148	4	38	2		7	3	1		1		683
Grand Total	101	7621	2253	38	509	13	0	41	37	1	0	1	0	10615
Percent	1.0%	71.8%	21.2%	0.4%	4.8%	0.1%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
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City of Yucaipa
Yucaipa Boulevard
B/ 17th Street - 14th Street
24 Hour Directional Classification Count
Eastbound, Westbound

YUC002
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	83	21	0	4	0	0	0	0	0	0	0	0	108
01:00	0	64	18	0	3	0	0	0	0	0	0	0	0	85
02:00	0	42	11	0	1	0	0	1	1	0	0	0	0	56
03:00	1	70	22	2	4	0	0	0	2	0	0	0	0	101
04:00	0	149	69	4	23	0	0	1	5	0	0	0	0	251
05:00	6	294	149	2	38	3	0	3	2	0	0	0	0	497
06:00	**10**	653	173	2	58	1	0	3	**10**	0	0	0	0	910
07:00	7	**908**	254	5	55	0	0	12	7	0	0	0	0	**1248**
08:00	6	870	242	**11**	**76**	1	0	4	6	0	0	0	0	1216
09:00	7	783	261	7	51	4	0	11	5	0	0	0	0	1129
10:00	9	818	**274**	6	67	**5**	0	7	6	0	0	0	0	1192
11:00	8	858	246	5	74	1	0	**13**	4	0	0	0	0	1209
12 PM	10	956	268	7	55	**3**	0	**10**	**4**	0	0	0	0	1313
13:00	9	874	257	6	51	3	0	9	2	0	0	0	0	1211
14:00	10	1036	299	**8**	75	0	0	5	2	0	0	0	0	1435
15:00	**11**	1117	306	6	**82**	1	0	5	1	**1**	0	**1**	0	1531
16:00	11	1224	**324**	3	57	2	0	4	1	0	0	0	0	1626
17:00	7	**1284**	310	4	62	1	0	5	2	0	0	0	0	**1675**
18:00	5	1078	251	4	49	0	0	3	1	0	0	0	0	1391
19:00	8	747	173	2	38	0	0	1	3	0	0	0	0	972
20:00	4	635	150	2	26	0	0	0	2	0	0	0	0	819
21:00	4	448	100	3	19	0	0	0	3	0	0	0	0	577
22:00	1	316	70	1	10	0	0	0	2	0	0	0	0	400
23:00	2	187	43	0	7	0	0	0	4	0	0	0	0	243
Total	136	15494	4291	90	985	25	0	97	75	1	0	1	0	21195
Percent	0.6%	73.1%	20.2%	0.4%	4.6%	0.1%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	10:00	08:00	08:00	10:00		11:00	06:00					07:00
Vol.	10	908	274	11	76	5		13	10					1248
PM Peak	15:00	17:00	16:00	14:00	15:00	12:00		12:00	12:00	15:00		15:00		17:00
Vol.	11	1284	324	8	82	3		10	4	1		1		1675
Grand Total	136	15494	4291	90	985	25	0	97	75	1	0	1	0	21195
Percent	0.6%	73.1%	20.2%	0.4%	4.6%	0.1%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

VOLUME

Yucaipa Blvd from 11th St to 10th St

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,157	11,854	24,011

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			23		13		36		12:00			183		168		351	
00:15			16		6		22		12:15			177		170		347	
00:30			16		6		22		12:30			233		168		401	
00:45			12	67	6	31	18	98	12:45			190	783	165	671	355	1454
01:00			6		0		6		13:00			160		192		352	
01:15			7		11		18		13:15			166		163		329	
01:30			4		3		7		13:30			169		181		350	
01:45			6	23	3	17	9	40	13:45			221	716	155	691	376	1407
02:00			8		10		18		14:00			217		169		386	
02:15			3		4		7		14:15			210		170		380	
02:30			4		9		13		14:30			203		294		497	
02:45			7	22	6	29	13	51	14:45			255	885	334	967	589	1852
03:00			8		15		23		15:00			473		240		713	
03:15			5		13		18		15:15			284		188		472	
03:30			9		21		30		15:30			259		178		437	
03:45			9	31	29	78	38	109	15:45			230	1246	168	774	398	2020
04:00			10		22		32		16:00			256		182		438	
04:15			7		48		55		16:15			293		167		460	
04:30			14		49		63		16:30			314		168		482	
04:45			21	52	69	188	90	240	16:45			277	1140	179	696	456	1836
05:00			11		76		87		17:00			304		206		510	
05:15			20		79		99		17:15			309		183		492	
05:30			21		102		123		17:30			272		199		471	
05:45			31	83	98	355	129	438	17:45			249	1134	147	735	396	1869
06:00			26		119		145		18:00			270		185		455	
06:15			37		147		184		18:15			283		148		431	
06:30			52		235		287		18:30			234		172		406	
06:45			106	221	220	721	326	942	18:45			267	1054	159	664	426	1718
07:00			95		268		363		19:00			172		141		313	
07:15			153		374		527		19:15			168		107		275	
07:30			187		505		692		19:30			160		68		228	
07:45			233	668	264	1411	497	2079	19:45			141	641	93	409	234	1050
08:00			102		204		306		20:00			174		57		231	
08:15			119		175		294		20:15			136		86		222	
08:30			112		160		272		20:30			128		79		207	
08:45			139	472	185	724	324	1196	20:45			121	559	66	288	187	847
09:00			123		169		292		21:00			96		73		169	
09:15			112		167		279		21:15			97		59		156	
09:30			123		156		279		21:30			79		54		133	
09:45			117	475	144	636	261	1111	21:45			75	347	46	232	121	579
10:00			100		168		268		22:00			59		34		93	
10:15			158		135		293		22:15			65		33		98	
10:30			144		161		305		22:30			48		43		91	
10:45			154	556	175	639	329	1195	22:45			39	211	29	139	68	350
11:00			169		156		325		23:00			41		29		70	
11:15			152		171		323		23:15			31		17		48	
11:30			178		177		355		23:30			21		19		40	
11:45			156	655	179	683	335	1338	23:45			23	116	11	76	34	192
TOTALS				3325		5512		8837	TOTALS				8832		6342		15174
SPLIT %				37.6%		62.4%		36.8%	SPLIT %				58.2%		41.8%		63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,157	11,854	24,011

AM Peak Hour			11:45	07:00	07:00	PM Peak Hour			14:45	14:30	14:30
AM Pk Volume			749	1411	2079	PM Pk Volume			1271	1056	2271
Pk Hr Factor			0.804	0.699	0.751	Pk Hr Factor			0.672	0.790	0.796
7 - 9 Volume	0	0	1140	2135	3275	4 - 6 Volume	0	0	2274	1431	3705
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	675	1411	2079	4 - 6 Pk Volume	0	0	1204	767	1940
Pk Hr Factor	0.000	0.000	0.724	0.699	0.751	Pk Hr Factor	0.000	0.000	0.959	0.931	0.951

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ Oak Glen Road - 6th Street
24 Hour Directional Classification Count
Eastbound

YUC005
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	49	18	0	2	0	0	0	0	0	0	0	0	69
01:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
02:00	0	20	9	0	0	0	0	0	1	0	0	0	0	30
03:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
04:00	0	28	5	6	3	0	0	0	1	0	0	0	0	43
05:00	0	47	16	1	4	1	0	1	1	0	0	0	0	71
06:00	2	121	47	2	13	**2**	0	5	**6**	0	0	0	0	198
07:00	**3**	443	122	**9**	24	0	0	**11**	1	0	0	0	0	613
08:00	0	411	159	6	38	0	0	3	1	0	0	0	0	618
09:00	1	388	153	3	19	0	0	3	0	0	0	0	0	567
10:00	2	463	162	9	31	1	0	5	1	0	0	0	0	674
11:00	3	**533**	**194**	4	**43**	1	0	4	2	0	0	0	0	**784**
12 PM	5	606	234	**8**	30	0	0	4	**2**	0	0	0	0	889
13:00	1	617	202	6	41	0	0	7	0	0	0	0	0	874
14:00	8	713	231	7	35	0	0	6	1	0	0	0	0	1001
15:00	5	873	**309**	5	52	0	0	6	1	0	0	0	0	1251
16:00	**10**	817	259	6	52	0	0	4	0	**1**	0	0	0	1149
17:00	5	**974**	245	4	**63**	0	0	**9**	0	0	0	**1**	0	**1301**
18:00	8	783	186	3	26	0	0	8	1	0	0	0	0	1015
19:00	3	491	125	2	33	0	0	1	1	0	0	0	0	656
20:00	2	459	123	3	21	0	0	0	1	0	0	0	0	609
21:00	1	298	77	2	10	0	0	0	1	0	0	0	0	389
22:00	0	183	55	1	4	0	0	0	1	0	0	0	0	244
23:00	0	97	24	0	3	0	0	0	2	0	0	0	0	126
Total	59	9466	2965	87	547	5	0	77	25	1	0	1	0	13233
Percent	0.4%	71.5%	22.4%	0.7%	4.1%	0.0%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	07:00	11:00	06:00		07:00	06:00					11:00
Vol.	3	533	194	9	43	2		11	6					784
PM Peak	16:00	17:00	15:00	12:00	17:00			17:00	12:00	16:00		17:00		17:00
Vol.	10	974	309	8	63			9	2	1		1		1301
Grand Total	59	9466	2965	87	547	5	0	77	25	1	0	1	0	13233
Percent	0.4%	71.5%	22.4%	0.7%	4.1%	0.0%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ Oak Glen Road - 6th Street
24 Hour Directional Classification Count
Westbound

YUC005
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	28	10	0	3	0	0	0	0	0	0	0	0	41
01:00	0	25	7	0	2	0	0	0	0	0	0	0	0	34
02:00	0	18	5	0	0	0	0	0	1	0	0	0	0	24
03:00	0	38	9	0	2	0	0	0	1	0	0	0	0	50
04:00	0	82	35	2	11	0	0	0	2	0	0	0	0	132
05:00	0	155	97	3	18	0	0	2	0	0	0	0	0	275
06:00	3	406	141	3	29	0	0	2	2	0	0	0	0	586
07:00	**4**	**811**	**303**	**9**	**44**	1	0	7	**4**	**1**	0	**2**	0	**1186**
08:00	2	492	148	6	38	0	0	1	2	0	0	0	0	689
09:00	2	510	177	6	24	**4**	0	7	2	0	0	0	0	732
10:00	3	523	193	4	38	1	0	4	0	0	0	0	0	766
11:00	1	570	184	8	30	1	0	**9**	4	0	0	0	0	807
12 PM	2	586	190	5	33	**4**	0	**8**	**2**	**1**	0	0	0	831
13:00	2	535	171	**9**	37	0	0	4	2	0	0	0	0	760
14:00	2	616	**228**	5	**44**	0	0	8	1	0	0	0	0	904
15:00	1	652	201	5	29	1	0	5	0	0	0	0	0	894
16:00	**4**	598	182	5	29	1	0	1	1	0	0	0	0	821
17:00	3	**694**	218	4	36	0	0	4	0	0	0	0	0	**959**
18:00	2	535	135	4	33	0	0	2	0	0	0	0	0	711
19:00	1	406	94	3	18	0	0	1	1	0	0	0	0	524
20:00	2	283	85	1	11	0	0	0	2	0	0	0	0	384
21:00	0	172	51	3	2	1	0	0	1	0	0	0	0	230
22:00	0	101	26	1	5	0	0	0	0	0	0	0	0	133
23:00	0	72	15	0	2	0	0	0	2	0	0	0	0	91
Total	34	8908	2905	86	518	14	0	65	30	2	0	2	0	12564
Percent	0.3%	70.9%	23.1%	0.7%	4.1%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	09:00		11:00	07:00	07:00		07:00		07:00
Vol.	4	811	303	9	44	4		9	4	1		2		1186
PM Peak	16:00	17:00	14:00	13:00	14:00	12:00		12:00	12:00	12:00				17:00
Vol.	4	694	228	9	44	4		8	2	1				959
Grand Total	34	8908	2905	86	518	14	0	65	30	2	0	2	0	12564
Percent	0.3%	70.9%	23.1%	0.7%	4.1%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ Oak Glen Road - 6th Street
24 Hour Directional Classification Count
Eastbound, Westbound

YUC005
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	77	28	0	5	0	0	0	0	0	0	0	0	110
01:00	0	56	14	0	2	0	0	0	0	0	0	0	0	72
02:00	0	38	14	0	0	0	0	0	2	0	0	0	0	54
03:00	0	59	12	0	2	0	0	0	1	0	0	0	0	74
04:00	0	110	40	8	14	0	0	0	3	0	0	0	0	175
05:00	0	202	113	4	22	1	0	3	1	0	0	0	0	346
06:00	5	527	188	5	42	2	0	7	**8**	0	0	0	0	784
07:00	**7**	**1254**	**425**	**18**	68	1	0	**18**	5	**1**	0	**2**	0	**1799**
08:00	2	903	307	12	**76**	0	0	4	3	0	0	0	0	1307
09:00	3	898	330	9	43	**4**	0	10	2	0	0	0	0	1299
10:00	5	986	355	13	69	2	0	9	1	0	0	0	0	1440
11:00	4	1103	378	12	73	2	0	13	6	0	0	0	0	1591
12 PM	7	1192	424	13	63	**4**	0	12	**4**	**1**	0	0	0	1720
13:00	3	1152	373	**15**	78	0	0	11	2	0	0	0	0	1634
14:00	10	1329	459	12	79	0	0	**14**	2	0	0	0	0	1905
15:00	6	1525	**510**	10	81	1	0	11	1	0	0	0	0	2145
16:00	**14**	1415	441	11	81	1	0	5	1	1	0	0	0	1970
17:00	8	**1668**	463	8	**99**	0	0	13	0	0	0	**1**	0	**2260**
18:00	10	1318	321	7	59	0	0	10	1	0	0	0	0	1726
19:00	4	897	219	5	51	0	0	2	2	0	0	0	0	1180
20:00	4	742	208	4	32	0	0	0	3	0	0	0	0	993
21:00	1	470	128	5	12	1	0	0	2	0	0	0	0	619
22:00	0	284	81	2	9	0	0	0	1	0	0	0	0	377
23:00	0	169	39	0	5	0	0	0	4	0	0	0	0	217
Total	93	18374	5870	173	1065	19	0	142	55	3	0	3	0	25797
Percent	0.4%	71.2%	22.8%	0.7%	4.1%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	08:00	09:00		07:00	06:00	07:00		07:00		07:00
Vol.	7	1254	425	18	76	4		18	8	1		2		1799
PM Peak	16:00	17:00	15:00	13:00	17:00	12:00		14:00	12:00	12:00		17:00		17:00
Vol.	14	1668	510	15	99	4		14	4	1		1		2260
Grand Total	93	18374	5870	173	1065	19	0	142	55	3	0	3	0	25797
Percent	0.4%	71.2%	22.8%	0.7%	4.1%	0.1%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ 3rd Street - California Street
24 Hour Directional Classification Count
Eastbound

YUC007
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	30	14	0	2	0	0	0	0	0	0	0	0	46
01:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
02:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
04:00	0	13	6	3	3	0	0	0	2	0	0	0	0	27
05:00	0	31	12	0	1	0	0	0	0	0	0	0	0	44
06:00	1	91	31	1	13	**1**	0	2	**3**	0	0	0	0	143
07:00	1	288	84	5	27	0	0	2	0	0	0	0	0	407
08:00	**3**	320	130	**9**	29	0	0	2	1	0	0	0	0	494
09:00	1	301	121	5	24	0	0	4	0	0	0	0	0	456
10:00	3	360	**137**	4	27	1	0	2	0	**1**	0	0	0	535
11:00	2	**418**	137	3	**34**	0	0	**8**	0	0	0	0	0	**602**
12 PM	3	510	154	**5**	28	**2**	0	2	**1**	0	0	0	0	705
13:00	2	518	142	4	31	1	0	**8**	0	0	0	0	0	706
14:00	**7**	534	167	3	26	1	0	6	0	0	0	0	0	744
15:00	3	661	**246**	4	**44**	2	0	6	0	0	0	0	0	**966**
16:00	5	613	187	5	44	0	0	3	0	0	0	0	0	857
17:00	6	**671**	211	3	44	1	0	5	0	0	0	0	0	941
18:00	2	567	144	4	27	0	0	7	0	0	0	0	0	751
19:00	3	439	130	4	20	1	0	4	0	0	0	0	0	601
20:00	1	377	95	1	18	0	0	1	0	0	0	0	0	493
21:00	1	245	58	2	9	0	0	2	0	0	0	0	0	317
22:00	0	167	32	1	4	0	0	0	1	0	0	0	0	205
23:00	0	76	22	0	5	0	0	0	1	0	0	0	0	104
Total	44	7277	2272	66	460	10	0	64	9	1	0	0	0	10203
Percent	0.4%	71.3%	22.3%	0.6%	4.5%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	08:00	11:00	06:00		11:00	06:00	10:00				11:00
Vol.	3	418	137	9	34	1		8	3	1				602
PM Peak	14:00	17:00	15:00	12:00	15:00	12:00		13:00	12:00					15:00
Vol.	7	671	246	5	44	2		8	1					966
Grand Total	44	7277	2272	66	460	10	0	64	9	1	0	0	0	10203
Percent	0.4%	71.3%	22.3%	0.6%	4.5%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Yucaipa Boulevard
B/ 3rd Street - California Street
24 Hour Directional Classification Count
Westbound

YUC007
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	25	2	0	2	0	0	0	0	0	0	0	0	29
01:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
04:00	1	73	21	2	12	0	0	0	0	0	0	0	0	109
05:00	2	126	64	1	23	0	0	1	1	0	0	0	0	218
06:00	1	291	97	3	26	0	0	1	2	0	0	0	0	421
07:00	2	**592**	**207**	5	**37**	0	0	5	1	0	0	0	0	**849**
08:00	2	419	127	**6**	20	0	0	1	2	0	0	0	0	577
09:00	3	404	112	4	20	**1**	0	6	1	0	0	0	0	551
10:00	**7**	439	144	4	29	1	0	3	**3**	0	0	**1**	0	631
11:00	2	447	133	6	26	1	0	**9**	1	0	0	0	0	625
12 PM	2	491	141	6	29	**6**	0	**10**	0	0	0	0	0	685
13:00	3	490	122	6	24	1	0	2	0	0	0	0	0	648
14:00	2	513	151	3	28	2	0	2	0	0	0	0	0	701
15:00	0	526	**159**	1	**30**	1	0	2	0	**1**	0	0	0	**720**
16:00	2	496	126	5	26	0	0	2	0	1	0	0	0	658
17:00	**5**	**537**	144	2	26	1	0	4	0	0	0	0	0	719
18:00	4	442	117	**7**	20	1	0	0	0	0	0	0	0	591
19:00	2	298	75	3	7	0	0	1	0	0	0	0	0	386
20:00	2	214	52	2	9	0	0	0	0	0	0	0	0	279
21:00	2	128	32	1	5	0	0	0	0	0	0	0	0	168
22:00	0	98	18	0	4	0	0	0	0	0	0	0	0	120
23:00	0	49	13	0	0	0	0	0	0	0	0	0	0	62
Total	44	7147	2073	67	404	15	0	49	11	2	0	1	0	9813
Percent	0.4%	72.8%	21.1%	0.7%	4.1%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	07:00	09:00		11:00	10:00			10:00		07:00
Vol.	7	592	207	6	37	1		9	3			1		849
PM Peak	17:00	17:00	15:00	18:00	15:00	12:00		12:00		15:00				15:00
Vol.	5	537	159	7	30	6		10		1				720
Grand Total	44	7147	2073	67	404	15	0	49	11	2	0	1	0	9813
Percent	0.4%	72.8%	21.1%	0.7%	4.1%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

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City of Yucaipa
Yucaipa Boulevard
B/ 3rd Street - California Street
24 Hour Directional Classification Count
Eastbound, Westbound

YUC007
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	55	16	0	4	0	0	0	0	0	0	0	0	75
01:00	0	35	8	0	1	0	0	0	0	0	0	0	0	44
02:00	0	20	9	0	0	0	0	0	0	0	0	0	0	29
03:00	0	41	11	0	0	0	0	0	0	0	0	0	0	52
04:00	1	86	27	5	15	0	0	0	2	0	0	0	0	136
05:00	2	157	76	1	24	0	0	1	1	0	0	0	0	262
06:00	2	382	128	4	39	1	0	3	**5**	0	0	0	0	564
07:00	3	**880**	**291**	10	**64**	0	0	7	1	0	0	0	0	**1256**
08:00	5	739	257	**15**	49	0	0	3	3	0	0	0	0	1071
09:00	4	705	233	9	44	1	0	10	1	0	0	0	0	1007
10:00	**10**	799	281	8	56	**2**	0	5	3	**1**	0	**1**	0	1166
11:00	4	865	270	9	60	1	0	**17**	1	0	0	0	0	1227
12 PM	5	1001	295	**11**	57	**8**	0	**12**	**1**	0	0	0	0	1390
13:00	5	1008	264	10	55	2	0	10	0	0	0	0	0	1354
14:00	9	1047	318	6	54	3	0	8	0	0	0	0	0	1445
15:00	3	1187	**405**	5	**74**	3	0	8	0	**1**	0	0	0	**1686**
16:00	7	1109	313	10	70	0	0	5	0	1	0	0	0	1515
17:00	**11**	**1208**	355	5	70	2	0	9	0	0	0	0	0	1660
18:00	6	1009	261	11	47	1	0	7	0	0	0	0	0	1342
19:00	5	737	205	7	27	1	0	5	0	0	0	0	0	987
20:00	3	591	147	3	27	0	0	1	0	0	0	0	0	772
21:00	3	373	90	3	14	0	0	2	0	0	0	0	0	485
22:00	0	265	50	1	8	0	0	0	1	0	0	0	0	325
23:00	0	125	35	0	5	0	0	0	1	0	0	0	0	166
Total	88	14424	4345	133	864	25	0	113	20	3	0	1	0	20016
Percent	0.4%	72.1%	21.7%	0.7%	4.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	08:00	07:00	10:00		11:00	06:00	10:00		10:00		07:00
Vol.	10	880	291	15	64	2		17	5	1		1		1256
PM Peak	17:00	17:00	15:00	12:00	15:00	12:00		12:00	12:00	15:00				15:00
Vol.	11	1208	405	11	74	8		12	1	1				1686
Grand Total	88	14424	4345	133	864	25	0	113	20	3	0	1	0	20016
Percent	0.4%	72.1%	21.7%	0.7%	4.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

VOLUME

Avenue E from 17th St to 16th St

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	855	1,081	1,936

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		2		3		12:00			11		16		27	
00:15			3		4		7		12:15			13		15		28	
00:30			2		1		3		12:30			16		18		34	
00:45			1	7	1	8	2	15	12:45			17	57	16	65	33	122
01:00			1		0		1		13:00			12		16		28	
01:15			0		2		2		13:15			13		13		26	
01:30			0		0		0		13:30			11		14		25	
01:45			0	1	2	4	2	5	13:45			11	47	12	55	23	102
02:00			0		0		0		14:00			10		18		28	
02:15			1		1		2		14:15			21		11		32	
02:30			2		0		2		14:30			20		21		41	
02:45			0	3	0	1	0	4	14:45			18	69	19	69	37	138
03:00			2		1		3		15:00			17		29		46	
03:15			0		0		0		15:15			15		31		46	
03:30			1		0		1		15:30			24		17		41	
03:45			1	4	3	4	4	8	15:45			19	75	20	97	39	172
04:00			0		0		0		16:00			24		17		41	
04:15			1		2		3		16:15			24		14		38	
04:30			0		2		2		16:30			19		22		41	
04:45			3	4	3	7	6	11	16:45			22	89	14	67	36	156
05:00			1		1		2		17:00			19		24		43	
05:15			2		6		8		17:15			22		22		44	
05:30			2		4		6		17:30			22		11		33	
05:45			0	5	6	17	6	22	17:45			18	81	21	78	39	159
06:00			3		8		11		18:00			14		23		37	
06:15			2		13		15		18:15			10		15		25	
06:30			8		14		22		18:30			18		16		34	
06:45			6	19	21	56	27	75	18:45			10	52	8	62	18	114
07:00			15		22		37		19:00			14		11		25	
07:15			12		26		38		19:15			10		13		23	
07:30			20		30		50		19:30			5		11		16	
07:45			12	59	31	109	43	168	19:45			4	33	13	48	17	81
08:00			11		22		33		20:00			7		3		10	
08:15			23		23		46		20:15			9		9		18	
08:30			13		31		44		20:30			6		10		16	
08:45			8	55	18	94	26	149	20:45			8	30	11	33	19	63
09:00			12		12		24		21:00			5		16		21	
09:15			11		14		25		21:15			7		7		14	
09:30			9		9		18		21:30			7		6		13	
09:45			7	39	12	47	19	86	21:45			3	22	5	34	8	56
10:00			11		11		22		22:00			2		3		5	
10:15			12		18		30		22:15			2		3		5	
10:30			14		12		26		22:30			3		7		10	
10:45			9	46	9	50	18	96	22:45			2	9	0	13	2	22
11:00			12		16		28		23:00			0		3		3	
11:15			8		15		23		23:15			2		3		5	
11:30			14		15		29		23:30			3		0		3	
11:45			10	44	11	57	21	101	23:45			0	5	0	6	0	11
TOTALS				286		454		740	TOTALS				569		627		1196
SPLIT %				38.6%		61.4%		38.2%	SPLIT %				47.6%		52.4%		61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	855	1,081	1,936

AM Peak Hour			07:30	07:00	07:30	PM Peak Hour			15:30	14:30	15:00
AM Pk Volume			66	109	172	PM Pk Volume			91	100	172
Pk Hr Factor			0.717	0.879	0.860	Pk Hr Factor			0.948	0.806	0.935
7 - 9 Volume	0	0	114	203	317	4 - 6 Volume	0	0	170	145	315
7 - 9 Peak Hour			07:30	07:00	07:30	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	66	109	172	4 - 6 Pk Volume	0	0	89	82	164
Pk Hr Factor	0.000	0.000	0.717	0.879	0.860	Pk Hr Factor	0.000	0.000	0.927	0.854	0.932

Prepared by NDS/ATD

VOLUME

Avenue E from 14th St to 13th St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,312	1,449	2,761

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			16		15		31	
00:15			0		1		1		12:15			19		19		38	
00:30			0		0		0		12:30			14		35		49	
00:45			2	3	0	2	2	5	12:45			26	75	26	95	52	170
01:00			2		2		4		13:00			9		21		30	
01:15			0		1		1		13:15			21		20		41	
01:30			0		0		0		13:30			19		22		41	
01:45			1	3	0	3	1	6	13:45			14	63	13	76	27	139
02:00			0		0		0		14:00			23		26		49	
02:15			0		0		0		14:15			23		16		39	
02:30			0		1		1		14:30			21		25		46	
02:45			1	1	0	1	1	2	14:45			33	100	28	95	61	195
03:00			1		1		2		15:00			44		57		101	
03:15			1		1		2		15:15			33		27		60	
03:30			0		1		1		15:30			28		26		54	
03:45			0	2	2	5	2	7	15:45			23	128	23	133	46	261
04:00			0		2		2		16:00			25		22		47	
04:15			1		1		2		16:15			27		28		55	
04:30			1		3		4		16:30			29		21		50	
04:45			3	5	5	11	8	16	16:45			28	109	27	98	55	207
05:00			2		2		4		17:00			35		29		64	
05:15			2		3		5		17:15			34		23		57	
05:30			0		4		4		17:30			33		26		59	
05:45			2	6	3	12	5	18	17:45			28	130	20	98	48	228
06:00			5		8		13		18:00			24		30		54	
06:15			10		12		22		18:15			24		17		41	
06:30			8		12		20		18:30			16		24		40	
06:45			11	34	27	59	38	93	18:45			23	87	20	91	43	178
07:00			17		22		39		19:00			18		21		39	
07:15			26		33		59		19:15			15		23		38	
07:30			37		26		63		19:30			13		9		22	
07:45			26	106	44	125	70	231	19:45			13	59	11	64	24	123
08:00			20		41		61		20:00			11		4		15	
08:15			46		52		98		20:15			13		10		23	
08:30			47		66		113		20:30			16		9		25	
08:45			18	131	36	195	54	326	20:45			5	45	6	29	11	74
09:00			9		15		24		21:00			14		4		18	
09:15			10		18		28		21:15			8		7		15	
09:30			10		21		31		21:30			8		10		18	
09:45			15	44	16	70	31	114	21:45			14	44	11	32	25	76
10:00			13		15		28		22:00			2		6		8	
10:15			12		14		26		22:15			5		5		10	
10:30			11		14		25		22:30			2		3		5	
10:45			16	52	14	57	30	109	22:45			2	11	5	19	7	30
11:00			13		19		32		23:00			1		2		3	
11:15			16		17		33		23:15			2		0		2	
11:30			15		18		33		23:30			2		1		3	
11:45			24	68	20	74	44	142	23:45			1	6	2	5	3	11
TOTALS				455		614		1069	TOTALS				857		835		1692
SPLIT %				42.6%		57.4%		38.7%	SPLIT %				50.7%		49.3%		61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,312	1,449	2,761

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			14:45	14:45	14:45
AM Pk Volume			139	203	342	PM Pk Volume			138	138	276
Pk Hr Factor			0.739	0.769	0.757	Pk Hr Factor			0.784	0.605	0.683
7 - 9 Volume	0	0	237	320	557	4 - 6 Volume	0	0	239	196	435
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	139	203	342	4 - 6 Pk Volume	0	0	130	105	235
Pk Hr Factor	0.000	0.000	0.739	0.769	0.757	Pk Hr Factor	0.000	0.000	0.929	0.905	0.918

Prepared by NDS/ATD

VOLUME

Avenue E from 7th St to 6th St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,617	4,052	7,669

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		2		4		12:00			48		55		103	
00:15			7		3		10		12:15			53		55		108	
00:30			1		2		3		12:30			60		75		135	
00:45			4	14	0	7	4	21	12:45			39	200	63	248	102	448
01:00			2		1		3		13:00			55		53		108	
01:15			8		1		9		13:15			46		67		113	
01:30			1		0		1		13:30			50		61		111	
01:45			3	14	2	4	5	18	13:45			46	197	68	249	114	446
02:00			0		2		2		14:00			56		68		124	
02:15			1		1		2		14:15			71		84		155	
02:30			1		3		4		14:30			111		100		211	
02:45			3	5	1	7	4	12	14:45			68	306	97	349	165	655
03:00			2		2		4		15:00			100		76		176	
03:15			4		2		6		15:15			79		89		168	
03:30			2		2		4		15:30			85		80		165	
03:45			5	13	8	14	13	27	15:45			66	330	63	308	129	638
04:00			6		5		11		16:00			66		57		123	
04:15			5		10		15		16:15			81		69		150	
04:30			5		10		15		16:30			75		63		138	
04:45			4	20	16	41	20	61	16:45			98	320	70	259	168	579
05:00			2		15		17		17:00			77		49		126	
05:15			2		21		23		17:15			92		71		163	
05:30			1		30		31		17:30			91		63		154	
05:45			8	13	24	90	32	103	17:45			92	352	65	248	157	600
06:00			2		25		27		18:00			84		51		135	
06:15			13		46		59		18:15			86		56		142	
06:30			20		68		88		18:30			68		54		122	
06:45			24	59	68	207	92	266	18:45			64	302	58	219	122	521
07:00			47		79		126		19:00			70		79		149	
07:15			54		122		176		19:15			59		33		92	
07:30			74		155		229		19:30			47		29		76	
07:45			96	271	137	493	233	764	19:45			30	206	28	169	58	375
08:00			68		70		138		20:00			34		30		64	
08:15			38		53		91		20:15			33		34		67	
08:30			40		72		112		20:30			27		34		61	
08:45			45	191	60	255	105	446	20:45			28	122	28	126	56	248
09:00			18		41		59		21:00			32		14		46	
09:15			39		43		82		21:15			31		29		60	
09:30			34		45		79		21:30			27		17		44	
09:45			38	129	55	184	93	313	21:45			21	111	15	75	36	186
10:00			33		50		83		22:00			18		5		23	
10:15			33		56		89		22:15			14		16		30	
10:30			37		41		78		22:30			14		5		19	
10:45			43	146	52	199	95	345	22:45			12	58	13	39	25	97
11:00			40		53		93		23:00			8		4		12	
11:15			51		64		115		23:15			9		3		12	
11:30			42		69		111		23:30			8		1		9	
11:45			77	210	66	252	143	462	23:45			3	28	2	10	5	38
TOTALS				1085		1753		2838	TOTALS				2532		2299		4831
SPLIT %				38.2%		61.8%		37.0%	SPLIT %				52.4%		47.6%		63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,617	4,052	7,669

AM Peak Hour			07:15	07:00	07:15	PM Peak Hour			17:15	14:30	14:30
AM Pk Volume			292	493	776	PM Pk Volume			359	362	720
Pk Hr Factor			0.760	0.795	0.833	Pk Hr Factor			0.976	0.905	0.853
7 - 9 Volume	0	0	462	748	1210	4 - 6 Volume	0	0	672	507	1179
7 - 9 Peak Hour			07:15	07:00	07:15	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	292	493	776	4 - 6 Pk Volume	0	0	358	259	611
Pk Hr Factor	0.000	0.000	0.760	0.795	0.833	Pk Hr Factor	0.000	0.000	0.913	0.925	0.909

Prepared by NDS/ATD

VOLUME

Avenue E from 5th St to 4th St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,699	3,917	7,616

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		5		11		12:00			58		52		110	
00:15			9		4		13		12:15			58		61		119	
00:30			2		5		7		12:30			74		65		139	
00:45			3	20	0	14	3	34	12:45			54	244	67	245	121	489
01:00			2		4		6		13:00			59		48		107	
01:15			5		0		5		13:15			47		62		109	
01:30			1		0		1		13:30			50		67		117	
01:45			4	12	2	6	6	18	13:45			47	203	67	244	114	447
02:00			0		1		1		14:00			70		71		141	
02:15			0		1		1		14:15			55		93		148	
02:30			2		1		3		14:30			124		86		210	
02:45			1	3	1	4	2	7	14:45			80	329	94	344	174	673
03:00			2		4		6		15:00			92		88		180	
03:15			3		0		3		15:15			82		83		165	
03:30			3		2		5		15:30			88		63		151	
03:45			2	10	7	13	9	23	15:45			85	347	69	303	154	650
04:00			4		3		7		16:00			73		81		154	
04:15			5		8		13		16:15			67		66		133	
04:30			3		7		10		16:30			84		65		149	
04:45			3	15	9	27	12	42	16:45			88	312	75	287	163	599
05:00			2		13		15		17:00			94		66		160	
05:15			3		20		23		17:15			89		75		164	
05:30			1		23		24		17:30			91		59		150	
05:45			4	10	16	72	20	82	17:45			109	383	63	263	172	646
06:00			3		24		27		18:00			75		58		133	
06:15			12		35		47		18:15			81		48		129	
06:30			15		55		70		18:30			67		46		113	
06:45			23	53	61	175	84	228	18:45			59	282	65	217	124	499
07:00			41		66		107		19:00			69		81		150	
07:15			46		77		123		19:15			64		28		92	
07:30			64		122		186		19:30			60		31		91	
07:45			91	242	112	377	203	619	19:45			33	226	34	174	67	400
08:00			79		69		148		20:00			40		24		64	
08:15			37		68		105		20:15			30		28		58	
08:30			41		65		106		20:30			26		54		80	
08:45			37	194	52	254	89	448	20:45			24	120	28	134	52	254
09:00			28		44		72		21:00			35		20		55	
09:15			47		54		101		21:15			22		22		44	
09:30			30		50		80		21:30			16		14		30	
09:45			45	150	51	199	96	349	21:45			21	94	12	68	33	162
10:00			30		49		79		22:00			23		4		27	
10:15			38		54		92		22:15			14		13		27	
10:30			42		46		88		22:30			8		8		16	
10:45			41	151	51	200	92	351	22:45			6	51	13	38	19	89
11:00			44		54		98		23:00			8		3		11	
11:15			47		64		111		23:15			12		4		16	
11:30			51		62		113		23:30			7		5		12	
11:45			71	213	64	244	135	457	23:45			8	35	3	15	11	50
TOTALS				1073		1585		2658	TOTALS				2626		2332		4958
SPLIT %				40.4%		59.6%		34.9%	SPLIT %				53.0%		47.0%		65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,699	3,917	7,616

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	14:15	14:30
AM Pk Volume			280	380	660	PM Pk Volume			383	361	729
Pk Hr Factor			0.769	0.779	0.813	Pk Hr Factor			0.878	0.960	0.868
7 - 9 Volume	0	0	436	631	1067	4 - 6 Volume	0	0	695	550	1245
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	280	380	660	4 - 6 Pk Volume	0	0	383	287	646
Pk Hr Factor	0.000	0.000	0.769	0.779	0.813	Pk Hr Factor	0.000	0.000	0.878	0.886	0.939

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Live Oak Canyon Road
S/ Outer Highway 10 South
24 Hour Directional Volume Count

YUC006
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	23-Feb-10 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	26			1	38				
12:15		4	19			0	32				
12:30		3	31			1	29				
12:45		3	21	13	97	0	21	2	120	15	217
01:00		8	22			1	21				
01:15		0	43			4	35				
01:30		3	31			0	24				
01:45		1	20	12	116	0	31	5	111	17	227
02:00		2	32			0	31				
02:15		2	31			1	25				
02:30		1	48			0	32				
02:45		4	38	9	149	2	24	3	112	12	261
03:00		1	34			1	34				
03:15		2	38			1	35				
03:30		2	37			5	37				
03:45		1	49	6	158	6	40	13	146	19	304
04:00		1	48			6	31				
04:15		3	57			11	31				
04:30		1	43			10	31				
04:45		10	**65**	15	213	12	**47**	39	140	54	353
05:00		10	**62**			8	**38**				
05:15		3	**53**			22	**39**				
05:30		5	**69**			21	**41**				
05:45		9	57	27	241	23	34	74	152	101	393
06:00		12	49			28	36				
06:15		18	44			45	23				
06:30		28	36			47	29				
06:45		26	35	84	164	42	15	162	103	246	267
07:00		26	34			72	20				
07:15		21	16			**64**	16				
07:30		26	18			**70**	12				
07:45		20	13	93	81	**66**	12	272	60	365	141
08:00		26	30			**74**	4				
08:15		**36**	17			42	8				
08:30		**22**	18			25	12				
08:45		**26**	11	110	76	25	12	166	36	276	112
09:00		**29**	16			17	10				
09:15		28	20			30	8				
09:30		18	21			23	11				
09:45		22	11	97	68	27	7	97	36	194	104
10:00		14	11			31	4				
10:15		23	13			23	10				
10:30		28	11			22	7				
10:45		23	8	88	43	15	4	91	25	179	68
11:00		31	5			21	3				
11:15		18	7			25	3				
11:30		27	5			17	2				
11:45		18	7	94	24	24	2	87	10	181	34
Total		648	1430	648	1430	1011	1051	1011	1051	1659	2481
Combined Total		2078		2078		2062		2062		4140	
AM Peak		08:15				07:15					
Vol.		113				274					
P.H.F.		0.785				0.926					
PM Peak			04:45				04:45				
Vol.			249				165				
P.H.F.			0.902				0.878				
Percentage		31.2%	68.8%			49.0%	51.0%				
ADT/AADT		ADT 4,140		AADT 4,140							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Interstate 10 - Avenue E
24 Hour Directional Classification Count
Northbound

YUC021
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	59	15	0	2	0	0	0	0	0	0	0	0	76
01:00	0	37	9	0	1	0	0	0	1	0	0	0	0	48
02:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
03:00	0	14	2	0	1	0	0	0	2	0	0	0	0	19
04:00	0	17	9	1	1	0	0	1	1	0	0	0	0	30
05:00	0	32	12	0	3	0	0	0	1	0	0	0	0	48
06:00	1	127	32	1	10	1	0	**5**	1	0	0	0	0	178
07:00	1	284	93	0	23	1	0	2	2	0	0	0	0	406
08:00	1	281	89	**3**	**27**	1	0	0	1	0	0	0	0	403
09:00	2	259	73	0	27	0	0	3	1	0	0	0	0	365
10:00	2	226	**104**	2	22	2	0	0	0	**1**	0	0	0	359
11:00	**3**	**287**	97	1	18	**3**	0	2	**3**	0	0	0	0	**414**
12 PM	6	333	90	1	22	0	0	1	0	0	0	0	0	453
13:00	6	332	124	**2**	21	0	0	2	1	0	0	0	0	488
14:00	7	446	144	2	34	**2**	0	2	1	0	0	0	0	638
15:00	**14**	512	180	1	30	0	0	2	1	0	0	0	0	740
16:00	14	619	191	2	**41**	0	0	**3**	0	0	0	0	0	870
17:00	13	**640**	**207**	2	38	1	0	1	0	0	0	0	0	**902**
18:00	8	517	163	0	36	0	0	0	**2**	0	0	0	0	726
19:00	7	338	99	0	12	0	0	3	0	0	0	0	0	459
20:00	6	315	76	0	10	0	0	1	0	0	0	0	0	408
21:00	2	211	46	0	9	0	0	0	0	0	0	0	0	268
22:00	0	127	34	0	7	0	0	0	0	0	0	0	0	168
23:00	0	80	27	0	4	0	0	0	0	0	0	0	0	111
Total	93	6117	1921	18	399	11	0	28	18	1	0	0	0	8606
Percent	1.1%	71.1%	22.3%	0.2%	4.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	08:00	08:00	11:00		06:00	11:00	10:00				11:00
Vol.	3	287	104	3	27	3		5	3	1				414
PM Peak	15:00	17:00	17:00	13:00	16:00	14:00		16:00	18:00					17:00
Vol.	14	640	207	2	41	2		3	2					902
Grand Total	93	6117	1921	18	399	11	0	28	18	1	0	0	0	8606
Percent	1.1%	71.1%	22.3%	0.2%	4.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Interstate 10 - Avenue E
24 Hour Directional Classification Count
Southbound

YUC021
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	11	4	0	0	0	0	0	0	0	0	0	0	16
01:00	0	13	2	0	2	0	0	0	0	0	0	0	0	17
02:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
03:00	0	24	14	0	0	0	0	0	0	0	0	0	0	38
04:00	1	55	35	0	10	0	0	0	2	0	0	0	0	103
05:00	**3**	159	82	1	17	0	0	0	1	0	0	0	0	263
06:00	3	463	159	2	41	0	0	1	**3**	0	0	0	0	672
07:00	0	**695**	**208**	3	**42**	0	0	**3**	1	0	0	0	0	**952**
08:00	0	472	158	1	34	1	0	1	0	0	0	0	0	667
09:00	3	307	97	**4**	25	**4**	0	3	1	0	0	0	0	444
10:00	0	294	106	2	21	1	0	1	0	0	0	0	0	425
11:00	2	289	98	0	18	1	0	3	1	0	0	0	0	412
12 PM	0	305	100	5	27	0	0	**4**	**3**	0	0	0	0	444
13:00	0	336	100	1	22	**4**	0	1	0	0	0	0	0	464
14:00	0	347	**127**	**7**	28	3	0	1	2	0	0	0	0	515
15:00	**1**	**375**	121	1	**32**	1	0	1	1	0	0	0	0	**533**
16:00	1	343	104	2	16	0	0	2	1	0	0	0	0	469
17:00	1	364	116	0	17	0	0	1	1	0	0	0	0	500
18:00	1	310	77	1	18	0	0	3	0	0	0	0	0	410
19:00	1	217	52	0	12	0	0	1	0	0	0	0	0	283
20:00	0	139	34	0	8	0	0	0	0	0	0	0	0	181
21:00	1	122	38	0	4	0	0	0	0	0	0	0	0	165
22:00	0	66	12	0	2	0	0	0	0	0	0	0	0	80
23:00	0	43	5	0	1	0	0	0	0	0	0	0	0	49
Total	19	5763	1854	30	397	15	0	26	17	0	0	0	0	8121
Percent	0.2%	71.0%	22.8%	0.4%	4.9%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	09:00	07:00	09:00		07:00	06:00					07:00
Vol.	3	695	208	4	42	4		3	3					952
PM Peak	15:00	15:00	14:00	14:00	15:00	13:00		12:00	12:00					15:00
Vol.	1	375	127	7	32	4		4	3					533
Grand Total	19	5763	1854	30	397	15	0	26	17	0	0	0	0	8121
Percent	0.2%	71.0%	22.8%	0.4%	4.9%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Interstate 10 - Avenue E
24 Hour Directional Classification Count
Northbound, Southbound

YUC021
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	70	19	0	2	0	0	0	0	0	0	0	0	92
01:00	0	50	11	0	3	0	0	0	1	0	0	0	0	65
02:00	0	38	10	0	0	0	0	0	0	0	0	0	0	48
03:00	0	38	16	0	1	0	0	0	2	0	0	0	0	57
04:00	1	72	44	1	11	0	0	1	3	0	0	0	0	133
05:00	3	191	94	1	20	0	0	0	2	0	0	0	0	311
06:00	4	590	191	3	51	1	0	**6**	**4**	0	0	0	0	850
07:00	1	**979**	**301**	3	**65**	1	0	5	3	0	0	0	0	**1358**
08:00	1	753	247	**4**	61	2	0	1	1	0	0	0	0	1070
09:00	**5**	566	170	4	52	**4**	0	6	2	0	0	0	0	809
10:00	2	520	210	4	43	3	0	1	0	**1**	0	0	0	784
11:00	5	576	195	1	36	4	0	5	4	0	0	0	0	826
12 PM	6	638	190	6	49	0	0	**5**	**3**	0	0	0	0	897
13:00	6	668	224	3	43	4	0	3	1	0	0	0	0	952
14:00	7	793	271	**9**	**62**	**5**	0	3	3	0	0	0	0	1153
15:00	**15**	887	301	2	62	1	0	3	2	0	0	0	0	1273
16:00	15	962	295	4	57	0	0	5	1	0	0	0	0	1339
17:00	14	**1004**	**323**	2	55	1	0	2	1	0	0	0	0	**1402**
18:00	9	827	240	1	54	0	0	3	2	0	0	0	0	1136
19:00	8	555	151	0	24	0	0	4	0	0	0	0	0	742
20:00	6	454	110	0	18	0	0	1	0	0	0	0	0	589
21:00	3	333	84	0	13	0	0	0	0	0	0	0	0	433
22:00	0	193	46	0	9	0	0	0	0	0	0	0	0	248
23:00	0	123	32	0	5	0	0	0	0	0	0	0	0	160
Total	112	11880	3775	48	796	26	0	54	35	1	0	0	0	16727
Percent	0.7%	71.0%	22.6%	0.3%	4.8%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	07:00	08:00	07:00	09:00		06:00	06:00	10:00				07:00
Vol.	5	979	301	4	65	4		6	4	1				1358
PM Peak	15:00	17:00	17:00	14:00	14:00	14:00		12:00	12:00					17:00
Vol.	15	1004	323	9	62	5		5	3					1402
Grand Total	112	11880	3775	48	796	26	0	54	35	1	0	0	0	16727
Percent	0.7%	71.0%	22.6%	0.3%	4.8%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

VOLUME

Oak Glen Rd from Avenue E to Yucaipa Blvd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_013

DAILY TOTALS	NB	SB	EB	WB	Total
	8,287	7,375	0	0	15,662

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	15		8						23		12:00	110		112						222	
00:15	14		7						21		12:15	97		104						201	
00:30	12		5						17		12:30	128		122						250	
00:45	12	53	10	30					22	83	12:45	127	462	98	436					225	898
01:00	8		2						10		13:00	105		99						204	
01:15	5		5						10		13:15	133		109						242	
01:30	5		3						8		13:30	112		102						214	
01:45	2	20	3	13					5	33	13:45	154	504	102	412					256	916
02:00	3		3						6		14:00	149		99						248	
02:15	5		4						9		14:15	175		112						287	
02:30	6		2						8		14:30	178		147						325	
02:45	7	21	5	14					12	35	14:45	145	647	131	489					276	1136
03:00	6		8						14		15:00	177		148						325	
03:15	4		8						12		15:15	163		133						296	
03:30	7		13						20		15:30	163		116						279	
03:45	10	27	13	42					23	69	15:45	199	702	124	521					323	1223
04:00	3		11						14		16:00	194		118						312	
04:15	9		18						27		16:15	184		127						311	
04:30	6		33						39		16:30	194		101						295	
04:45	13	31	18	80					31	111	16:45	224	796	106	452					330	1248
05:00	8		30						38		17:00	225		157						382	
05:15	9		49						58		17:15	204		147						351	
05:30	8		47						55		17:30	235		135						370	
05:45	35	60	70	196					105	256	17:45	209	873	111	550					320	1423
06:00	20		88						108		18:00	203		103						306	
06:15	21		126						147		18:15	190		105						295	
06:30	37		161						198		18:30	165		94						259	
06:45	54	132	154	529					208	661	18:45	142	700	92	394					234	1094
07:00	74		185						259		19:00	113		98						211	
07:15	111		189						300		19:15	111		69						180	
07:30	96		179						275		19:30	112		76						188	
07:45	121	402	180	733					301	1135	19:45	103	439	77	320					180	759
08:00	68		129						197		20:00	94		70						164	
08:15	98		134						232		20:15	78		63						141	
08:30	111		126						237		20:30	93		57						150	
08:45	115	392	102	491					217	883	20:45	90	355	49	239					139	594
09:00	87		89						176		21:00	71		46						117	
09:15	102		111						213		21:15	69		39						108	
09:30	79		109						188		21:30	52		36						88	
09:45	91	359	99	408					190	767	21:45	66	258	25	146					91	404
10:00	118		97						215		22:00	46		26						72	
10:15	88		105						193		22:15	32		18						50	
10:30	86		95						181		22:30	38		12						50	
10:45	99	391	92	389					191	780	22:45	26	142	9	65					35	207
11:00	104		95						199		23:00	22		14						36	
11:15	106		100						206		23:15	26		7						33	
11:30	120		101						221		23:30	14		10						24	
11:45	109	439	92	388					201	827	23:45	20	82	7	38					27	120
TOTALS		2327		3313						5640	TOTALS		5960		4062						10022
SPLIT %		41.3%		58.7%						36.0%	SPLIT %		59.5%		40.5%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,287	7,375	0	0	15,662

AM Peak Hour	11:15	07:00			07:00	PM Peak Hour	16:45	14:30			16:45
AM Pk Volume	445	733			1135	PM Pk Volume	888	559			1433
Pk Hr Factor	0.927	0.970			0.943	Pk Hr Factor	0.945	0.944			0.938
7 - 9 Volume	794	1224	0	0	2018	4 - 6 Volume	1669	1002	0	0	2671
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	402	733	0	0	1135	4 - 6 Pk Volume	888	550	0	0	1433
Pk Hr Factor	0.831	0.970	0.000	0.000	0.943	Pk Hr Factor	0.945	0.876	0.000	0.000	0.938

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Yucaipa Boulevard - 2nd Street
24 Hour Directional Classification Count
Northbound

YUC023
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	30	8	0	0	0	0	0	0	0	0	0	0	38
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
04:00	0	13	5	0	1	0	0	0	0	0	0	0	0	19
05:00	0	11	4	0	4	0	0	0	0	0	0	0	0	19
06:00	0	71	29	0	8	1	0	**1**	1	0	0	0	0	111
07:00	1	**292**	**87**	**4**	13	0	0	1	2	0	0	0	0	**400**
08:00	0	252	82	4	**23**	1	0	0	**5**	0	0	0	0	367
09:00	1	159	60	1	17	0	0	0	0	0	0	0	0	238
10:00	**2**	188	62	4	21	0	0	0	1	0	0	0	0	278
11:00	2	231	78	2	11	**2**	0	1	2	0	0	0	0	329
12 PM	1	301	87	0	20	1	0	3	0	0	0	0	0	413
13:00	5	282	86	**2**	14	0	0	2	0	0	0	0	0	391
14:00	**8**	454	133	1	21	**2**	0	3	0	0	0	0	0	622
15:00	4	499	**175**	1	27	1	0	1	**1**	0	0	0	0	709
16:00	5	539	149	1	32	0	0	1	0	0	0	0	0	727
17:00	6	**629**	159	2	27	1	0	**4**	0	0	0	0	0	**828**
18:00	4	487	144	0	**36**	0	0	1	1	0	0	0	0	673
19:00	0	322	70	0	17	0	0	0	0	0	0	0	0	409
20:00	0	284	68	0	8	0	0	2	0	0	0	0	0	362
21:00	0	190	39	0	6	0	0	0	0	0	0	0	0	235
22:00	0	117	18	0	6	0	0	0	0	0	0	0	0	141
23:00	0	49	9	0	4	0	0	0	0	0	0	0	0	62
Total	39	5438	1562	22	316	9	0	20	13	0	0	0	0	7419
Percent	0.5%	73.3%	21.1%	0.3%	4.3%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	08:00	11:00		06:00	08:00					07:00
Vol.	2	292	87	4	23	2		1	5					400
PM Peak	14:00	17:00	15:00	13:00	18:00	14:00		17:00	15:00					17:00
Vol.	8	629	175	2	36	2		4	1					828
Grand Total	39	5438	1562	22	316	9	0	20	13	0	0	0	0	7419
Percent	0.5%	73.3%	21.1%	0.3%	4.3%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Yucaipa Boulevard - 2nd Street
24 Hour Directional Classification Count
Southbound

YUC023
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	5	3	0	0	0	0	0	0	0	0	0	0	9
01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
03:00	1	18	9	0	0	0	0	0	0	0	0	0	0	28
04:00	0	54	34	0	10	0	0	0	1	0	0	0	0	99
05:00	2	150	74	1	16	0	0	2	1	0	0	0	0	246
06:00	4	416	101	1	38	0	0	1	0	0	0	0	0	561
07:00	**9**	**781**	**199**	1	**51**	1	0	0	0	0	0	0	0	**1042**
08:00	3	393	130	1	26	0	0	**3**	**2**	0	0	0	0	558
09:00	1	314	79	**2**	23	**2**	0	2	1	0	0	0	0	424
10:00	2	259	80	1	17	0	0	0	0	0	0	0	0	359
11:00	5	256	75	2	14	1	0	1	2	0	0	0	0	356
12 PM	5	258	77	1	17	1	0	**3**	**3**	0	0	0	0	365
13:00	**8**	253	81	1	16	**2**	0	1	0	0	0	0	0	362
14:00	6	**430**	**111**	**3**	**25**	1	0	1	1	0	0	0	0	**578**
15:00	5	323	108	1	25	0	0	2	0	0	0	0	0	464
16:00	3	296	82	0	18	1	0	0	0	0	0	0	0	400
17:00	2	316	79	1	19	0	0	1	0	0	0	0	0	418
18:00	4	255	74	1	15	0	0	0	1	0	0	0	0	350
19:00	0	163	47	0	8	0	0	0	0	0	0	0	0	218
20:00	0	110	32	0	7	0	0	0	0	0	0	0	0	149
21:00	0	105	20	0	4	0	0	0	0	0	0	0	0	129
22:00	0	51	8	0	1	0	0	0	0	0	0	0	0	60
23:00	0	17	6	0	1	0	0	0	0	0	0	0	0	24
Total	61	5245	1516	17	351	9	0	17	12	0	0	0	0	7228
Percent	0.8%	72.6%	21.0%	0.2%	4.9%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	09:00	07:00	09:00		08:00	08:00					07:00
Vol.	9	781	199	2	51	2		3	2					1042
PM Peak	13:00	14:00	14:00	14:00	14:00	13:00		12:00	12:00					14:00
Vol.	8	430	111	3	25	2		3	3					578
Grand Total	61	5245	1516	17	351	9	0	17	12	0	0	0	0	7228
Percent	0.8%	72.6%	21.0%	0.2%	4.9%	0.1%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Yucaipa Boulevard - 2nd Street
24 Hour Directional Classification Count
Northbound, Southbound

YUC023
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	35	11	0	0	0	0	0	0	0	0	0	0	47
01:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
02:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
03:00	1	24	12	0	0	0	0	0	0	0	0	0	0	37
04:00	0	67	39	0	11	0	0	0	1	0	0	0	0	118
05:00	2	161	78	1	20	0	0	2	1	0	0	0	0	265
06:00	4	487	130	1	46	1	0	2	1	0	0	0	0	672
07:00	**10**	**1073**	**286**	**5**	**64**	1	0	1	2	0	0	0	0	**1442**
08:00	3	645	212	5	49	1	0	**3**	**7**	0	0	0	0	925
09:00	2	473	139	3	40	2	0	2	1	0	0	0	0	662
10:00	4	447	142	5	38	0	0	0	1	0	0	0	0	637
11:00	7	487	153	4	25	**3**	0	2	4	0	0	0	0	685
12 PM	6	559	164	1	37	2	0	**6**	**3**	0	0	0	0	778
13:00	13	535	167	3	30	2	0	3	0	0	0	0	0	753
14:00	**14**	884	244	**4**	46	**3**	0	4	1	0	0	0	0	1200
15:00	9	822	**283**	2	**52**	1	0	3	1	0	0	0	0	1173
16:00	8	835	231	1	50	1	0	1	0	0	0	0	0	1127
17:00	8	**945**	238	3	46	1	0	5	0	0	0	0	0	**1246**
18:00	8	742	218	1	51	0	0	1	2	0	0	0	0	1023
19:00	0	485	117	0	25	0	0	0	0	0	0	0	0	627
20:00	0	394	100	0	15	0	0	2	0	0	0	0	0	511
21:00	0	295	59	0	10	0	0	0	0	0	0	0	0	364
22:00	0	168	26	0	7	0	0	0	0	0	0	0	0	201
23:00	0	66	15	0	5	0	0	0	0	0	0	0	0	86
Total	100	10683	3078	39	667	18	0	37	25	0	0	0	0	14647
Percent	0.7%	72.9%	21.0%	0.3%	4.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00		08:00	08:00					07:00
Vol.	10	1073	286	5	64	3		3	7					1442
PM Peak	14:00	17:00	15:00	14:00	15:00	14:00		12:00	12:00					17:00
Vol.	14	945	283	4	52	3		6	3					1246
Grand Total	100	10683	3078	39	667	18	0	37	25	0	0	0	0	14647
Percent	0.7%	72.9%	21.0%	0.3%	4.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ 2nd Street - Bryant Street
24 Hour Directional Classification Count
Eastbound

YUC024
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	15	6	0	1	0	0	0	0	0	0	0	0	22
01:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:00	0	8	4	0	3	0	0	0	0	0	0	0	0	15
06:00	0	60	27	0	6	0	0	0	1	0	0	0	0	94
07:00	0	**227**	76	1	18	0	0	0	2	0	0	0	0	324
08:00	1	215	**103**	**6**	**20**	**1**	0	**2**	**4**	0	0	0	0	**352**
09:00	**2**	133	48	0	13	0	0	0	1	0	0	0	0	197
10:00	0	136	53	2	18	0	0	1	2	0	0	0	0	212
11:00	1	198	63	1	17	1	0	1	1	0	0	0	0	283
12 PM	1	224	77	0	15	0	0	3	**1**	0	0	0	0	321
13:00	**4**	200	78	0	18	0	0	2	0	0	0	0	0	302
14:00	2	351	120	**2**	23	**2**	0	2	0	0	0	0	0	502
15:00	1	382	**157**	0	**39**	1	0	1	1	0	0	0	0	**582**
16:00	0	349	119	0	25	0	0	0	0	0	0	0	0	493
17:00	0	**426**	111	2	35	1	0	**4**	0	0	0	0	0	579
18:00	0	345	131	0	31	0	0	1	1	0	0	0	0	509
19:00	0	226	75	0	16	0	0	0	0	0	0	0	0	317
20:00	0	206	71	0	17	0	0	2	0	0	0	0	0	296
21:00	0	167	46	1	7	0	0	2	0	0	0	0	0	223
22:00	0	91	11	0	5	0	0	0	0	0	0	0	0	107
23:00	0	33	7	0	2	0	0	0	0	0	0	0	0	42
Total	12	4025	1391	15	329	6	0	21	14	0	0	0	0	5813
Percent	0.2%	69.2%	23.9%	0.3%	5.7%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	08:00	08:00	08:00		08:00	08:00					08:00
Vol.	2	227	103	6	20	1		2	4					352
PM Peak	13:00	17:00	15:00	14:00	15:00	14:00		17:00	12:00					15:00
Vol.	4	426	157	2	39	2		4	1					582
Grand Total	12	4025	1391	15	329	6	0	21	14	0	0	0	0	5813
Percent	0.2%	69.2%	23.9%	0.3%	5.7%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ 2nd Street - Bryant Street
24 Hour Directional Classification Count
Westbound

YUC024
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	4	3	0	0	0	0	0	0	0	0	0	0	8
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:00	0	12	7	0	1	0	0	0	0	0	0	0	0	20
04:00	0	36	21	0	7	0	0	0	1	0	0	0	0	65
05:00	1	83	48	1	10	0	0	2	1	0	0	0	0	146
06:00	0	249	69	1	33	0	0	0	0	0	0	0	0	352
07:00	**2**	**496**	**144**	1	**35**	0	0	1	0	0	0	0	0	**679**
08:00	1	373	123	2	24	0	0	**3**	**3**	0	0	0	0	529
09:00	1	239	68	0	15	**2**	0	3	1	0	0	0	0	329
10:00	2	204	70	1	16	0	0	2	2	0	0	0	0	297
11:00	1	205	71	**4**	22	0	0	1	1	0	0	0	0	305
12 PM	**2**	203	81	1	10	**1**	0	1	**2**	0	0	0	0	301
13:00	1	222	82	0	18	1	0	2	0	0	0	0	0	326
14:00	2	**358**	**133**	**2**	**30**	1	0	1	1	0	0	0	0	**528**
15:00	0	280	90	0	24	1	0	1	0	0	0	0	0	396
16:00	0	233	74	0	29	1	0	0	0	0	0	0	0	337
17:00	0	285	98	1	20	0	0	**3**	0	0	0	0	0	407
18:00	0	215	69	1	13	0	0	1	1	0	0	0	0	300
19:00	0	131	47	0	9	0	0	0	0	0	0	0	0	187
20:00	0	101	33	1	6	0	0	0	0	0	0	0	0	141
21:00	0	48	9	0	3	0	0	0	0	0	0	0	0	60
22:00	0	42	7	0	1	0	0	0	0	0	0	0	0	50
23:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
Total	14	4050	1355	16	327	7	0	21	13	0	0	0	0	5803
Percent	0.2%	69.8%	23.3%	0.3%	5.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	07:00	09:00		08:00	08:00					07:00
Vol.	2	496	144	4	35	2		3	3					679
PM Peak	12:00	14:00	14:00	14:00	14:00	12:00		17:00	12:00					14:00
Vol.	2	358	133	2	30	1		3	2					528
Grand Total	14	4050	1355	16	327	7	0	21	13	0	0	0	0	5803
Percent	0.2%	69.8%	23.3%	0.3%	5.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ 2nd Street - Bryant Street
24 Hour Directional Classification Count
Eastbound, Westbound

YUC024
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	1	19	9	0	1	0	0	0	0	0	0	0	0	30
01:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
02:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
03:00	0	16	8	0	1	0	0	0	0	0	0	0	0	25
04:00	0	45	22	0	7	0	0	0	1	0	0	0	0	75
05:00	1	91	52	1	13	0	0	2	1	0	0	0	0	161
06:00	0	309	96	1	39	0	0	0	1	0	0	0	0	446
07:00	2	**723**	220	2	**53**	0	0	1	2	0	0	0	0	**1003**
08:00	2	588	**226**	**8**	44	1	0	**5**	**7**	0	0	0	0	881
09:00	**3**	372	116	0	28	**2**	0	3	2	0	0	0	0	526
10:00	2	340	123	3	34	0	0	3	4	0	0	0	0	509
11:00	2	403	134	5	39	1	0	2	2	0	0	0	0	588
12 PM	3	427	158	1	25	1	0	4	**3**	0	0	0	0	622
13:00	**5**	422	160	0	36	1	0	4	0	0	0	0	0	628
14:00	4	709	**253**	**4**	53	**3**	0	3	1	0	0	0	0	**1030**
15:00	1	662	247	0	**63**	2	0	2	1	0	0	0	0	978
16:00	0	582	193	0	54	1	0	0	0	0	0	0	0	830
17:00	0	**711**	209	3	55	1	0	**7**	0	0	0	0	0	986
18:00	0	560	200	1	44	0	0	2	2	0	0	0	0	809
19:00	0	357	122	0	25	0	0	0	0	0	0	0	0	504
20:00	0	307	104	1	23	0	0	2	0	0	0	0	0	437
21:00	0	215	55	1	10	0	0	2	0	0	0	0	0	283
22:00	0	133	18	0	6	0	0	0	0	0	0	0	0	157
23:00	0	50	9	0	3	0	0	0	0	0	0	0	0	62
Total	26	8075	2746	31	656	13	0	42	27	0	0	0	0	11616
Percent	0.2%	69.5%	23.6%	0.3%	5.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	07:00	08:00	08:00	07:00	09:00		08:00	08:00					07:00
Vol.	3	723	226	8	53	2		5	7					1003
PM Peak	13:00	17:00	14:00	14:00	15:00	14:00		17:00	12:00					14:00
Vol.	5	711	253	4	63	3		7	3					1030
Grand Total	26	8075	2746	31	656	13	0	42	27	0	0	0	0	11616
Percent	0.2%	69.5%	23.6%	0.3%	5.6%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Bryant Street - City Limits
24 Hour Directional Classification Count
Eastbound

YUC025
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	9	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	**2**	0	0	0	0	4
04:00	0	1	1	0	0	0	0	0	0	**1**	0	0	0	3
05:00	0	6	2	1	1	0	0	0	0	0	0	0	0	10
06:00	**1**	23	12	1	7	0	**1**	0	0	0	0	0	0	45
07:00	1	47	25	1	5	1	0	2	1	1	0	0	0	84
08:00	0	**97**	26	0	3	0	1	**4**	2	0	0	0	0	133
09:00	0	74	**40**	**4**	**12**	0	0	4	0	0	0	0	0	**134**
10:00	0	58	24	2	10	1	0	3	1	0	0	0	0	99
11:00	1	72	27	2	8	**2**	1	4	0	1	0	0	0	118
12 PM	2	85	31	**3**	6	0	0	**4**	0	0	0	0	0	131
13:00	3	86	32	2	**14**	0	0	2	**3**	0	0	0	0	142
14:00	3	74	34	0	13	**1**	**1**	4	0	0	0	0	0	130
15:00	**8**	112	**49**	0	12	0	0	3	0	**1**	0	0	0	185
16:00	1	97	37	0	12	0	0	3	1	0	0	0	0	151
17:00	1	**133**	45	0	14	0	0	1	0	0	0	0	0	**194**
18:00	0	113	41	1	8	0	0	2	1	0	0	0	0	166
19:00	0	80	27	0	4	0	0	0	1	0	0	0	0	112
20:00	1	84	21	0	2	0	0	2	0	0	0	0	0	110
21:00	0	48	14	0	7	0	0	0	0	0	0	0	0	69
22:00	0	28	8	0	3	0	0	0	0	0	0	0	0	39
23:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
Total	22	1348	500	17	142	5	4	38	12	4	0	0	0	2092
Percent	1.1%	64.4%	23.9%	0.8%	6.8%	0.2%	0.2%	1.8%	0.6%	0.2%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	09:00	09:00	09:00	11:00	06:00	08:00	03:00	04:00				09:00
Vol.	1	97	40	4	12	2	1	4	2	1				134
PM Peak	15:00	17:00	15:00	12:00	13:00	14:00	14:00	12:00	13:00	15:00				17:00
Vol.	8	133	49	3	14	1	1	4	3	1				194
Grand Total	22	1348	500	17	142	5	4	38	12	4	0	0	0	2092
Percent	1.1%	64.4%	23.9%	0.8%	6.8%	0.2%	0.2%	1.8%	0.6%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Bryant Street - City Limits
24 Hour Directional Classification Count
Westbound

YUC025
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	10	8	0	1	0	0	0	0	0	0	0	0	19
05:00	0	24	12	0	5	0	0	0	0	0	0	0	0	41
06:00	0	61	27	1	9	0	0	0	0	0	0	0	0	98
07:00	2	**132**	44	0	**18**	0	0	3	0	0	0	0	0	**199**
08:00	0	83	**52**	**3**	10	1	0	1	0	**2**	0	0	0	152
09:00	1	66	44	0	4	**2**	0	3	0	0	0	0	0	120
10:00	0	58	35	0	15	0	0	**4**	0	0	0	0	0	112
11:00	**3**	54	44	1	5	0	0	1	0	0	0	0	0	108
12 PM	**2**	57	32	4	**17**	**2**	0	3	0	0	0	0	0	117
13:00	0	69	40	1	12	1	**1**	3	**1**	0	0	0	0	128
14:00	1	**88**	62	**5**	8	1	0	2	1	0	0	0	0	**168**
15:00	2	76	**65**	5	8	0	0	**4**	0	0	0	0	0	160
16:00	0	75	41	0	10	2	0	4	0	0	0	0	0	132
17:00	1	68	35	1	8	0	0	1	0	**1**	0	0	0	115
18:00	0	65	17	0	3	0	0	3	0	0	0	0	0	88
19:00	1	37	18	0	1	0	0	0	0	0	0	0	0	57
20:00	0	17	10	0	0	0	0	1	0	0	0	0	0	28
21:00	0	14	9	0	1	0	0	0	0	0	0	0	0	24
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	13	1084	600	21	136	9	1	33	2	3	0	0	0	1902
Percent	0.7%	57.0%	31.5%	1.1%	7.2%	0.5%	0.1%	1.7%	0.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00	08:00	07:00	09:00		10:00		08:00				07:00
Vol.	3	132	52	3	18	2		4		2				199
PM Peak	12:00	14:00	15:00	14:00	12:00	12:00	13:00	15:00	13:00	17:00				14:00
Vol.	2	88	65	5	17	2	1	4	1	1				168
Grand Total	13	1084	600	21	136	9	1	33	2	3	0	0	0	1902
Percent	0.7%	57.0%	31.5%	1.1%	7.2%	0.5%	0.1%	1.7%	0.1%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Oak Glen Road
B/ Bryant Street - City Limits
24 Hour Directional Classification Count
Eastbound, Westbound

YUC025
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	10	1	0	1	0	0	0	0	0	0	0	0	12
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	1	0	0	0	0	0	**2**	0	0	0	0	8
04:00	0	11	9	0	1	0	0	0	0	1	0	0	0	22
05:00	0	30	14	1	6	0	0	0	0	0	0	0	0	51
06:00	1	84	39	2	16	0	**1**	0	0	0	0	0	0	143
07:00	3	179	69	1	23	1	0	5	1	1	0	0	0	283
08:00	0	**180**	78	3	13	1	1	5	2	**2**	0	0	0	**285**
09:00	1	140	**84**	**4**	16	**2**	0	**7**	0	0	0	0	0	254
10:00	0	116	59	2	**25**	1	0	7	1	0	0	0	0	211
11:00	**4**	126	71	3	13	2	1	5	0	1	0	0	0	226
12 PM	4	142	63	**7**	23	**2**	0	**7**	0	0	0	0	0	248
13:00	3	155	72	3	**26**	1	**1**	5	**4**	0	0	0	0	270
14:00	4	162	96	5	21	2	1	6	1	0	0	0	0	298
15:00	**10**	188	**114**	5	20	0	0	7	0	**1**	0	0	0	**345**
16:00	1	172	78	0	22	2	0	7	1	0	0	0	0	283
17:00	2	**201**	80	1	22	0	0	2	0	1	0	0	0	309
18:00	0	178	58	1	11	0	0	5	1	0	0	0	0	254
19:00	1	117	45	0	5	0	0	0	1	0	0	0	0	169
20:00	1	101	31	0	2	0	0	3	0	0	0	0	0	138
21:00	0	62	23	0	8	0	0	0	0	0	0	0	0	93
22:00	0	44	10	0	3	0	0	0	0	0	0	0	0	57
23:00	0	18	3	0	1	0	0	0	0	0	0	0	0	22
Total	35	2432	1100	38	278	14	5	71	14	7	0	0	0	3994
Percent	0.9%	60.9%	27.5%	1.0%	7.0%	0.4%	0.1%	1.8%	0.4%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	09:00	09:00	10:00	09:00	06:00	09:00	03:00	08:00				08:00
Vol.	4	180	84	4	25	2	1	7	2	2				285
PM Peak	15:00	17:00	15:00	12:00	13:00	12:00	13:00	12:00	13:00	15:00				15:00
Vol.	10	201	114	7	26	2	1	7	4	1				345
Grand Total	35	2432	1100	38	278	14	5	71	14	7	0	0	0	3994
Percent	0.9%	60.9%	27.5%	1.0%	7.0%	0.4%	0.1%	1.8%	0.4%	0.2%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Colorodo Street
W/ 8th Street
24 Hour Directional Volume Count

YUC015
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	23-Feb-10 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	6			0	3				
12:15		1	4			0	6				
12:30		2	3			1	10				
12:45		0	5	3	18	2	4	3	23	6	41
01:00		0	5			0	4				
01:15		0	6			0	6				
01:30		0	4			0	7				
01:45		0	8	0	23	1	6	1	23	1	46
02:00		0	10			0	3				
02:15		2	9			0	**12**				
02:30		0	8			1	**9**				
02:45		0	4	2	31	0	**10**	1	34	3	65
03:00		0	**10**			0	**15**				
03:15		0	**11**			0	3				
03:30		3	**12**			1	14				
03:45		1	**12**	4	45	2	12	3	44	7	89
04:00		0	9			1	7				
04:15		0	11			1	2				
04:30		0	12			6	7				
04:45		0	8	0	40	2	11	10	27	10	67
05:00		2	6			0	11				
05:15		1	13			3	11				
05:30		1	9			6	9				
05:45		1	8	5	36	3	13	12	44	17	80
06:00		0	6			2	11				
06:15		3	6			6	11				
06:30		3	9			3	6				
06:45		8	9	14	30	8	0	19	28	33	58
07:00		**13**	4			11	8				
07:15		**14**	10			15	4				
07:30		**13**	4			**29**	4				
07:45		**18**	1	58	19	**19**	5	74	21	132	40
08:00		12	7			**10**	8				
08:15		8	5			**17**	3				
08:30		12	5			2	3				
08:45		2	10	34	27	7	10	36	24	70	51
09:00		13	5			6	8				
09:15		9	2			4	5				
09:30		10	9			6	2				
09:45		9	4	41	20	6	1	22	16	63	36
10:00		9	0			6	2				
10:15		9	3			11	2				
10:30		12	1			7	0				
10:45		7	3	37	7	9	1	33	5	70	12
11:00		4	1			7	4				
11:15		2	1			5	0				
11:30		6	3			6	0				
11:45		6	1	18	6	6	0	24	4	42	10
Total		216	302	216	302	238	293	238	293	454	595
Combined Total		518		518		531		531		1049	
AM Peak		07:00				07:30					
Vol.		58				75					
P.H.F.		0.806				0.647					
PM Peak			03:00				02:15				
Vol.			45				46				
P.H.F.			0.938				0.767				
Percentage		41.7%	58.3%			44.8%	55.2%				
ADT/AADT		ADT 1,049		AADT 1,049							

Prepared by NDS/ATD

VOLUME

Wildwood Canyon Rd from Calimesa Blvd to Colorado Rd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,366	3,966	7,332

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		3		14		12:00			37		58		95	
00:15			10		4		14		12:15			25		50		75	
00:30			12		2		14		12:30			46		47		93	
00:45			4	37	3	12	7	49	12:45			25	133	42	197	67	330
01:00			9		3		12		13:00			46		39		85	
01:15			2		4		6		13:15			39		42		81	
01:30			5		3		8		13:30			41		45		86	
01:45			3	19	4	14	7	33	13:45			43	169	54	180	97	349
02:00			3		4		7		14:00			54		57		111	
02:15			9		6		15		14:15			51		54		105	
02:30			5		3		8		14:30			49		50		99	
02:45			2	19	4	17	6	36	14:45			55	209	45	206	100	415
03:00			1		5		6		15:00			78		46		124	
03:15			4		9		13		15:15			72		60		132	
03:30			2		14		16		15:30			84		37		121	
03:45			4	11	6	34	10	45	15:45			104	338	33	176	137	514
04:00			2		24		26		16:00			90		46		136	
04:15			2		22		24		16:15			112		50		162	
04:30			1		32		33		16:30			77		58		135	
04:45			5	10	31	109	36	119	16:45			95	374	39	193	134	567
05:00			5		41		46		17:00			114		45		159	
05:15			4		49		53		17:15			123		53		176	
05:30			2		67		69		17:30			116		38		154	
05:45			11	22	57	214	68	236	17:45			104	457	33	169	137	626
06:00			10		67		77		18:00			90		43		133	
06:15			12		129		141		18:15			70		29		99	
06:30			14		134		148		18:30			79		36		115	
06:45			17	53	136	466	153	519	18:45			70	309	34	142	104	451
07:00			18		148		166		19:00			60		30		90	
07:15			27		121		148		19:15			52		26		78	
07:30			38		146		184		19:30			53		27		80	
07:45			23	106	104	519	127	625	19:45			44	209	16	99	60	308
08:00			37		106		143		20:00			50		14		64	
08:15			29		92		121		20:15			53		18		71	
08:30			15		94		109		20:30			52		21		73	
08:45			18	99	75	367	93	466	20:45			28	183	17	70	45	253
09:00			14		64		78		21:00			34		15		49	
09:15			33		88		121		21:15			40		17		57	
09:30			21		60		81		21:30			31		8		39	
09:45			24	92	61	273	85	365	21:45			28	133	13	53	41	186
10:00			27		49		76		22:00			26		15		41	
10:15			31		47		78		22:15			27		6		33	
10:30			28		52		80		22:30			19		9		28	
10:45			25	111	54	202	79	313	22:45			27	99	8	38	35	137
11:00			38		59		97		23:00			14		3		17	
11:15			35		45		80		23:15			6		6		12	
11:30			35		52		87		23:30			8		5		13	
11:45			31	139	42	198	73	337	23:45			7	35	4	18	11	53
TOTALS				718		2425		3143	TOTALS				2648		1541		4189
SPLIT %				22.8%		77.2%		42.9%	SPLIT %				63.2%		36.8%		57.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,366	3,966	7,332

AM Peak Hour			11:00	06:45	06:45	PM Peak Hour			17:00	13:45	17:00
AM Pk Volume			139	551	651	PM Pk Volume			457	215	626
Pk Hr Factor			0.914	0.931	0.885	Pk Hr Factor			0.929	0.943	0.889
7 - 9 Volume	0	0	205	886	1091	4 - 6 Volume	0	0	831	362	1193
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	127	519	625	4 - 6 Pk Volume	0	0	457	195	626
Pk Hr Factor	0.000	0.000	0.836	0.877	0.849	Pk Hr Factor	0.000	0.000	0.929	0.841	0.889

Prepared by NDS/ATD

VOLUME

Wildwood Canyon Rd from 5th St to 4th St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,796	5,552	10,348

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		6		19		12:00			59		61		120	
00:15			10		4		14		12:15			54		72		126	
00:30			13		1		14		12:30			73		82		155	
00:45			8	44	5	16	13	60	12:45			79	265	78	293	157	558
01:00			4		6		10		13:00			59		62		121	
01:15			4		3		7		13:15			65		70		135	
01:30			9		2		11		13:30			53		78		131	
01:45			6	23	3	14	9	37	13:45			55	232	63	273	118	505
02:00			5		6		11		14:00			75		72		147	
02:15			5		5		10		14:15			86		67		153	
02:30			8		6		14		14:30			100		78		178	
02:45			3	21	6	23	9	44	14:45			81	342	98	315	179	657
03:00			5		9		14		15:00			115		85		200	
03:15			1		12		13		15:15			147		91		238	
03:30			3		7		10		15:30			111		91		202	
03:45			4	13	10	38	14	51	15:45			133	506	71	338	204	844
04:00			3		15		18		16:00			112		90		202	
04:15			1		22		23		16:15			132		87		219	
04:30			1		32		33		16:30			121		82		203	
04:45			6	11	35	104	41	115	16:45			124	489	92	351	216	840
05:00			8		54		62		17:00			117		90		207	
05:15			8		39		47		17:15			139		83		222	
05:30			8		69		77		17:30			127		87		214	
05:45			8	32	68	230	76	262	17:45			134	517	94	354	228	871
06:00			8		75		83		18:00			101		85		186	
06:15			14		149		163		18:15			108		67		175	
06:30			17		116		133		18:30			98		64		162	
06:45			25	64	140	480	165	544	18:45			80	387	65	281	145	668
07:00			31		145		176		19:00			81		50		131	
07:15			47		179		226		19:15			81		34		115	
07:30			54		172		226		19:30			55		40		95	
07:45			73	205	129	625	202	830	19:45			52	269	46	170	98	439
08:00			46		91		137		20:00			68		28		96	
08:15			50		99		149		20:15			65		30		95	
08:30			39		112		151		20:30			60		38		98	
08:45			45	180	104	406	149	586	20:45			54	247	25	121	79	368
09:00			29		78		107		21:00			55		25		80	
09:15			40		90		130		21:15			56		23		79	
09:30			41		94		135		21:30			54		28		82	
09:45			56	166	86	348	142	514	21:45			46	211	22	98	68	309
10:00			40		70		110		22:00			29		19		48	
10:15			36		80		116		22:15			25		12		37	
10:30			47		85		132		22:30			37		11		48	
10:45			45	168	68	303	113	471	22:45			24	115	4	46	28	161
11:00			54		71		125		23:00			17		4		21	
11:15			44		64		108		23:15			20		10		30	
11:30			64		75		139		23:30			14		10		24	
11:45			60	222	87	297	147	519	23:45			16	67	4	28	20	95
TOTALS				1149		2884		**4033**	**TOTALS**				3647		2668		**6315**
SPLIT %				28.5%		71.5%		**39.0%**	**SPLIT %**				57.8%		42.2%		**61.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,796	5,552	10,348

AM Peak Hour			11:45	06:45	**07:00**	**PM Peak Hour**			17:00	14:45	**17:00**
AM Pk Volume			246	636	**830**	**PM Pk Volume**			517	365	**871**
Pk Hr Factor			0.842	0.888	**0.918**	**Pk Hr Factor**			0.930	0.931	**0.955**
7 - 9 Volume	0	0	385	1031	**1416**	**4 - 6 Volume**	0	0	1006	705	**1711**
7 - 9 Peak Hour			07:30	07:00	**07:00**	**4 - 6 Peak Hour**			17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	223	625	**830**	**4 - 6 Pk Volume**	0	0	517	354	**871**
Pk Hr Factor	0.000	0.000	0.764	0.873	**0.918**	**Pk Hr Factor**	0.000	0.000	0.930	0.941	**0.955**

Prepared by NDS/ATD

VOLUME

Wildwood Canyon Rd from Bryant St to Douglas St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,447	3,621	7,068

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		1		5		12:00			53		47		100	
00:15			4		0		4		12:15			47		54		101	
00:30			6		2		8		12:30			51		62		113	
00:45			5	19	2	5	7	24	12:45			48	199	49	212	97	411
01:00			3		3		6		13:00			49		42		91	
01:15			1		2		3		13:15			46		49		95	
01:30			5		0		5		13:30			35		44		79	
01:45			2	11	0	5	2	16	13:45			41	171	56	191	97	362
02:00			2		3		5		14:00			59		44		103	
02:15			5		3		8		14:15			59		46		105	
02:30			7		0		7		14:30			55		53		108	
02:45			1	15	1	7	2	22	14:45			75	248	80	223	155	471
03:00			2		2		4		15:00			89		54		143	
03:15			4		9		13		15:15			111		66		177	
03:30			1		5		6		15:30			79		66		145	
03:45			2	9	5	21	7	30	15:45			86	365	66	252	152	617
04:00			1		9		10		16:00			81		50		131	
04:15			1		12		13		16:15			101		45		146	
04:30			1		17		18		16:30			78		81		159	
04:45			4	7	23	61	27	68	16:45			70	330	53	229	123	559
05:00			4		20		24		17:00			90		50		140	
05:15			3		16		19		17:15			91		60		151	
05:30			1		35		36		17:30			104		69		173	
05:45			9	17	30	101	39	118	17:45			96	381	65	244	161	625
06:00			2		37		39		18:00			62		55		117	
06:15			11		79		90		18:15			77		43		120	
06:30			12		78		90		18:30			74		51		125	
06:45			18	43	83	277	101	320	18:45			67	280	47	196	114	476
07:00			20		111		131		19:00			65		33		98	
07:15			21		142		163		19:15			52		21		73	
07:30			38		112		150		19:30			51		13		64	
07:45			53	132	94	459	147	591	19:45			40	208	21	88	61	296
08:00			41		69		110		20:00			49		14		63	
08:15			45		79		124		20:15			50		14		64	
08:30			39		75		114		20:30			50		20		70	
08:45			39	164	63	286	102	450	20:45			45	194	16	64	61	258
09:00			26		45		71		21:00			40		11		51	
09:15			27		56		83		21:15			46		13		59	
09:30			24		58		82		21:30			35		14		49	
09:45			35	112	51	210	86	322	21:45			33	154	16	54	49	208
10:00			25		44		69		22:00			23		10		33	
10:15			31		42		73		22:15			10		5		15	
10:30			45		53		98		22:30			17		6		23	
10:45			35	136	55	194	90	330	22:45			14	64	3	24	17	88
11:00			38		38		76		23:00			6		5		11	
11:15			33		45		78		23:15			11		4		15	
11:30			39		63		102		23:30			10		2		12	
11:45			43	153	59	205	102	358	23:45			8	35	2	13	10	48
TOTALS				818		1831		**2649**	**TOTALS**				2629		1790		**4419**
SPLIT %				30.9%		69.1%		**37.5%**	**SPLIT %**				59.5%		40.5%		**62.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,447	3,621	7,068

AM Peak Hour			11:45	07:00	**07:00**	**PM Peak Hour**			17:00	14:45	**17:00**
AM Pk Volume			194	459	**591**	**PM Pk Volume**			381	266	**625**
Pk Hr Factor			0.915	0.808	**0.906**	**Pk Hr Factor**			0.916	0.831	**0.903**
7 - 9 Volume	0	0	296	745	**1041**	**4 - 6 Volume**	0	0	711	473	**1184**
7 - 9 Peak Hour			07:45	07:00	**07:00**	**4 - 6 Peak Hour**			17:00	16:30	**17:00**
7 - 9 Pk Volume	0	0	178	459	**591**	**4 - 6 Pk Volume**	0	0	381	244	**625**
Pk Hr Factor	0.000	0.000	0.840	0.808	**0.906**	**Pk Hr Factor**	0.000	0.000	0.916	0.753	**0.903**

Prepared by NDS/ATD

VOLUME

County Line Rd from 5th St to 4th St

Day: Wednesday
Date: 2/13/2013

City: Yucaipa
Project #: CA13_6035_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,426	6,867	13,293

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		6		19		12:00			96		123		219	
00:15			14		2		16		12:15			102		117		219	
00:30			9		4		13		12:30			101		124		225	
00:45			11	47	6	18	17	65	12:45			85	384	100	464	185	848
01:00			3		4		7		13:00			108		116		224	
01:15			7		6		13		13:15			101		77		178	
01:30			4		7		11		13:30			99		95		194	
01:45			4	18	6	23	10	41	13:45			90	398	83	371	173	769
02:00			4		0		4		14:00			80		110		190	
02:15			6		6		12		14:15			110		92		202	
02:30			3		2		5		14:30			122		108		230	
02:45			5	18	4	12	9	30	14:45			123	435	94	404	217	839
03:00			5		7		12		15:00			149		122		271	
03:15			7		13		20		15:15			132		140		272	
03:30			4		14		18		15:30			123		102		225	
03:45			4	20	13	47	17	67	15:45			132	536	93	457	225	993
04:00			7		13		20		16:00			133		102		235	
04:15			9		31		40		16:15			113		93		206	
04:30			7		33		40		16:30			132		137		269	
04:45			4	27	38	115	42	142	16:45			145	523	89	421	234	944
05:00			4		36		40		17:00			146		94		240	
05:15			6		60		66		17:15			154		91		245	
05:30			9		72		81		17:30			157		102		259	
05:45			16	35	62	230	78	265	17:45			160	617	85	372	245	989
06:00			17		97		114		18:00			132		105		237	
06:15			25		110		135		18:15			141		86		227	
06:30			25		150		175		18:30			136		77		213	
06:45			50	117	181	538	231	655	18:45			133	542	70	338	203	880
07:00			37		198		235		19:00			100		69		169	
07:15			64		130		194		19:15			112		56		168	
07:30			69		142		211		19:30			83		46		129	
07:45			95	265	136	606	231	871	19:45			102	397	38	209	140	606
08:00			101		158		259		20:00			96		55		151	
08:15			103		142		245		20:15			87		50		137	
08:30			99		174		273		20:30			69		65		134	
08:45			59	362	150	624	209	986	20:45			66	318	53	223	119	541
09:00			56		100		156		21:00			70		32		102	
09:15			63		90		153		21:15			72		19		91	
09:30			50		101		151		21:30			47		22		69	
09:45			62	231	107	398	169	629	21:45			62	251	21	94	83	345
10:00			73		103		176		22:00			46		29		75	
10:15			48		98		146		22:15			26		21		47	
10:30			82		90		172		22:30			35		9		44	
10:45			91	294	95	386	186	680	22:45			29	136	12	71	41	207
11:00			89		89		178		23:00			17		17		34	
11:15			103		97		200		23:15			20		7		27	
11:30			82		122		204		23:30			21		7		28	
11:45			106	380	102	410	208	790	23:45			17	75	5	36	22	111
TOTALS				1814		3407		5221	TOTALS				4612		3460		8072
SPLIT %				34.7%		65.3%		39.3%	SPLIT %				57.1%		42.9%		60.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,426	6,867	13,293

AM Peak Hour			11:45	06:30	07:45	PM Peak Hour			17:00	12:00	15:00
AM Pk Volume			405	659	1008	PM Pk Volume			617	464	993
Pk Hr Factor			0.955	0.832	0.923	Pk Hr Factor			0.964	0.935	0.913
7 - 9 Volume	0	0	627	1230	1857	4 - 6 Volume	0	0	1140	793	1933
7 - 9 Peak Hour			07:45	08:00	07:45	4 - 6 Peak Hour			17:00	16:00	17:00
7 - 9 Pk Volume	0	0	398	624	1008	4 - 6 Pk Volume	0	0	617	421	989
Pk Hr Factor	0.000	0.000	0.966	0.897	0.923	Pk Hr Factor	0.000	0.000	0.964	0.768	0.955

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
14th Street
B/ Avenue E - Calimesa Boulevard
24 Hour Directional Classification Count
Northbound

YUC028
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	**1**	8	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
05:00	0	19	9	0	4	0	0	0	0	0	0	0	0	32
06:00	0	50	34	1	6	0	0	0	0	0	0	0	0	91
07:00	0	**175**	**52**	0	8	**1**	0	**1**	0	0	0	0	0	**237**
08:00	1	121	39	0	**11**	0	0	1	**1**	0	0	0	0	174
09:00	0	85	34	0	7	1	0	1	0	0	0	0	0	128
10:00	0	108	25	0	9	0	0	1	0	0	0	0	0	143
11:00	0	114	23	**2**	8	0	0	1	0	0	0	0	0	148
12 PM	1	99	39	0	11	0	0	0	0	0	0	0	0	150
13:00	1	78	35	0	5	0	0	1	0	0	0	0	0	120
14:00	1	127	**47**	**2**	8	0	0	**3**	0	**1**	0	0	0	**189**
15:00	1	98	39	0	**15**	0	0	1	0	0	0	0	0	154
16:00	1	**128**	47	1	6	**1**	0	0	**2**	0	0	**1**	0	187
17:00	0	116	28	2	8	0	0	1	0	0	0	0	0	155
18:00	**5**	121	26	1	4	0	0	0	1	0	0	0	0	158
19:00	1	60	24	1	1	0	0	1	0	0	0	0	0	88
20:00	1	42	11	0	6	0	0	0	0	0	0	0	0	60
21:00	2	33	13	0	2	0	0	0	0	0	0	0	0	50
22:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32
23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
Total	17	1640	542	10	120	3	0	12	4	1	0	1	0	2350
Percent	0.7%	69.8%	23.1%	0.4%	5.1%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	00:00	07:00	07:00	11:00	08:00	07:00		07:00	08:00					07:00
Vol.	1	175	52	2	11	1		1	1					237
PM Peak	18:00	16:00	14:00	14:00	15:00	16:00		14:00	16:00	14:00		16:00		14:00
Vol.	5	128	47	2	15	1		3	2	1		1		189
Grand Total	17	1640	542	10	120	3	0	12	4	1	0	1	0	2350
Percent	0.7%	69.8%	23.1%	0.4%	5.1%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
14th Street
B/ Avenue E - Calimesa Boulevard
24 Hour Directional Classification Count
Southbound

YUC028
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	14	2	0	1	0	0	0	0	0	0	0	0	17
01:00	0	7	0	0	2	0	0	0	0	0	0	0	0	9
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	22	15	0	3	0	0	0	0	0	0	0	0	40
06:00	0	55	20	**1**	7	0	0	1	0	0	0	0	0	84
07:00	**3**	**114**	43	1	**14**	0	0	0	0	0	0	0	0	**175**
08:00	0	98	**44**	0	5	**2**	0	0	0	0	0	0	0	149
09:00	0	69	26	1	11	0	0	0	0	0	0	0	0	107
10:00	1	92	26	0	5	2	0	**3**	0	0	0	0	0	129
11:00	2	85	22	0	3	0	0	0	0	0	0	0	0	112
12 PM	0	114	23	0	6	0	0	**3**	**1**	0	0	0	0	147
13:00	1	82	38	0	6	0	0	2	0	0	0	0	0	129
14:00	0	128	42	**1**	**15**	**3**	0	1	0	0	0	0	0	190
15:00	**2**	**168**	46	1	6	0	0	1	0	0	0	0	0	**224**
16:00	1	131	**50**	1	6	0	0	1	0	**1**	0	0	0	191
17:00	0	127	45	0	11	0	0	1	0	0	0	0	0	184
18:00	1	114	24	1	2	0	0	0	0	0	0	0	0	142
19:00	1	80	22	0	1	0	0	0	0	0	0	0	0	104
20:00	1	72	19	0	3	0	0	0	0	0	0	0	0	95
21:00	0	70	13	0	5	0	0	0	0	0	0	0	0	88
22:00	2	37	12	0	3	0	0	0	0	0	0	0	0	54
23:00	0	11	3	0	0	0	0	1	0	0	0	0	0	15
Total	15	1710	541	7	115	7	0	14	1	1	0	0	0	2411
Percent	0.6%	70.9%	22.4%	0.3%	4.8%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	06:00	07:00	08:00		10:00						07:00
Vol.	3	114	44	1	14	2		3						175
PM Peak	15:00	15:00	16:00	14:00	14:00	14:00		12:00	12:00	16:00				15:00
Vol.	2	168	50	1	15	3		3	1	1				224
Grand Total	15	1710	541	7	115	7	0	14	1	1	0	0	0	2411
Percent	0.6%	70.9%	22.4%	0.3%	4.8%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
14th Street
B/ Avenue E - Calimesa Boulevard
24 Hour Directional Classification Count
Northbound, Southbound

YUC028
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	1	22	3	0	1	0	0	0	0	0	0	0	0	27
01:00	0	13	0	0	3	0	0	0	0	0	0	0	0	16
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
03:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
05:00	0	41	24	0	7	0	0	0	0	0	0	0	0	72
06:00	0	105	54	**2**	13	0	0	1	0	0	0	0	0	175
07:00	**3**	**289**	**95**	1	**22**	1	0	1	0	0	0	0	0	**412**
08:00	1	219	83	0	16	**2**	0	1	**1**	0	0	0	0	323
09:00	0	154	60	1	18	1	0	1	0	0	0	0	0	235
10:00	1	200	51	0	14	2	0	**4**	0	0	0	0	0	272
11:00	2	199	45	2	11	0	0	1	0	0	0	0	0	260
12 PM	1	213	62	0	17	0	0	3	1	0	0	0	0	297
13:00	2	160	73	0	11	0	0	3	0	0	0	0	0	249
14:00	1	255	89	**3**	**23**	**3**	0	**4**	0	**1**	0	0	0	**379**
15:00	3	**266**	85	1	21	0	0	2	0	0	0	0	0	378
16:00	2	259	**97**	2	12	1	0	1	**2**	1	0	**1**	0	378
17:00	0	243	73	2	19	0	0	2	0	0	0	0	0	339
18:00	**6**	235	50	2	6	0	0	0	1	0	0	0	0	300
19:00	2	140	46	1	2	0	0	1	0	0	0	0	0	192
20:00	2	114	30	0	9	0	0	0	0	0	0	0	0	155
21:00	2	103	26	0	7	0	0	0	0	0	0	0	0	138
22:00	2	62	19	0	3	0	0	0	0	0	0	0	0	86
23:00	0	26	6	0	0	0	0	1	0	0	0	0	0	33
Total	32	3350	1083	17	235	10	0	26	5	2	0	1	0	4761
Percent	0.7%	70.4%	22.7%	0.4%	4.9%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	07:00	08:00		10:00	08:00					07:00
Vol.	3	289	95	2	22	2		4	1					412
PM Peak	18:00	15:00	16:00	14:00	14:00	14:00		14:00	16:00	14:00		16:00		14:00
Vol.	6	266	97	3	23	3		4	2	1		1		379
Grand Total	32	3350	1083	17	235	10	0	26	5	2	0	1	0	4761
Percent	0.7%	70.4%	22.7%	0.4%	4.9%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

VOLUME

14th st from Avenue E to Yucaipa Blvd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_023

DAILY TOTALS	NB	SB	EB	WB	Total
	2,830	2,650	0	0	5,480

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		6						7		12:00	35		35						70	
00:15	4		2						6		12:15	39		46						85	
00:30	2		4						6		12:30	57		59						116	
00:45	2	9	3	15					5	24	12:45	49	180	48	188					97	368
01:00	4		1						5		13:00	29		24						53	
01:15	1		1						2		13:15	44		33						77	
01:30	0		0						0		13:30	28		30						58	
01:45	2	7	1	3					3	10	13:45	31	132	37	124					68	256
02:00	1		2						3		14:00	32		36						68	
02:15	3		0						3		14:15	45		41						86	
02:30	1		1						2		14:30	46		65						111	
02:45	0	5	2	5					2	10	14:45	47	170	94	236					141	406
03:00	1		2						3		15:00	67		87						154	
03:15	0		0						0		15:15	47		41						88	
03:30	1		2						3		15:30	53		54						107	
03:45	1	3	1	5					2	8	15:45	38	205	45	227					83	432
04:00	4		1						5		16:00	30		47						77	
04:15	5		3						8		16:15	36		58						94	
04:30	5		1						6		16:30	46		48						94	
04:45	5	19	4	9					9	28	16:45	63	175	56	209					119	384
05:00	14		6						20		17:00	47		59						106	
05:15	13		8						21		17:15	65		69						134	
05:30	13		9						22		17:30	48		48						96	
05:45	24	64	10	33					34	97	17:45	42	202	65	241					107	443
06:00	22		13						35		18:00	24		40						64	
06:15	20		20						40		18:15	33		45						78	
06:30	40		21						61		18:30	51		46						97	
06:45	56	138	24	78					80	216	18:45	41	149	62	193					103	342
07:00	96		35						131		19:00	15		30						45	
07:15	126		31						157		19:15	21		25						46	
07:30	112		41						153		19:30	15		22						37	
07:45	94	428	47	154					141	582	19:45	17	68	31	108					48	176
08:00	52		26						78		20:00	20		40						60	
08:15	53		30						83		20:15	12		22						34	
08:30	66		25						91		20:30	17		33						50	
08:45	86	257	36	117					122	374	20:45	14	63	46	141					60	204
09:00	47		24						71		21:00	16		31						47	
09:15	63		21						84		21:15	16		38						54	
09:30	23		27						50		21:30	9		39						48	
09:45	26	159	28	100					54	259	21:45	7	48	32	140					39	188
10:00	32		22						54		22:00	7		23						30	
10:15	54		38						92		22:15	5		13						18	
10:30	63		27						90		22:30	5		13						18	
10:45	50	199	51	138					101	337	22:45	4	21	5	54					9	75
11:00	43		40						83		23:00	6		5						11	
11:15	26		26						52		23:15	5		3						8	
11:30	21		19						40		23:30	2		5						7	
11:45	23	113	31	116					54	229	23:45	3	16	3	16					6	32
TOTALS		1401		773						2174	TOTALS		1429		1877						3306
SPLIT %		64.4%		35.6%						39.7%	SPLIT %		43.2%		56.8%						60.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,830	2,650	0	0	5,480

AM Peak Hour	07:00	11:45			07:00	PM Peak Hour	16:45	14:15			14:30
AM Pk Volume	428	171			582	PM Pk Volume	223	287			494
Pk Hr Factor	0.849	0.725			0.927	Pk Hr Factor	0.858	0.763			0.802
7 - 9 Volume	685	271	0	0	956	4 - 6 Volume	377	450	0	0	827
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	428	154	0	0	582	4 - 6 Pk Volume	223	241	0	0	455
Pk Hr Factor	0.849	0.819	0.000	0.000	0.927	Pk Hr Factor	0.858	0.873	0.000	0.000	0.849

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
5th Street
N/ Avenue F
24 Hour Directional Volume Count

YUC014
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	18-Feb-10 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	65			2	71				
12:15		8	65			2	64				
12:30		5	56			2	65				
12:45		1	61	18	247	3	44	9	244	27	491
01:00		5	69			5	65				
01:15		2	58			3	74				
01:30		0	59			0	69				
01:45		2	63	9	249	1	66	9	274	18	523
02:00		0	80			2	55				
02:15		3	76			1	52				
02:30		3	74			0	76				
02:45		2	86	8	316	1	63	4	246	12	562
03:00		1	59			1	96				
03:15		7	91			2	75				
03:30		0	59			2	85				
03:45		4	85	12	294	6	64	11	320	23	614
04:00		1	73			7	95				
04:15		2	77			3	73				
04:30		6	78			5	**81**				
04:45		14	72	23	300	5	**78**	20	327	43	627
05:00		9	**85**			11	**91**				
05:15		6	**92**			8	**81**				
05:30		12	**71**			9	73				
05:45		11	**101**	38	349	15	82	43	327	81	676
06:00		9	65			19	67				
06:15		15	69			14	44				
06:30		27	60			29	44				
06:45		45	60	96	254	36	46	98	201	194	455
07:00		**52**	55			41	47				
07:15		**72**	38			**55**	46				
07:30		**97**	25			**57**	46				
07:45		**79**	29	300	147	**80**	39	233	178	533	325
08:00		45	32			**64**	37				
08:15		40	31			48	38				
08:30		57	22			58	27				
08:45		58	17	200	102	56	45	226	147	426	249
09:00		48	18			45	28				
09:15		69	18			49	22				
09:30		60	21			41	18				
09:45		58	13	235	70	44	14	179	82	414	152
10:00		59	9			64	17				
10:15		56	6			58	6				
10:30		44	9			51	7				
10:45		58	12	217	36	61	13	234	43	451	79
11:00		60	14			32	5				
11:15		76	6			64	3				
11:30		75	3			57	2				
11:45		81	7	292	30	67	7	220	17	512	47
Total		1448	2394	1448	2394	1286	2406	1286	2406	2734	4800
Combined Total		3842		3842		3692		3692		7534	
AM Peak		07:00				07:15					
Vol.		300				256					
P.H.F.		0.773				0.800					
PM Peak			05:00				04:30				
Vol.			349				331				
P.H.F.			0.864				0.909				
Percentage		37.7%	62.3%			34.8%	65.2%				
ADT/AADT		ADT 7,534		AADT 7,534							

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
5th Street
N/ Avenue E
24 Hour Directional Volume Count

YUC013
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	18-Feb-10 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	79			2	66				
12:15		5	96			3	66				
12:30		3	82			2	61				
12:45		3	80	17	337	0	55	7	248	24	585
01:00		7	69			2	78				
01:15		2	72			3	78				
01:30		1	84			0	70				
01:45		2	75	12	300	0	71	5	297	17	597
02:00		0	80			2	57				
02:15		2	86			0	76				
02:30		3	87			1	90				
02:45		4	97	9	350	0	77	3	300	12	650
03:00		0	88			0	106				
03:15		5	83			0	73				
03:30		4	72			1	102				
03:45		7	**98**	16	341	2	81	3	362	19	703
04:00		1	**81**			5	95				
04:15		4	**99**			3	**91**				
04:30		9	**87**			5	**101**				
04:45		8	75	22	342	6	**97**	19	384	41	726
05:00		10	91			8	**105**				
05:15		8	88			10	78				
05:30		16	83			7	109				
05:45		14	85	48	347	7	93	32	385	80	732
06:00		16	75			15	78				
06:15		20	67			12	56				
06:30		29	54			32	56				
06:45		50	50	115	246	28	61	87	251	202	497
07:00		50	56			44	55				
07:15		78	45			48	55				
07:30		102	30			62	55				
07:45		82	34	312	165	**92**	49	246	214	558	379
08:00		48	46			**64**	35				
08:15		43	29			**54**	37				
08:30		61	26			**64**	34				
08:45		59	22	211	123	58	44	240	150	451	273
09:00		65	23			50	31				
09:15		73	17			60	19				
09:30		55	16			49	12				
09:45		70	12	263	68	49	17	208	79	471	147
10:00		71	15			67	11				
10:15		73	9			69	7				
10:30		75	11			44	5				
10:45		85	11	304	46	57	9	237	32	541	78
11:00		**94**	15			42	1				
11:15		**103**	5			64	2				
11:30		**93**	2			54	3				
11:45		**106**	7	396	29	67	4	227	10	623	39
Total		1725	2694	1725	2694	1314	2712	1314	2712	3039	5406
Combined Total		4419		4419		4026		4026		8445	
AM Peak		11:00				07:45					
Vol.		396				274					
P.H.F.		0.934				0.745					
PM Peak			03:45				04:15				
Vol.			365				394				
P.H.F.			0.922				0.938				
Percentage		39.0%	61.0%			32.6%	67.4%				
ADT/AADT		ADT 8,445		AADT 8,445							

Prepared by NDS/ATD

VOLUME

California St from County Line Rd to Wildwood Canyon Rd

Day: Wednesday
Date: 1/30/2013

City: Calimesa
Project #: CA13_6022_028

DAILY TOTALS	NB	SB	EB	WB	Total
	2,370	2,387	0	0	4,757

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	46		55						101	
00:15	2		3						5		12:15	40		36						76	
00:30	0		1						1		12:30	58		57						115	
00:45	1	5	2	7					3	12	12:45	37	181	56	204					93	385
01:00	2		1						3		13:00	37		37						74	
01:15	2		2						4		13:15	32		38						70	
01:30	1		1						2		13:30	49		43						92	
01:45	2	7	1	5					3	12	13:45	38	156	33	151					71	307
02:00	0		1						1		14:00	43		33						76	
02:15	1		0						1		14:15	41		40						81	
02:30	0		1						1		14:30	63		35						98	
02:45	1	2	1	3					2	5	14:45	54	201	50	158					104	359
03:00	1		0						1		15:00	53		83						136	
03:15	1		2						3		15:15	85		72						157	
03:30	0		1						1		15:30	44		51						95	
03:45	1	3	1	4					2	7	15:45	44	226	45	251					89	477
04:00	0		1						1		16:00	41		48						89	
04:15	1		2						3		16:15	53		43						96	
04:30	2		3						5		16:30	56		45						101	
04:45	2	5	7	13					9	18	16:45	49	199	29	165					78	364
05:00	3		9						12		17:00	42		37						79	
05:15	2		6						8		17:15	55		25						80	
05:30	6		8						14		17:30	37		46						83	
05:45	6	17	7	30					13	47	17:45	40	174	27	135					67	309
06:00	10		9						19		18:00	31		34						65	
06:15	13		14						27		18:15	30		32						62	
06:30	15		20						35		18:30	32		25						57	
06:45	19	57	26	69					45	126	18:45	35	128	13	104					48	232
07:00	38		33						71		19:00	25		20						45	
07:15	37		31						68		19:15	22		26						48	
07:30	58		35						93		19:30	14		19						33	
07:45	79	212	98	197					177	409	19:45	17	78	22	87					39	165
08:00	38		66						104		20:00	28		24						52	
08:15	46		45						91		20:15	18		19						37	
08:30	39		44						83		20:30	14		21						35	
08:45	31	154	28	183					59	337	20:45	16	76	26	90					42	166
09:00	28		39						67		21:00	16		20						36	
09:15	30		34						64		21:15	9		11						20	
09:30	36		36						72		21:30	8		3						11	
09:45	31	125	38	147					69	272	21:45	4	37	7	41					11	78
10:00	43		31						74		22:00	8		11						19	
10:15	31		35						66		22:15	7		3						10	
10:30	34		42						76		22:30	4		3						7	
10:45	35	143	37	145					72	288	22:45	3	22	9	26					12	48
11:00	38		31						69		23:00	2		4						6	
11:15	34		47						81		23:15	3		3						6	
11:30	34		33						67		23:30	4		1						5	
11:45	46	152	51	162					97	314	23:45	1	10	2	10					3	20
TOTALS		882		965						1847	TOTALS		1488		1422						2910
SPLIT %		47.8%		52.2%						38.8%	SPLIT %		51.1%		48.9%						61.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,370	2,387	0	0	4,757

AM Peak Hour	07:30	07:45			07:30	PM Peak Hour	14:30	14:45			14:30
AM Pk Volume	221	253			465	PM Pk Volume	255	256			495
Pk Hr Factor	0.699	0.645			0.657	Pk Hr Factor	0.750	0.771			0.788
7 - 9 Volume	366	380	0	0	746	4 - 6 Volume	373	300	0	0	673
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	221	253	0	0	465	4 - 6 Pk Volume	202	165	0	0	364
Pk Hr Factor	0.699	0.645	0.000	0.000	0.657	Pk Hr Factor	0.902	0.859	0.000	0.000	0.901

Prepared by NDS/ATD

VOLUME

California St from Wildwood Canyon Rd to Avenue E

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_029

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	2,794	0	0	5,863

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		2						3		12:00	55		43						98	
00:15	5		2						7		12:15	61		47						108	
00:30	4		3						7		12:30	74		51						125	
00:45	1	11	2	9					3	20	12:45	52	242	53	194					105	436
01:00	4		2						6		13:00	49		45						94	
01:15	1		2						3		13:15	48		48						96	
01:30	2		4						6		13:30	43		30						73	
01:45	1	8	2	10					3	18	13:45	60	200	41	164					101	364
02:00	0		1						1		14:00	57		44						101	
02:15	1		1						2		14:15	55		43						98	
02:30	0		0						0		14:30	79		45						124	
02:45	1	2	1	3					2	5	14:45	87	278	77	209					164	487
03:00	1		1						2		15:00	76		44						120	
03:15	1		4						5		15:15	96		73						169	
03:30	0		1						1		15:30	62		75						137	
03:45	0	2	2	8					2	10	15:45	68	302	52	244					120	546
04:00	1		5						6		16:00	43		48						91	
04:15	0		2						2		16:15	60		66						126	
04:30	2		4						6		16:30	61		76						137	
04:45	3	6	3	14					6	20	16:45	53	217	62	252					115	469
05:00	6		7						13		17:00	50		48						98	
05:15	4		4						8		17:15	54		56						110	
05:30	6		8						14		17:30	47		51						98	
05:45	9	25	7	26					16	51	17:45	57	208	56	211					113	419
06:00	9		9						18		18:00	44		56						100	
06:15	15		20						35		18:15	35		33						68	
06:30	19		28						47		18:30	35		35						70	
06:45	31	74	34	91					65	165	18:45	38	152	45	169					83	321
07:00	38		32						70		19:00	28		34						62	
07:15	63		27						90		19:15	25		39						64	
07:30	92		47						139		19:30	22		21						43	
07:45	114	307	106	212					220	519	19:45	28	103	29	123					57	226
08:00	40		82						122		20:00	23		29						52	
08:15	44		35						79		20:15	23		24						47	
08:30	39		42						81		20:30	18		30						48	
08:45	43	166	20	179					63	345	20:45	25	89	31	114					56	203
09:00	40		30						70		21:00	18		20						38	
09:15	38		39						77		21:15	13		25						38	
09:30	52		35						87		21:30	14		13						27	
09:45	38	168	38	142					76	310	21:45	10	55	11	69					21	124
10:00	50		38						88		22:00	4		10						14	
10:15	39		21						60		22:15	10		8						18	
10:30	46		33						79		22:30	6		5						11	
10:45	47	182	46	138					93	320	22:45	6	26	6	29					12	55
11:00	55		34						89		23:00	3		6						9	
11:15	56		53						109		23:15	2		3						5	
11:30	52		44						96		23:30	4		6						10	
11:45	71	234	36	167					107	401	23:45	3	12	2	17					5	29
TOTALS		1185		999						2184	TOTALS		1884		1795						3679
SPLIT %		54.3%		45.7%						37.3%	SPLIT %		51.2%		48.8%						62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,069	2,794	0	0	5,863

AM Peak Hour	07:15	07:30			07:15	PM Peak Hour	14:30	14:45			14:45
AM Pk Volume	309	270			571	PM Pk Volume	338	269			590
Pk Hr Factor	0.678	0.637			0.649	Pk Hr Factor	0.880	0.873			0.873
7 - 9 Volume	473	391	0	0	864	4 - 6 Volume	425	463	0	0	888
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	309	270	0	0	571	4 - 6 Pk Volume	224	252	0	0	476
Pk Hr Factor	0.678	0.637	0.000	0.000	0.649	Pk Hr Factor	0.918	0.829	0.000	0.000	0.869

Prepared by NDS/ATD

VOLUME

Bryant St from County Line Rd to Wildwood Canyon Rd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_030

DAILY TOTALS	NB	SB	EB	WB	Total
	1,784	2,022	0	0	3,806

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		7						10		12:00	28		25						53	
00:15	1		3						4		12:15	29		29						58	
00:30	0		0						0		12:30	37		27						64	
00:45	1	5	1	11					2	16	12:45	21	115	26	107					47	222
01:00	1		0						1		13:00	47		33						80	
01:15	0		1						1		13:15	22		24						46	
01:30	0		0						0		13:30	24		25						49	
01:45	0	1	1	2					1	3	13:45	21	114	26	108					47	222
02:00	0		0						0		14:00	24		23						47	
02:15	0		1						1		14:15	32		34						66	
02:30	1		1						2		14:30	40		52						92	
02:45	1	2	2	4					3	6	14:45	47	143	67	176					114	319
03:00	1		1						2		15:00	54		55						109	
03:15	1		1						2		15:15	87		49						136	
03:30	2		0						2		15:30	39		37						76	
03:45	0	4	0	2					0	6	15:45	30	210	38	179					68	389
04:00	0		0						0		16:00	29		40						69	
04:15	1		1						2		16:15	34		36						70	
04:30	2		5						7		16:30	28		33						61	
04:45	4	7	2	8					6	15	16:45	24	115	37	146					61	261
05:00	6		6						12		17:00	37		31						68	
05:15	1		2						3		17:15	34		40						74	
05:30	2		5						7		17:30	34		21						55	
05:45	7	16	9	22					16	38	17:45	39	144	40	132					79	276
06:00	5		6						11		18:00	28		36						64	
06:15	6		14						20		18:15	26		30						56	
06:30	9		16						25		18:30	26		22						48	
06:45	15	35	26	62					41	97	18:45	27	107	27	115					54	222
07:00	21		27						48		19:00	19		20						39	
07:15	38		37						75		19:15	21		16						37	
07:30	34		34						68		19:30	21		24						45	
07:45	50	143	108	206					158	349	19:45	18	79	27	87					45	166
08:00	60		84						144		20:00	13		16						29	
08:15	63		65						128		20:15	12		17						29	
08:30	55		53						108		20:30	15		20						35	
08:45	30	208	22	224					52	432	20:45	10	50	18	71					28	121
09:00	24		22						46		21:00	9		14						23	
09:15	20		22						42		21:15	13		23						36	
09:30	15		18						33		21:30	4		6						10	
09:45	24	83	21	83					45	166	21:45	8	34	18	61					26	95
10:00	15		23						38		22:00	7		9						16	
10:15	15		21						36		22:15	8		13						21	
10:30	16		13						29		22:30	3		6						9	
10:45	13	59	22	79					35	138	22:45	3	21	4	32					7	53
11:00	15		18						33		23:00	2		4						6	
11:15	14		20						34		23:15	1		6						7	
11:30	13		23						36		23:30	2		5						7	
11:45	41	83	24	85					65	168	23:45	1	6	5	20					6	26
TOTALS		646		788						1434	TOTALS		1138		1234						2372
SPLIT %		45.0%		55.0%						37.7%	SPLIT %		48.0%		52.0%						62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,784	2,022	0	0	3,806

AM Peak Hour	07:45	07:45			07:45	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	228	310			538	PM Pk Volume	228	223			451
Pk Hr Factor	0.905	0.718			0.851	Pk Hr Factor	0.655	0.832			0.829
7 - 9 Volume	351	430	0	0	781	4 - 6 Volume	259	278	0	0	537
7 - 9 Peak Hour	07:45	07:45			07:45	4 - 6 Peak Hour	17:00	16:00			17:00
7 - 9 Pk Volume	228	310	0	0	538	4 - 6 Pk Volume	144	146	0	0	276
Pk Hr Factor	0.905	0.718	0.000	0.000	0.851	Pk Hr Factor	0.923	0.913	0.000	0.000	0.873

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Avenue E - Wildwood Canyon Road
24 Hour Directional Classification Count
Northbound

YUC012
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	11	2	0	0	0	0	0	0	0	0	0	0	13
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	**2**	0	0	0	0	0	0	0	0	0	4
04:00	0	11	5	0	2	0	0	0	0	0	0	0	0	18
05:00	0	22	9	0	2	0	0	0	0	0	0	0	0	33
06:00	0	44	16	1	9	0	0	2	0	0	0	0	0	72
07:00	0	120	52	1	8	0	0	5	0	0	0	0	0	186
08:00	0	**147**	**54**	0	**17**	0	0	**6**	0	0	0	0	0	**224**
09:00	0	105	51	2	7	0	0	2	**1**	0	0	0	0	168
10:00	**2**	65	40	0	5	0	**1**	1	1	0	0	0	0	115
11:00	0	95	39	0	9	**1**	0	6	1	0	0	0	0	151
12 PM	0	88	35	1	5	0	**1**	1	0	0	0	0	0	131
13:00	1	83	44	**4**	11	0	0	5	0	0	0	0	0	148
14:00	1	119	40	0	11	0	0	**7**	0	0	0	**1**	0	179
15:00	1	**138**	**57**	1	13	0	0	7	0	0	0	0	0	**217**
16:00	**2**	117	46	0	**14**	0	0	6	0	0	0	0	0	185
17:00	2	110	50	0	7	0	0	7	0	0	0	0	0	176
18:00	0	98	30	0	5	0	0	1	0	0	0	0	0	134
19:00	0	79	25	0	4	0	0	3	0	0	0	0	0	111
20:00	0	67	20	1	2	0	0	4	0	0	0	0	0	94
21:00	0	54	12	0	2	0	0	2	0	0	0	0	0	70
22:00	0	27	8	0	0	0	0	1	0	0	0	0	0	36
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Total	9	1630	639	13	133	1	2	66	3	0	0	1	0	2497
Percent	0.4%	65.3%	25.6%	0.5%	5.3%	0.0%	0.1%	2.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	03:00	08:00	11:00	10:00	08:00	09:00					08:00
Vol.	2	147	54	2	17	1	1	6	1					224
PM Peak	16:00	15:00	15:00	13:00	16:00		12:00	14:00				14:00		15:00
Vol.	2	138	57	4	14		1	7				1		217
Grand Total	9	1630	639	13	133	1	2	66	3	0	0	1	0	2497
Percent	0.4%	65.3%	25.6%	0.5%	5.3%	0.0%	0.1%	2.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Avenue E - Wildwood Canyon Road
24 Hour Directional Classification Count
Southbound

YUC012
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	13	7	0	0	0	0	0	0	0	0	0	0	20
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	2	4	0	1	0	0	0	0	0	0	0	0	7
05:00	0	18	4	1	2	0	0	0	0	0	0	0	0	25
06:00	0	40	16	1	9	0	0	0	0	0	0	0	0	66
07:00	0	119	44	3	**15**	0	0	4	0	0	0	0	0	185
08:00	0	**169**	59	**4**	15	0	0	4	**1**	0	0	0	0	**252**
09:00	0	89	51	1	9	0	0	2	0	0	0	0	0	152
10:00	**1**	106	35	0	7	0	**1**	3	0	0	0	0	0	153
11:00	0	97	**63**	0	9	0	0	**8**	0	0	0	0	0	177
12 PM	0	126	45	1	9	**1**	0	**6**	0	0	0	0	0	188
13:00	2	124	61	1	6	0	**1**	0	0	0	0	0	0	195
14:00	**3**	147	53	1	10	0	0	5	0	**1**	0	0	0	220
15:00	1	195	65	**2**	**15**	0	0	3	0	0	0	0	0	281
16:00	3	137	**78**	0	14	0	0	6	0	0	0	0	0	238
17:00	0	**215**	75	2	10	0	0	6	0	0	0	0	0	**308**
18:00	2	162	66	0	10	0	0	3	0	0	0	**1**	0	244
19:00	0	128	32	0	6	0	0	2	0	0	0	0	0	168
20:00	1	90	25	0	4	0	0	1	0	0	0	0	0	121
21:00	0	79	25	0	4	0	0	0	0	0	0	0	0	108
22:00	1	26	12	0	2	0	0	0	0	0	0	0	0	41
23:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Total	14	2110	826	18	157	1	2	53	1	1	0	1	0	3184
Percent	0.4%	66.3%	25.9%	0.6%	4.9%	0.0%	0.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	11:00	08:00	07:00		10:00	11:00	08:00					08:00
Vol.	1	169	63	4	15		1	8	1					252
PM Peak	14:00	17:00	16:00	15:00	15:00	12:00	13:00	12:00		14:00		18:00		17:00
Vol.	3	215	78	2	15	1	1	6		1		1		308
Grand Total	14	2110	826	18	157	1	2	53	1	1	0	1	0	3184
Percent	0.4%	66.3%	25.9%	0.6%	4.9%	0.0%	0.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Avenue E - Wildwood Canyon Road
24 Hour Directional Classification Count
Northbound, Southbound

YUC012
Site Code: 122-10043
Date Start: 18-Feb-10
Date End: 18-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/10	0	24	9	0	0	0	0	0	0	0	0	0	0	33
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	0	3	0	0	0	0	0	0	0	0	0	9
04:00	0	13	9	0	3	0	0	0	0	0	0	0	0	25
05:00	0	40	13	1	4	0	0	0	0	0	0	0	0	58
06:00	0	84	32	2	18	0	0	2	0	0	0	0	0	138
07:00	0	239	96	**4**	23	0	0	9	0	0	0	0	0	371
08:00	0	**316**	**113**	4	**32**	0	0	10	**1**	0	0	0	0	**476**
09:00	0	194	102	3	16	0	0	4	1	0	0	0	0	320
10:00	**3**	171	75	0	12	0	**2**	4	1	0	0	0	0	268
11:00	0	192	102	0	18	**1**	0	**14**	1	0	0	0	0	328
12 PM	0	214	80	2	14	**1**	**1**	7	0	0	0	0	0	319
13:00	3	207	105	**5**	17	0	1	5	0	0	0	0	0	343
14:00	4	266	93	1	21	0	0	12	0	**1**	0	**1**	0	399
15:00	2	**333**	122	3	**28**	0	0	10	0	0	0	0	0	**498**
16:00	**5**	254	124	0	28	0	0	12	0	0	0	0	0	423
17:00	2	325	**125**	2	17	0	0	**13**	0	0	0	0	0	484
18:00	2	260	96	0	15	0	0	4	0	0	0	1	0	378
19:00	0	207	57	0	10	0	0	5	0	0	0	0	0	279
20:00	1	157	45	1	6	0	0	5	0	0	0	0	0	215
21:00	0	133	37	0	6	0	0	2	0	0	0	0	0	178
22:00	1	53	20	0	2	0	0	1	0	0	0	0	0	77
23:00	0	33	7	0	0	0	0	0	0	0	0	0	0	40
Total	23	3740	1465	31	290	2	4	119	4	1	0	2	0	5681
Percent	0.4%	65.8%	25.8%	0.5%	5.1%	0.0%	0.1%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	07:00	08:00	11:00	10:00	11:00	08:00					08:00
Vol.	3	316	113	4	32	1	2	14	1					476
PM Peak	16:00	15:00	17:00	13:00	15:00	12:00	12:00	17:00		14:00		14:00		15:00
Vol.	5	333	125	5	28	1	1	13		1		1		498
Grand Total	23	3740	1465	31	290	2	4	119	4	1	0	2	0	5681
Percent	0.4%	65.8%	25.8%	0.5%	5.1%	0.0%	0.1%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

VOLUME

Bryant St from Avenue E to Yucaipa Blvd

Day: Wednesday
Date: 1/30/2013

City: Yucaipa
Project #: CA13_6022_032

DAILY TOTALS	NB	SB	EB	WB	Total
	3,038	3,573	0	0	6,611

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		4						9		12:00	35		51						86	
00:15	2		3						5		12:15	32		61						93	
00:30	1		0						1		12:30	50		44						94	
00:45	1	9	0	7					1	16	12:45	49	166	59	215					108	381
01:00	0		1						1		13:00	56		42						98	
01:15	2		0						2		13:15	53		52						105	
01:30	0		0						0		13:30	51		51						102	
01:45	0	2	1	2					1	4	13:45	67	227	48	193					115	420
02:00	0		3						3		14:00	40		58						98	
02:15	0		3						3		14:15	53		61						114	
02:30	0		1						1		14:30	72		79						151	
02:45	2	2	0	7					2	9	14:45	55	220	114	312					169	532
03:00	1		0						1		15:00	64		78						142	
03:15	3		0						3		15:15	82		85						167	
03:30	5		0						5		15:30	65		72						137	
03:45	2	11	2	2					4	13	15:45	56	267	62	297					118	564
04:00	1		0						1		16:00	51		72						123	
04:15	5		4						9		16:15	39		73						112	
04:30	5		2						7		16:30	55		72						127	
04:45	3	14	3	9					6	23	16:45	47	192	75	292					122	484
05:00	11		4						15		17:00	54		74						128	
05:15	7		4						11		17:15	61		82						143	
05:30	9		5						14		17:30	65		84						149	
05:45	13	40	14	27					27	67	17:45	66	246	71	311					137	557
06:00	15		9						24		18:00	66		77						143	
06:15	20		21						41		18:15	73		71						144	
06:30	23		28						51		18:30	47		54						101	
06:45	50	108	38	96					88	204	18:45	40	226	56	258					96	484
07:00	48		45						93		19:00	22		47						69	
07:15	66		61						127		19:15	26		44						70	
07:30	72		76						148		19:30	22		43						65	
07:45	75	261	99	281					174	542	19:45	31	101	38	172					69	273
08:00	59		75						134		20:00	25		33						58	
08:15	67		56						123		20:15	22		45						67	
08:30	62		39						101		20:30	35		41						76	
08:45	61	249	43	213					104	462	20:45	30	112	32	151					62	263
09:00	37		39						76		21:00	24		39						63	
09:15	37		35						72		21:15	17		29						46	
09:30	43		41						84		21:30	16		24						40	
09:45	46	163	41	156					87	319	21:45	4	61	18	110					22	171
10:00	40		38						78		22:00	15		18						33	
10:15	34		51						85		22:15	10		15						25	
10:30	39		49						88		22:30	9		11						20	
10:45	44	157	43	181					87	338	22:45	8	42	11	55					19	97
11:00	34		37						71		23:00	2		10						12	
11:15	32		47						79		23:15	3		7						10	
11:30	40		59						99		23:30	6		5						11	
11:45	41	147	56	199					97	346	23:45	4	15	5	27					9	42
TOTALS		1163		1180						2343	TOTALS		1875		2393						4268
SPLIT %		49.6%		50.4%						35.4%	SPLIT %		43.9%		56.1%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,038	3,573	0	0	6,611

AM Peak Hour	07:30	07:15			07:15	PM Peak Hour	14:30	14:30			14:30
AM Pk Volume	273	311			583	PM Pk Volume	273	356			629
Pk Hr Factor	0.910	0.785			0.838	Pk Hr Factor	0.832	0.781			0.930
7 - 9 Volume	510	494	0	0	1004	4 - 6 Volume	438	603	0	0	1041
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	273	311	0	0	583	4 - 6 Pk Volume	246	315	0	0	557
Pk Hr Factor	0.910	0.785	0.000	0.000	0.838	Pk Hr Factor	0.932	0.938	0.000	0.000	0.935

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Oak Glen Road - Yucaipa Boulevard
24 Hour Directional Classification Count
Northbound

YUC010
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	7	2	0	2	0	0	0	0	0	0	0	0	11
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	18	7	0	1	0	0	0	**2**	0	0	0	0	28
05:00	0	33	17	2	3	0	0	1	0	0	0	0	0	56
06:00	**1**	66	30	0	10	0	0	0	0	0	0	0	0	107
07:00	1	**256**	**91**	2	18	0	0	1	1	0	0	0	0	**370**
08:00	0	186	70	1	14	**1**	0	1	0	0	0	0	0	273
09:00	0	150	64	1	**21**	0	0	0	2	0	0	0	0	238
10:00	1	146	51	0	8	0	0	**3**	2	0	0	0	0	211
11:00	1	171	60	**4**	14	0	0	1	1	0	0	0	0	252
12 PM	1	187	66	0	10	0	0	**2**	**1**	0	0	0	0	267
13:00	0	214	77	0	**27**	**2**	0	1	0	0	**1**	0	0	322
14:00	1	**268**	**97**	**2**	25	0	0	1	0	0	0	0	0	**394**
15:00	0	258	93	2	27	1	0	2	0	0	0	0	0	383
16:00	**3**	222	86	0	23	1	0	1	0	0	0	0	0	336
17:00	1	262	93	1	24	0	0	0	0	0	0	0	0	381
18:00	0	214	73	1	15	1	0	1	0	0	0	0	0	305
19:00	1	146	61	0	7	0	0	0	0	0	0	0	0	215
20:00	1	123	41	1	9	0	0	0	0	0	0	0	0	175
21:00	0	78	18	0	3	0	0	0	0	0	0	0	0	99
22:00	0	45	12	0	1	0	0	0	0	0	0	0	0	58
23:00	0	20	6	0	0	0	0	0	1	0	0	0	0	27
Total	12	3090	1121	17	262	6	0	15	10	0	1	0	0	4534
Percent	0.3%	68.2%	24.7%	0.4%	5.8%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	11:00	09:00	08:00		10:00	04:00					07:00
Vol.	1	256	91	4	21	1		3	2					370
PM Peak	16:00	14:00	14:00	14:00	13:00	13:00		12:00	12:00		13:00			14:00
Vol.	3	268	97	2	27	2		2	1		1			394
Grand Total	12	3090	1121	17	262	6	0	15	10	0	1	0	0	4534
Percent	0.3%	68.2%	24.7%	0.4%	5.8%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Oak Glen Road - Yucaipa Boulevard
24 Hour Directional Classification Count
Southbound

YUC010
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	14	4	0	1	0	0	0	0	0	0	0	0	19
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
04:00	0	8	4	0	2	0	0	0	0	0	0	0	0	14
05:00	0	29	16	1	7	0	0	0	0	0	0	0	0	53
06:00	**1**	74	34	0	9	0	0	0	0	0	0	0	0	118
07:00	0	**276**	95	2	19	**1**	0	2	0	0	0	0	0	**395**
08:00	0	259	**98**	**3**	12	1	**1**	**3**	0	0	0	0	0	377
09:00	0	161	54	0	18	0	0	0	**3**	0	0	0	0	236
10:00	1	144	74	2	**21**	0	0	3	0	0	0	0	0	245
11:00	0	208	68	3	14	0	0	0	2	0	0	0	0	295
12 PM	1	187	75	**3**	23	0	0	1	**1**	0	0	0	0	291
13:00	1	210	107	1	23	**2**	0	**3**	1	0	**1**	0	0	349
14:00	1	**263**	**118**	2	13	1	0	0	0	0	0	0	0	**398**
15:00	**2**	259	94	1	**25**	0	0	2	0	0	0	0	0	383
16:00	2	220	106	3	18	0	0	1	0	0	0	0	0	350
17:00	2	245	101	2	19	0	0	1	0	0	0	0	0	370
18:00	0	240	83	0	14	0	0	0	0	0	0	0	0	337
19:00	0	143	51	0	7	0	0	0	1	0	0	0	0	202
20:00	0	122	55	0	7	0	0	0	0	0	0	0	0	184
21:00	0	88	26	0	8	0	0	0	0	0	0	0	0	122
22:00	0	37	11	0	3	0	0	0	0	0	0	0	0	51
23:00	0	17	6	0	2	0	0	0	0	0	0	0	0	25
Total	11	3226	1283	23	266	5	1	16	8	0	1	0	0	4840
Percent	0.2%	66.7%	26.5%	0.5%	5.5%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	08:00	08:00	10:00	07:00	08:00	08:00	09:00					07:00
Vol.	1	276	98	3	21	1	1	3	3					395
PM Peak	15:00	14:00	14:00	12:00	15:00	13:00		13:00	12:00		13:00			14:00
Vol.	2	263	118	3	25	2		3	1		1			398
Grand Total	11	3226	1283	23	266	5	1	16	8	0	1	0	0	4840
Percent	0.2%	66.7%	26.5%	0.5%	5.5%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Oak Glen Road - Yucaipa Boulevard
24 Hour Directional Classification Count
Northbound, Southbound

YUC010
Site Code: 122-10043
Date Start: 23-Feb-10
Date End: 23-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/23/10	0	21	6	0	3	0	0	0	0	0	0	0	0	30
01:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
03:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
04:00	0	26	11	0	3	0	0	0	2	0	0	0	0	42
05:00	0	62	33	3	10	0	0	1	0	0	0	0	0	109
06:00	**2**	140	64	0	19	0	0	0	0	0	0	0	0	225
07:00	1	**532**	**186**	4	37	1	0	3	1	0	0	0	0	**765**
08:00	0	445	168	4	26	**2**	**1**	4	0	0	0	0	0	650
09:00	0	311	118	1	**39**	0	0	0	**5**	0	0	0	0	474
10:00	2	290	125	2	29	0	0	**6**	2	0	0	0	0	456
11:00	1	379	128	**7**	28	0	0	1	3	0	0	0	0	547
12 PM	2	374	141	3	33	0	0	3	**2**	0	0	0	0	558
13:00	1	424	184	1	50	**4**	0	**4**	1	0	**2**	0	0	671
14:00	2	**531**	**215**	**4**	38	1	0	1	0	0	0	0	0	**792**
15:00	2	517	187	3	**52**	1	0	4	0	0	0	0	0	766
16:00	**5**	442	192	3	41	1	0	2	0	0	0	0	0	686
17:00	3	507	194	3	43	0	0	1	0	0	0	0	0	751
18:00	0	454	156	1	29	1	0	1	0	0	0	0	0	642
19:00	1	289	112	0	14	0	0	0	1	0	0	0	0	417
20:00	1	245	96	1	16	0	0	0	0	0	0	0	0	359
21:00	0	166	44	0	11	0	0	0	0	0	0	0	0	221
22:00	0	82	23	0	4	0	0	0	0	0	0	0	0	109
23:00	0	37	12	0	2	0	0	0	1	0	0	0	0	52
Total	23	6316	2404	40	528	11	1	31	18	0	2	0	0	9374
Percent	0.2%	67.4%	25.6%	0.4%	5.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	11:00	09:00	08:00	08:00	10:00	09:00					07:00
Vol.	2	532	186	7	39	2	1	6	5					765
PM Peak	16:00	14:00	14:00	14:00	15:00	13:00		13:00	12:00		13:00			14:00
Vol.	5	531	215	4	52	4		4	2		2			792
Grand Total	23	6316	2404	40	528	11	1	31	18	0	2	0	0	9374
Percent	0.2%	67.4%	25.6%	0.4%	5.6%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Mill Creek Road - Oak Glen Road
24 Hour Directional Classification Count
Northbound

YUC009
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	0	24	4	0	0	0	0	0	0	0	0	0	0	28
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:00	0	30	14	0	1	0	0	0	**1**	0	0	0	0	46
06:00	0	120	32	0	11	0	0	0	0	0	0	0	0	163
07:00	2	**304**	**111**	**2**	**27**	1	0	2	1	0	0	0	0	**450**
08:00	**4**	214	88	1	15	0	0	2	1	0	0	0	0	325
09:00	1	161	66	0	14	0	0	**3**	1	0	0	0	0	246
10:00	1	163	71	0	20	0	0	2	1	0	**1**	0	0	259
11:00	0	196	62	2	26	**2**	0	3	1	0	0	0	0	292
12 PM	2	221	79	0	24	**1**	0	2	0	0	0	0	0	329
13:00	1	239	64	0	28	0	0	0	0	0	0	0	0	332
14:00	**5**	273	108	2	21	1	0	**5**	0	0	0	0	0	415
15:00	1	**378**	**134**	**4**	33	0	0	2	0	0	0	0	0	**552**
16:00	2	340	130	2	22	0	0	3	**1**	0	0	0	0	500
17:00	3	347	95	1	**39**	0	0	3	0	0	0	0	0	488
18:00	3	352	87	0	16	0	0	3	0	0	0	0	0	461
19:00	0	249	69	1	19	0	0	1	0	0	0	0	0	339
20:00	0	232	65	1	14	0	0	0	0	0	0	0	0	312
21:00	1	131	42	0	4	0	0	0	1	0	0	0	0	179
22:00	0	93	24	0	2	0	0	0	0	0	0	0	0	119
23:00	1	39	12	0	2	0	0	0	0	0	0	0	0	54
Total	27	4137	1365	16	338	5	0	31	8	0	1	0	0	5928
Percent	0.5%	69.8%	23.0%	0.3%	5.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	11:00		09:00	05:00		10:00			07:00
Vol.	4	304	111	2	27	2		3	1		1			450
PM Peak	14:00	15:00	15:00	15:00	17:00	12:00		14:00	16:00					15:00
Vol.	5	378	134	4	39	1		5	1					552
Grand Total	27	4137	1365	16	338	5	0	31	8	0	1	0	0	5928
Percent	0.5%	69.8%	23.0%	0.3%	5.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
Moreno Valley, CA 92557
(951) 485-7934

City of Yucaipa
Bryant Street
B/ Mill Creek Road - Oak Glen Road
24 Hour Directional Classification Count
Southbound

YUC009
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	1	12	6	0	0	0	0	0	0	0	0	0	0	19
01:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
02:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
03:00	0	11	3	0	2	0	0	0	0	0	0	0	0	16
04:00	0	25	16	0	6	0	0	0	0	0	0	0	0	47
05:00	0	62	34	0	9	0	0	0	1	0	0	0	0	106
06:00	1	155	60	1	21	1	0	0	0	0	0	0	0	239
07:00	**3**	**376**	**127**	0	**36**	**2**	0	**3**	0	0	0	0	0	**547**
08:00	0	340	110	**4**	16	0	0	2	**2**	0	0	0	0	474
09:00	1	235	63	1	21	1	0	2	2	0	0	0	0	326
10:00	3	209	80	0	19	0	0	2	1	0	0	0	0	314
11:00	2	236	77	3	25	1	0	1	0	0	0	0	0	345
12 PM	0	242	80	**4**	25	0	0	2	**2**	0	0	0	0	355
13:00	**5**	259	104	1	27	0	0	**3**	1	0	**1**	0	0	401
14:00	1	299	109	1	23	**1**	0	1	1	0	0	0	0	436
15:00	3	**346**	106	2	**34**	1	0	1	0	0	0	0	0	**493**
16:00	5	278	103	1	29	0	0	2	0	0	0	0	0	418
17:00	5	342	**114**	0	21	0	0	2	0	0	0	0	0	484
18:00	0	275	87	0	13	0	0	0	0	0	0	0	0	375
19:00	0	163	64	1	9	0	0	0	0	0	0	0	0	237
20:00	1	142	49	0	5	0	0	0	0	0	0	0	0	197
21:00	0	87	16	0	10	0	0	0	0	0	0	0	0	113
22:00	0	45	22	0	2	0	0	0	0	0	0	0	0	69
23:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
Total	31	4178	1445	19	353	7	0	21	10	0	1	0	0	6065
Percent	0.5%	68.9%	23.8%	0.3%	5.8%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00		07:00	08:00					07:00
Vol.	3	376	127	4	36	2		3	2					547
PM Peak	13:00	15:00	17:00	12:00	15:00	14:00		13:00	12:00		13:00			15:00
Vol.	5	346	114	4	34	1		3	2		1			493
Grand Total	31	4178	1445	19	353	7	0	21	10	0	1	0	0	6065
Percent	0.5%	68.9%	23.8%	0.3%	5.8%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.
25286 Jaclyn Avenue
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City of Yucaipa
Bryant Street
B/ Mill Creek Road - Oak Glen Road
24 Hour Directional Classification Count
Northbound, Southbound

YUC009
Site Code: 122-10043
Date Start: 25-Feb-10
Date End: 25-Feb-10

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/25/10	1	36	10	0	0	0	0	0	0	0	0	0	0	47
01:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
02:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
03:00	0	20	3	0	2	0	0	0	0	0	0	0	0	25
04:00	0	31	20	0	6	0	0	0	0	0	0	0	0	57
05:00	0	92	48	0	10	0	0	0	2	0	0	0	0	152
06:00	1	275	92	1	32	1	0	0	0	0	0	0	0	402
07:00	**5**	**680**	**238**	2	**63**	**3**	0	**5**	1	0	0	0	0	**997**
08:00	4	554	198	**5**	31	0	0	4	**3**	0	0	0	0	799
09:00	2	396	129	1	35	1	0	5	3	0	0	0	0	572
10:00	4	372	151	0	39	0	0	4	2	0	**1**	0	0	573
11:00	2	432	139	5	51	3	0	4	1	0	0	0	0	637
12 PM	2	463	159	4	49	1	0	4	**2**	0	0	0	0	684
13:00	6	498	168	1	55	0	0	3	1	0	**1**	0	0	733
14:00	6	572	217	3	44	**2**	0	**6**	1	0	0	0	0	851
15:00	4	**724**	**240**	**6**	**67**	1	0	3	0	0	0	0	0	**1045**
16:00	7	618	233	3	51	0	0	5	1	0	0	0	0	918
17:00	**8**	689	209	1	60	0	0	5	0	0	0	0	0	972
18:00	3	627	174	0	29	0	0	3	0	0	0	0	0	836
19:00	0	412	133	2	28	0	0	1	0	0	0	0	0	576
20:00	1	374	114	1	19	0	0	0	0	0	0	0	0	509
21:00	1	218	58	0	14	0	0	0	1	0	0	0	0	292
22:00	0	138	46	0	4	0	0	0	0	0	0	0	0	188
23:00	1	65	19	0	2	0	0	0	0	0	0	0	0	87
Total	58	8315	2810	35	691	12	0	52	18	0	2	0	0	11993
Percent	0.5%	69.3%	23.4%	0.3%	5.8%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00		07:00	08:00		10:00			07:00
Vol.	5	680	238	5	63	3		5	3		1			997
PM Peak	17:00	15:00	15:00	15:00	15:00	14:00		14:00	12:00		13:00			15:00
Vol.	8	724	240	6	67	2		6	2		1			1045
Grand Total	58	8315	2810	35	691	12	0	52	18	0	2	0	0	11993
Percent	0.5%	69.3%	23.4%	0.3%	5.8%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

LEVEL OF SERVICE CALCULATION WORKSHEETS

LEVEL OF SERVICE CALCULATION WORKSHEETS EXISTING CONDITIONS – AM

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	6	Average Delay (sec/veh):	24.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	2	4	6	321	5	0	1	18	1	1	46	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:	2	4	6	321	5	0	1	18	1	1	46	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	4	6	321	5	0	1	18	1	1	46	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	4	6	321	5	0	1	18	1	1	46	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	4	6	321	5	0	1	18	1	1	46	468
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.17	0.33	0.50	0.98	0.02	0.00	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	300	600	900	1772	28	0	1700	3411	189	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.00	0.00	0.01	0.01	0.00	0.03	0.26
Crit Moves:		****		****			****					****
Green Time:	12.8	10.0	10.0	20.1	17.3	0.0	10.0	19.4	19.4	19.4	28.9	28.9
Volume/Cap:	0.04	0.05	0.05	0.68	0.78	0.00	0.00	0.02	0.02	0.00	0.07	0.68
Delay/Veh:	26.0	28.4	28.4	28.3	36.4	0.0	28.2	20.7	20.7	20.6	14.6	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:	26.0	28.4	28.4	28.3	36.4	0.0	28.2	20.7	20.7	20.6	14.6	21.8
LOS by Move:	C	C	C	C	D	A	C	C	C	C	B	C
HCM2kAvgQ:	0	0	0	8	9	0	0	0	0	0	1	10

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #2 Bryant St & Mill Creek Rd

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C[17.4]

Street Name:	Bryant St									Mill Creek Rd													
Approach:	North Bound					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:	353	0	47	0	0	0	0	61	86	40	127	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:	353	0	47	0	0	0	0	61	86	40	127	0											
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00											
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92											
PHF Volume:	386	0	51	0	0	0	0	67	94	44	139	0											
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0											
FinalVolume:	386	0	51	0	0	0	0	67	94	44	139	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:	340	xxxx	114	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	xxxx	xxxxx											
Potent Cap.:	660	xxxx	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1431	xxxx	xxxxx											
Move Cap.:	645	xxxx	945	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1431	xxxx	xxxxx											
Volume/Cap:	0.60	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx											
Level Of Service Module:																							
2Way95thQ:	4.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx											
Control Del:	18.6	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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:	17.4			xxxxxx			xxxxxx			xxxxxx													
ApproachLOS:	C			*			*			*													

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[14.0]

Street Name:	Hilltop Dr									Outer 10 Hwy								
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	1	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	5	2	142	4	12	12	4	0	1	15	247								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	5	2	142	4	12	12	4	0	1	15	247								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	5	2	142	4	12	12	4	0	1	15	247								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	5	2	142	4	12	12	4	0	1	15	247								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	7	xxxx	xxxxx	425	295	xxxxx	302	306	6								
Potent Cap.:	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx	543	620	xxxxx	654	611	1083								
Move Cap.:	xxxx	xxxx	xxxxx	1627	xxxx	xxxxx	381	561	xxxxx	604	553	1083								
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.03	0.01	xxxx	0.00	0.03	0.23								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	7.4	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	414	xxxx	xxxxx	xxxx	1024	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	1.0	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	9.7	xxxxx								
Shared LOS:	*	*	*	A	*	*	B	*	*	*	A	*								
ApproachDel:	xxxxxx			xxxxxx			14.0			9.7										
ApproachLOS:	*			*			B			A										

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	6	Average Delay (sec/veh):	11.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	163	6	73	51	0	661	1	71	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	163	6	73	51	0	661	1	71	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	176	6	79	55	0	715	1	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	176	6	79	55	0	715	1	77	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	176	6	79	55	0	715	1	77	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	1.82	0.01	0.17	0.00	0.00	0.00
Final Sat.:	0	3472	128	1700	3600	0	3185	4	309	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.05	0.02	0.00	0.22	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.30	0.30	0.28	0.05	0.00	0.40	0.44	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	22.2	22.4	13.6	0.0	7.4	7.7	7.7	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	22.2	22.2	22.4	13.6	0.0	7.4	7.7	7.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	2	0	0	4	5	5	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec):	43	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	6	Average Delay (sec/veh):	6.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	202	547	0	0	148	992	0	0	0	1	0	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:	202	547	0	0	148	992	0	0	0	1	0	48
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:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	222	600	0	0	162	0	0	0	0	1	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	600	0	0	162	0	0	0	0	1	0	53
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:	222	600	0	0	162	0	0	0	0	1	0	53
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.04	0.00	1.96
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	72	0	3528
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	17.0	27.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.33	0.27	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.06
Delay/Veh:	9.3	3.6	0.0	0.0	13.4	0.0	0.0	0.0	0.0	12.9	0.0	12.9
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	3.6	0.0	0.0	13.4	0.0	0.0	0.0	0.0	12.9	0.0	12.9
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	2	0	0	1	0	0	0	0	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	105	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	8	Average Delay (sec/veh):	28.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	135	594	61	7	652	84	69	14	209	89	26	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:	135	594	61	7	652	84	69	14	209	89	26	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	145	639	66	8	701	90	74	15	225	96	28	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	639	66	8	701	90	74	15	225	96	28	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:	145	639	66	8	701	90	74	15	225	96	28	9
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	1.81	0.19	1.00	1.77	0.23	1.00	0.06	0.94	1.00	0.76	0.24
Final Sat.:	1700	3265	335	1700	3189	411	1700	113	1687	1700	1376	424
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.00	0.22	0.22	0.04	0.13	0.13	0.06	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	16.7	40.3	40.3	19.6	43.1	43.1	18.6	26.1	26.1	11.0	18.6	18.6
Volume/Cap:	0.54	0.51	0.51	0.02	0.54	0.54	0.25	0.54	0.54	0.54	0.11	0.11
Delay/Veh:	42.7	25.1	25.1	34.9	23.8	23.8	37.6	35.5	35.5	47.7	36.5	36.5
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:	42.7	25.1	25.1	34.9	23.8	23.8	37.6	35.5	35.5	47.7	36.5	36.5
LOS by Move:	D	C	C	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	9	9	0	10	10	2	7	7	4	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	8	Average Delay (sec/veh):	19.9
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	44	306	63	81	92	101	65	409	10	68	869	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	306	63	81	92	101	65	409	10	68	869	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	50	349	72	92	105	115	74	466	11	78	991	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	349	72	92	105	115	74	466	11	78	991	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:	50	349	72	92	105	115	74	466	11	78	991	178
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.25	1.75	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.54	0.46
Final Sat.:	453	3147	1800	1700	1800	1800	1700	5271	129	1700	4578	822
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.05	0.06	0.06	0.04	0.09	0.09	0.05	0.22	0.22
Crit Moves:		****			****		****				****	
Green Time:	12.5	12.5	12.5	10.0	10.0	10.0	10.0	17.2	17.2	17.2	24.5	24.5
Volume/Cap:	0.57	0.57	0.21	0.35	0.38	0.42	0.28	0.33	0.33	0.17	0.57	0.57
Delay/Veh:	25.0	25.0	22.4	25.0	25.2	25.9	24.9	19.4	19.4	18.6	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:	25.0	25.0	22.4	25.0	25.2	25.9	24.9	19.4	19.4	18.6	16.5	16.5
LOS by Move:	C	C	C	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	5	5	1	2	2	3	2	3	3	1	7	7

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	8	Average Delay (sec/veh):	26.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	70	202	154	110	312	349	196	588	66	251	1010	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:	70	202	154	110	312	349	196	588	66	251	1010	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	89	258	196	140	398	445	250	750	84	320	1288	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	258	196	140	398	445	250	750	84	320	1288	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:	89	258	196	140	398	445	250	750	84	320	1288	33
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	1.13	0.87	1.00	2.00	1.00	2.00	2.70	0.30	2.00	2.92	0.08
Final Sat.:	1700	2043	1557	1700	3600	1800	3204	4855	545	3204	5264	136
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.08	0.11	0.25	0.08	0.15	0.15	0.10	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	10.0	14.3	14.3	14.3	18.6	18.6	10.0	14.2	14.2	14.2	18.4	18.4
Volume/Cap:	0.34	0.57	0.57	0.38	0.39	0.86	0.51	0.71	0.71	0.46	0.86	0.86
Delay/Veh:	25.3	23.7	23.7	22.2	18.9	36.2	26.1	25.4	25.4	22.6	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:	25.3	23.7	23.7	22.2	18.9	36.2	26.1	25.4	25.4	22.6	27.5	27.5
LOS by Move:	C	C	C	C	B	D	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	3	4	12	3	7	7	4	12	12

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	6	Average Delay (sec/veh):	19.0
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	121	198	62	87	176	264	154	536	90	42	730	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:	121	198	62	87	176	264	154	536	90	42	730	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	153	250	78	110	222	333	194	676	113	53	921	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	250	78	110	222	333	194	676	113	53	921	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:	153	250	78	110	222	333	194	676	113	53	921	117
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	2.00	1.00	1.00	2.66	0.34
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	4790	610
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.04	0.06	0.12	0.18	0.11	0.19	0.06	0.03	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	14.9	22.7	22.7	17.2	25.0	25.0
Volume/Cap:	0.26	0.40	0.13	0.19	0.36	0.54	0.54	0.58	0.19	0.13	0.54	0.54
Delay/Veh:	16.8	17.9	15.8	16.2	17.5	19.4	26.1	20.4	17.2	20.7	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:	16.8	17.9	15.8	16.2	17.5	19.4	26.1	20.4	17.2	20.7	18.2	18.2
LOS by Move:	B	B	B	B	B	B	C	C	B	C	B	B
HCM2kAvgQ:	3	4	1	2	4	6	5	7	2	1	6	6

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

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Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2013
Project ID: Yucaipa General Plan Update - Existing Conditions - No Proj
East/West Street: Yucaipa Blvd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	213	75	29	322	4	79	15	39	1	31	51
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.89			0.89			0.89			0.89		
U-Turn %HV	0			0			0			0		
Flow Rate	42	239	84	33	362	4	89	17	44	1	35	57
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	69	148	282	484
Exit. Flow	284	508	63	152

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	365	399	149	93
Entry Cap.	1055	975	852	697
Volume (vph)	365	399	149	93
Cap. (vph)	1055	975	852	697
v/c Ratio	0.35	0.41	0.17	0.13
Critical Lane	*	*	*	*
Lane Delay	6.9	8.3	6.0	6.6
Lane LOS	A	A	A	A
95 % Queue	1.6	2.0	0.6	0.5
Approach:				
Delay	6.94	8.27	5.99	6.63
LOS	A	A	A	A

Intersection Delay 7.30 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #11 Bryant St & Yucaipa Blvd

Cycle (sec):	40	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	6	Average Delay (sec/veh):	11.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Bryant St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	138	226	12	15	249	270	137	74	96	9	159	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:	138	226	12	15	249	270	137	74	96	9	159	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	164	269	14	18	296	321	163	88	114	11	189	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	269	14	18	296	321	163	88	114	11	189	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:	164	269	14	18	296	321	163	88	114	11	189	32
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.65	0.35	1.00	0.09	1.63	0.28
Final Sat.:	1700	1709	91	1700	1800	1800	1169	631	1800	166	2935	498
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.01	0.16	0.18	0.14	0.14	0.06	0.06	0.06	0.06
Crit Moves:						****		****		****		
Green Time:	13.5	13.5	13.5	13.5	13.5	13.5	10.5	10.5	10.5	10.0	10.0	10.0
Volume/Cap:	0.29	0.47	0.47	0.03	0.49	0.53	0.53	0.53	0.24	0.26	0.26	0.26
Delay/Veh:	10.0	11.0	11.0	8.9	11.2	11.6	13.8	13.8	11.9	12.2	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:	10.0	11.0	11.0	8.9	11.2	11.6	13.8	13.8	11.9	12.2	12.2	12.2
LOS by Move:	B	B	B	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	3	3	0	4	4	3	3	1	1	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #12 14th St & Ave E

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	22	293	25	18	134	11	9	53	14	27	95	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:	22	293	25	18	134	11	9	53	14	27	95	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	26	345	29	21	158	13	11	62	16	32	112	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	345	29	21	158	13	11	62	16	32	112	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:	26	345	29	21	158	13	11	62	16	32	112	53
Saturation Flow Module:												
Adjustment:	1.00	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	0.87	0.07	0.11	0.82	0.07	0.12	0.70	0.18	0.16	0.57	0.27
Final Sat.:	46	613	52	73	540	44	68	402	106	101	354	168
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.29	0.29	0.29	0.15	0.15	0.15	0.32	0.32	0.32
Crit Moves:		****			****				****		****	
Delay/Veh:	13.6	13.6	13.6	10.1	10.1	10.1	9.4	9.4	9.4	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:	13.6	13.6	13.6	10.1	10.1	10.1	9.4	9.4	9.4	10.5	10.5	10.5
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	13.6			10.1			9.4			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			10.1			9.4			10.5		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	1.1	1.1	1.1	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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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec):	55	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	4	Average Delay (sec/veh):	10.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	12	273	77	29	706	22	34	112	19	367	300	88
Growth Adj:	1.00	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	273	77	29	706	22	34	112	19	367	300	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	321	90	34	830	26	40	132	22	431	353	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	321	90	34	830	26	40	132	22	431	353	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:	14	321	90	34	830	26	40	132	22	431	353	103
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	1.56	0.44	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2808	792	1700	3491	109	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.02	0.24	0.24	0.02	0.07	0.01	0.25	0.20	0.06
Crit Moves:					****					****		
Green Time:	24.7	24.7	24.7	24.7	24.7	24.7	26.3	26.3	26.3	26.3	26.3	26.3
Volume/Cap:	0.02	0.25	0.25	0.04	0.53	0.53	0.05	0.15	0.03	0.53	0.41	0.12
Delay/Veh:	8.4	9.5	9.5	8.6	11.3	11.3	7.7	8.1	7.6	10.7	9.6	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:	8.4	9.5	9.5	8.6	11.3	11.3	7.7	8.1	7.6	10.7	9.6	8.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	A	A
HCM2kAvgQ:	0	2	2	0	6	6	0	1	0	6	4	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #14 5th St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	18.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	5th St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	70	277	15	48	191	52	42	226	27	24	322	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:	70	277	15	48	191	52	42	226	27	24	322	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	83	329	18	57	227	62	50	268	32	29	382	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	329	18	57	227	62	50	268	32	29	382	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:	83	329	18	57	227	62	50	268	32	29	382	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:	0.39	1.53	0.08	0.33	1.31	0.36	0.16	0.84	1.00	0.12	1.68	0.20
Final Sat.:	170	684	38	141	575	161	70	377	486	56	765	94
Capacity Analysis Module:												
Vol/Sat:	0.49	0.48	0.47	0.40	0.39	0.38	0.71	0.71	0.07	0.51	0.50	0.49
Crit Moves:	****			****				****		****		
Delay/Veh:	17.6	17.1	16.8	15.8	15.3	14.8	26.7	26.7	10.3	17.7	17.4	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:	17.6	17.1	16.8	15.8	15.3	14.8	26.7	26.7	10.3	17.7	17.4	17.0
LOS by Move:	C	C	C	C	C	B	D	D	B	C	C	C
ApproachDel:	17.2			15.3			25.2			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.2			15.3			25.2			17.3		
LOS by Appr:	C			C			D			C		
AllWayAvgQ:	0.9	0.8	0.8	0.6	0.5	0.5	2.0	2.0	0.1	0.9	0.9	0.9

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #15 California St & Avenue E

Cycle (sec):	50	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	6	Average Delay (sec/veh):	12.9
Optimal Cycle:	36	Level Of Service:	B

Street Name:	California St						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	84	234	57	10	164	42	68	73	103	62	103	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:	84	234	57	10	164	42	68	73	103	62	103	68
User Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	85	237	58	10	166	42	69	74	104	63	104	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	237	58	10	166	42	69	74	104	63	104	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:	85	237	58	10	166	42	69	74	104	63	104	69
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	1.59	0.41	1.00	0.41	0.59	1.00	0.60	0.40
Final Sat.:	1700	1800	1800	1700	2866	734	1700	747	1053	1700	1084	716
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.03	0.01	0.06	0.06	0.04	0.10	0.10	0.04	0.10	0.10
Crit Moves:		****		****				****				
Green Time:	14.7	19.4	19.4	10.0	14.7	14.7	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.17	0.34	0.08	0.03	0.20	0.20	0.14	0.34	0.34	0.13	0.33	0.33
Delay/Veh:	13.3	11.1	9.7	16.1	13.3	13.3	13.2	14.3	14.3	13.1	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:	13.3	11.1	9.7	16.1	13.3	13.3	13.2	14.3	14.3	13.1	14.2	14.2
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	1	0	1	1	1	2	2	1	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #16 Bryant St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Bryant St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
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	198	16	14	244	61	51	51	37	28	86	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:	40	198	16	14	244	61	51	51	37	28	86	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:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	56	276	22	20	340	85	71	71	52	39	120	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	276	22	20	340	85	71	71	52	39	120	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:	56	276	22	20	340	85	71	71	52	39	120	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:	0.16	0.78	0.06	0.04	0.77	0.19	0.37	0.37	0.26	0.22	0.66	0.12
Final Sat.:	93	462	37	27	479	120	185	185	134	107	327	61
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.71	0.71	0.71	0.38	0.38	0.38	0.37	0.37	0.37
Crit Moves:		****		****				****			****	
Delay/Veh:	16.1	16.1	16.1	19.8	19.8	19.8	12.6	12.6	12.6	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:	16.1	16.1	16.1	19.8	19.8	19.8	12.6	12.6	12.6	12.4	12.4	12.4
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:		16.1			19.8			12.6			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.1			19.8			12.6			12.4	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.2	1.2	2.0	2.0	2.0	0.5	0.5	0.5	0.4	0.4	0.4

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B[10.5]

Street Name:	Live Oak Canyon Rd									Outer Hwy10								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	14	75	0	0		197	140				50	0		21		0	0		0	
Growth Adj:	1.00	1.00	1.00	1.00		1.00	1.00				1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	14	75	0	0		197	140				50	0		21		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:	1.00	1.00	1.00	1.00		1.00	1.00				1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	14	75	0	0		197	140				50	0		21		0	0		0	
Reduct Vol:	0	0	0	0		0	0				0	0		0		0	0		0	
FinalVolume:	14	75	0	0		197	140				50	0		21		0	0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4	6.5		6.2	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	4.0		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	337	xxxx	xxxxx	xxxx	xxxx	xxxxx					300	300		197	xxxx	xxxx	xxxxx			
Potent Cap.:	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx					696	616		849	xxxx	xxxx	xxxxx			
Move Cap.:	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx					690	609		849	xxxx	xxxx	xxxxx			
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.07	0.00		0.02	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	8.0	xxxx	xxxxx	xxxxx	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	730	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	0.3	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	10.5	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	A	*	*	*	*	*					*	B	*		*	*	*			
ApproachDel:	xxxxxx			xxxxxx							10.5				xxxxxx					
ApproachLOS:	*			*							B				*					

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec):	45	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	6	Average Delay (sec/veh):	9.7
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	88	41	276	317	0	278	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	88	41	276	317	0	278	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	90	42	282	324	0	284	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	90	42	282	324	0	284	0	17	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	90	42	282	324	0	284	0	17	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	0.97	1.00	1.00	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	1800	1700	3600	0	3500	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.17	0.09	0.00	0.08	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	10.0	10.0	19.0	29.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.11	0.10	0.39	0.14	0.00	0.37	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	14.1	9.4	3.2	0.0	15.1	0.0	13.8	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	14.0	14.1	9.4	3.2	0.0	15.1	0.0	13.8	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	1	3	1	0	2	0	0	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec):	130	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	6	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	12	356	0	0	533	1321	0	0	0	63	4	296
Growth Adj:	1.00	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	356	0	0	533	1321	0	0	0	63	4	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	374	0	0	560	1388	0	0	0	66	4	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	374	0	0	560	1388	0	0	0	66	4	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	374	0	0	560	1388	0	0	0	66	4	311
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.29	0.02	1.69
Final Sat.:	1700	3600	0	0	1800	3600	0	0	0	527	33	3039
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.00	0.31	0.39	0.00	0.00	0.00	0.13	0.13	0.10
Crit Moves:	****					****				****		
Green Time:	10.0	96.0	0.0	0.0	86.0	86.0	0.0	0.0	0.0	28.0	28.0	28.0
Volume/Cap:	0.10	0.14	0.00	0.00	0.47	0.58	0.00	0.00	0.00	0.58	0.58	0.48
Delay/Veh:	56.1	5.0	0.0	0.0	10.9	12.4	0.0	0.0	0.0	47.1	47.1	45.0
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:	56.1	5.0	0.0	0.0	10.9	12.4	0.0	0.0	0.0	47.1	47.1	45.0
LOS by Move:	E	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	1	2	0	0	11	15	0	0	0	9	9	7

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec):	125	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	8	Average Delay (sec/veh):	38.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	190	389	74	33	1176	32	5	69	129	549	196	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:	190	389	74	33	1176	32	5	69	129	549	196	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	210	430	82	36	1299	35	6	76	143	607	217	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	430	82	36	1299	35	6	76	143	607	217	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:	210	430	82	36	1299	35	6	76	143	607	217	93
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.95	0.05	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3204	3600	1800	1700	3505	95	1700	1800	1800	3204	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.05	0.02	0.37	0.37	0.00	0.04	0.08	0.19	0.12	0.05
Crit Moves:	****				****				****	****		
Green Time:	10.9	43.4	43.4	29.1	61.5	61.5	17.8	13.1	13.1	31.4	26.8	26.8
Volume/Cap:	0.75	0.34	0.13	0.09	0.75	0.75	0.02	0.40	0.75	0.75	0.56	0.24
Delay/Veh:	66.8	30.4	28.0	37.7	27.5	27.5	46.2	53.7	70.0	47.2	45.8	41.0
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:	66.8	30.4	28.0	37.7	27.5	27.5	46.2	53.7	70.0	47.2	45.8	41.0
LOS by Move:	E	C	C	D	C	C	D	D	E	D	D	D
HCM2kAvgQ:	6	6	2	1	21	21	0	3	7	14	8	3

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #21 Oak Glen Rd & Colorado Rd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[21.4]

Street Name:	Oak Glen Rd									Colorado Rd									
Approach:	North Bound					South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign			
Rights:	Include					Include					Include					Include			
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	358		14		2	1091			0	0		0		0	70		0		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	358		14		2	1091			0	0		0		0	70		0		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:	1.00	1.00		1.00		1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	358		14		2	1091			0	0		0		0	70		0		5
Reduct Vol:	0	0		0		0	0			0	0		0		0	0		0		0
FinalVolume:	0	358		14		2	1091			0	0		0		0	70		0		5
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		372	xxxx	xxxxx			xxxx	xxxx		xxxxx		908	xxxx		179		
Potent Cap.:	xxxx	xxxx	xxxxx		1198	xxxx	xxxxx			xxxx	xxxx		xxxxx		279	xxxx		839		
Move Cap.:	xxxx	xxxx	xxxxx		1198	xxxx	xxxxx			xxxx	xxxx		xxxxx		278	xxxx		839		
Volume/Cap:	xxxx	xxxx	xxxx		0.00	xxxx	xxxx			xxxx	xxxx		xxxx		0.25	xxxx		0.01		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx			xxxx	xxxx		xxxxx		1.0	xxxx		0.0		
Control Del:	xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx			xxxxx	xxxx		xxxxx		22.2	xxxx		9.3		
LOS by Move:	*	*	*		A	*	*			*	*		*		C	*		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					xxxxxx					21.4				
ApproachLOS:	*					*					*					C				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec):	130	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	6	Average Delay (sec/veh):	31.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	56	31	77	94	40	267	32	431	32	255	349	517
Growth Adj:	1.00	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	31	77	94	40	267	32	431	32	255	349	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	71	39	97	119	51	338	41	546	41	323	442	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	39	97	119	51	338	41	546	41	323	442	654
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	39	97	119	51	338	41	546	41	323	442	654
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	0.29	0.71	1.00	0.13	0.87	1.00	1.86	0.14	1.00	1.00	1.00
Final Sat.:	1700	517	1283	1700	235	1565	1700	3351	249	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.22	0.22	0.00	0.16	0.16	0.00	0.25	0.36
Crit Moves:					****		****					****
Green Time:	42.5	42.5	42.5	42.5	42.5	42.5	10.0	37.6	37.6	43.9	71.5	71.5
Volume/Cap:	0.13	0.23	0.23	0.21	0.66	0.66	0.31	0.56	0.56	0.56	0.45	0.66
Delay/Veh:	30.9	32.1	32.1	31.9	40.4	40.4	58.1	39.9	39.9	36.5	17.6	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:	30.9	32.1	32.1	31.9	40.4	40.4	58.1	39.9	39.9	36.5	17.6	21.7
LOS by Move:	C	C	C	C	D	D	E	D	D	D	B	C
HCM2kAvgQ:	2	4	4	4	14	14	2	10	10	11	10	19

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	105	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	6	Average Delay (sec/veh):	22.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	296	0	207	0	0	0	0	385	257	125	807	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:	296	0	207	0	0	0	0	385	257	125	807	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	399	0	279	0	0	0	0	520	347	169	1089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	0	279	0	0	0	0	520	347	169	1089	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:	399	0	279	0	0	0	0	520	347	169	1089	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.20	0.80	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	2159	1441	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.24	0.00	0.30	0.00
Crit Moves:	****							****		****		
Green Time:	40.5	0.0	40.5	0.0	0.0	0.0	0.0	41.4	41.4	17.1	58.5	0.0
Volume/Cap:	0.61	0.00	0.40	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.54	0.00
Delay/Veh:	27.6	0.0	23.9	0.0	0.0	0.0	0.0	26.1	26.1	44.8	15.0	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:	27.6	0.0	23.9	0.0	0.0	0.0	0.0	26.1	26.1	44.8	15.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	11	0	7	0	0	0	0	12	12	6	11	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	55	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	8	Average Delay (sec/veh):	24.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	303	326	36	27	305	266	196	93	211	41	132	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:	303	326	36	27	305	266	196	93	211	41	132	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	367	395	44	33	370	322	238	113	256	50	160	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	395	44	33	370	322	238	113	256	50	160	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	395	44	33	370	322	238	113	256	50	160	50
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2747	853
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.02	0.02	0.10	0.18	0.14	0.06	0.14	0.03	0.06	0.06
Crit Moves:	****					****	****				****	
Green Time:	14.8	13.5	13.5	13.5	12.2	12.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.80	0.45	0.10	0.08	0.46	0.80	0.77	0.34	0.78	0.16	0.32	0.32
Delay/Veh:	28.8	17.9	16.1	16.0	18.9	31.5	32.5	20.3	33.0	19.2	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:	28.8	17.9	16.1	16.0	18.9	31.5	32.5	20.3	33.0	19.2	19.8	19.8
LOS by Move:	C	B	B	B	B	C	C	C	C	B	B	B
HCM2kAvgQ:	9	3	1	0	3	8	6	2	6	1	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	32	0	496	78	95	0	0	336	40
Growth Adj:	1.00	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	32	0	496	78	95	0	0	336	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	496	78	95	0	0	336	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	496	78	95	0	0	336	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:	0	0	0	32	0	496	78	95	0	0	336	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:	0.00	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	537	0	663	486	522	0	0	563	620
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.75	0.16	0.18	xxxx	xxxx	0.60	0.06
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	21.2	10.9	10.5	0.0	0.0	17.1	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	21.2	10.9	10.5	0.0	0.0	17.1	8.6
LOS by Move:	*	*	*	A	*	C	B	B	*	*	C	A
ApproachDel:	xxxxxx			20.5			10.7			16.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			20.5			10.7			16.1		
LOS by Appr:	*			C			B			C		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	2.4	0.2	0.2	0.0	0.0	1.3	0.1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B[13.1]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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	61	0	13	9	102	0	0	452	160								
Growth Adj:	1.00	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	61	0	13	9	102	0	0	452	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	61	0	13	9	102	0	0	452	160								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	61	0	13	9	102	0	0	452	160								
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	572	xxxx	452	612	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	485	xxxx	612	977	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	482	xxxx	612	977	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	13.6	xxxx	11.0	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	B	*	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			13.1			xxxxxx			xxxxxx										
ApproachLOS:	*			B			*			*										

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	8	Average Delay (sec/veh):	22.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	83	193	47	41	160	36	17	110	27	63	488	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:	83	193	47	41	160	36	17	110	27	63	488	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	92	213	52	45	176	40	19	121	30	69	538	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	213	52	45	176	40	19	121	30	69	538	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	213	52	45	176	40	19	121	30	69	538	50
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	1.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2895	705	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.03	0.10	0.02	0.01	0.07	0.02	0.04	0.30	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	10.0	16.0	16.0	16.0	22.0	22.0
Volume/Cap:	0.32	0.44	0.44	0.16	0.59	0.13	0.07	0.25	0.06	0.15	0.82	0.08
Delay/Veh:	22.7	23.0	23.0	21.7	26.1	21.5	21.2	17.6	16.5	17.0	24.9	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:	22.7	23.0	23.0	21.7	26.1	21.5	21.2	17.6	16.5	17.0	24.9	12.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	C	B
HCM2kAvgQ:	2	3	3	1	4	1	0	2	0	1	12	1

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

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Yucaipa General Plan
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Existing Conditions - AM

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	0	Average Delay (sec/veh):	33.3
Optimal Cycle:	0	Level Of Service:	D

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	30	174	27	39	155	88	69	119	43	35	338	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:	30	174	27	39	155	88	69	119	43	35	338	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	39	226	35	51	201	114	90	155	56	45	439	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	226	35	51	201	114	90	155	56	45	439	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:	39	226	35	51	201	114	90	155	56	45	439	55
Saturation Flow Module:												
Adjustment:	1.00	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	1.51	0.23	0.28	1.10	0.62	0.30	0.51	0.19	0.09	0.91	1.00
Final Sat.:	110	652	103	120	489	291	134	232	84	46	442	537
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.34	0.42	0.41	0.39	0.67	0.67	0.67	0.99	0.99	0.10
Crit Moves:	****			****				****			****	
Delay/Veh:	15.2	14.8	14.5	16.4	15.9	14.9	24.6	24.6	24.6	66.1	66.1	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:	15.2	14.8	14.5	16.4	15.9	14.9	24.6	24.6	24.6	66.1	66.1	10.1
LOS by Move:	C	B	B	C	C	B	C	C	C	F	F	B
ApproachDel:	14.8			15.6			24.6			60.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.8			15.6			24.6			60.4		
LOS by Appr:	B			C			C			F		
AllWayAvgQ:	0.5	0.5	0.5	0.7	0.6	0.6	1.7	1.7	1.7	7.6	7.6	0.1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	23.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	26	144	20	37	226	47	35	120	37	35	273	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	144	20	37	226	47	35	120	37	35	273	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	33	180	25	46	283	59	44	150	46	44	341	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	180	25	46	283	59	44	150	46	44	341	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	180	25	46	283	59	44	150	46	44	341	73
Saturation Flow Module:												
Adjustment:	1.00	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	0.76	0.10	0.12	0.73	0.15	0.18	0.63	0.19	0.09	0.75	0.16
Final Sat.:	62	345	48	62	378	79	84	289	89	52	407	86
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.75	0.75	0.75	0.52	0.52	0.52	0.84	0.84	0.84
Crit Moves:			****		****		****			****		
Delay/Veh:	15.9	15.9	15.9	24.2	24.2	24.2	15.7	15.7	15.7	31.6	31.6	31.6
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:	15.9	15.9	15.9	24.2	24.2	24.2	15.7	15.7	15.7	31.6	31.6	31.6
LOS by Move:	C	C	C	C	C	C	C	C	C	D	D	D
ApproachDel:	15.9			24.2			15.7			31.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.9			24.2			15.7			31.6		
LOS by Appr:	C			C			C			D		
AllWayAvgQ:	0.7	0.7	0.7	2.1	2.1	2.1	0.7	0.7	0.7	3.4	3.4	3.4

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #30 SB I-10 Ramps (EB) & County Line Road

Average Delay (sec/veh): 16.9 Worst Case Level Of Service: E[47.4]

Street Name:	SB I-10 Ramps (EB)									County Line Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			181		2		21	0		116		3	367		60		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			181		2		21	0		116		3	367		60		0
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			181		2		21	0		116		3	367		60		0
Reduct Vol:	0	0	0			0		0		0	0		0		0	0		0		0
FinalVolume:	0	0	0			181		2		21	0		116		3	367		60		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		60	xxxx	xxxx	xxxxx			119	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			307		276		1011	xxxx	xxxx	xxxxx			1482	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			248		207		1011	xxxx	xxxx	xxxxx			1482	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.73		0.01		0.02	xxxx	xxxx	xxxx			0.25	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.1	xxxx	xxxx	xxxxx			1.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			8.6	xxxxx	xxxx	xxxxx			8.2	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			248	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			5.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			51.8	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			F	*				*	*	*			*	*	*		
ApproachDel:	xxxxxx					47.4					xxxxxx					xxxxxx				
ApproachLOS:	*					E					*					*				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #31 NB I-10 Ramps (WB) & County Line Road

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[12.1]

Street Name:	NB I-10 Ramps (WB)									County Line Road								
Approach:	North Bound					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	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	4	2	218			0	0	0			34	265	0			0	428	594		
Growth Adj:	1.00	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	2	218			0	0	0			34	265	0			0	428	594		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	4	2	218			0	0	0			34	265	0			0	428	594		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	4	2	218			0	0	0			34	265	0			0	428	594		
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:	1058	1355	265	xxxx	xxxx	xxxxx					1022	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	251	151	779	xxxx	xxxx	xxxxx					687	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	242	143	779	xxxx	xxxx	xxxxx					687	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	0.01	0.28	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					10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	197	xxxx	748	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	1.2	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	23.9	xxxx	11.8	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	C	*	B	*	*	*					*	*	*	*	*	*				
ApproachDel:	12.1			xxxxxx							xxxxxx					xxxxxx				
ApproachLOS:	B			*							*					*				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #32 Calimesa Blvd & County Line Rd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	4	Average Delay (sec/veh):	10.4
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Calimesa Blvd						County Line Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	109	150	48	40	79	161	92	33	51	21	747	62
Growth Adj:	1.00	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	150	48	40	79	161	92	33	51	21	747	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	150	48	40	79	161	92	33	51	21	747	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	150	48	40	79	161	92	33	51	21	747	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:	109	150	48	40	79	161	92	33	51	21	747	62
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	1.00	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	0.39	0.61	1.00	1.85	0.15
Final Sat.:	1700	2727	873	1700	1800	1800	1800	707	1093	1700	3324	276
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.06	0.02	0.04	0.09	0.05	0.05	0.05	0.01	0.22	0.22
Crit Moves:						****					****	
Green Time:	18.8	18.8	18.8	18.8	18.8	18.8	47.2	47.2	47.2	47.2	47.2	47.2
Volume/Cap:	0.24	0.20	0.20	0.09	0.16	0.33	0.08	0.07	0.07	0.02	0.33	0.33
Delay/Veh:	20.3	19.9	19.9	19.3	19.8	21.0	3.9	3.9	3.9	3.8	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:	20.3	19.9	19.9	19.3	19.8	21.0	3.9	3.9	3.9	3.8	4.9	4.9
LOS by Move:	C	B	B	B	B	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	3	1	1	1	0	4	4

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

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

Intersection #33 5th St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	6	Average Delay (sec/veh):	17.6
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						County Line Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	14	85	41	35	95	193	85	288	8	70	524	33
Growth Adj:	1.00	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	85	41	35	95	193	85	288	8	70	524	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	85	41	35	95	193	85	288	8	70	524	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	85	41	35	95	193	85	288	8	70	524	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:	14	85	41	35	95	193	85	288	8	70	524	33
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:	0.01	0.05	0.02	0.02	0.05	0.11	0.05	0.16	0.00	0.04	0.29	0.02
Crit Moves:	****					****					****	
Green Time:	10.0	16.3	16.3	16.3	22.6	22.6	61.4	61.4	61.4	61.4	61.4	61.4
Volume/Cap:	0.08	0.29	0.14	0.13	0.23	0.47	0.08	0.26	0.01	0.07	0.47	0.03
Delay/Veh:	41.0	37.3	36.1	36.0	31.9	34.4	7.9	9.0	7.5	7.8	10.8	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:	41.0	37.3	36.1	36.0	31.9	34.4	7.9	9.0	7.5	7.8	10.8	7.6
LOS by Move:	D	D	D	D	C	C	A	A	A	A	B	A
HCM2kAvgQ:	0	2	1	1	2	6	1	4	0	1	9	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #34 California St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	California St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	14	43	70	18	37	60	75	229	8	28	450	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:	14	43	70	18	37	60	75	229	8	28	450	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	46	74	19	39	64	80	243	8	30	477	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	46	74	19	39	64	80	243	8	30	477	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:	15	46	74	19	39	64	80	243	8	30	477	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:	0.11	0.34	0.55	0.33	0.67	1.00	0.24	0.73	0.03	0.06	0.90	0.04
Final Sat.:	58	179	292	152	312	521	153	467	16	39	621	29
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.13	0.13	0.12	0.52	0.52	0.52	0.77	0.77	0.77
Crit Moves:		****		****			****				****	
Delay/Veh:	10.8	10.8	10.8	10.6	10.6	9.6	13.7	13.7	13.7	22.2	22.2	22.2
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:	10.8	10.8	10.8	10.6	10.6	9.6	13.7	13.7	13.7	22.2	22.2	22.2
LOS by Move:	B	B	B	B	B	A	B	B	B	C	C	C
ApproachDel:	10.8			10.1			13.7			22.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			10.1			13.7			22.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.9	0.9	0.9	2.7	2.7	2.7

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - AM

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

Intersection #35 Bryant St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	82	19	4	25	18	113	55	222	28	7	300	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:	82	19	4	25	18	113	55	222	28	7	300	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	95	22	5	29	21	131	64	258	33	8	349	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	22	5	29	21	131	64	258	33	8	349	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:	95	22	5	29	21	131	64	258	33	8	349	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.18	0.04	0.16	0.12	0.72	0.18	0.73	0.09	0.02	0.93	0.05
Final Sat.:	401	93	20	93	67	420	118	475	60	14	611	35
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.31	0.31	0.31	0.54	0.54	0.54	0.57	0.57	0.57
Crit Moves:		****			****			****			****	
Delay/Veh:	10.8	10.8	10.8	10.7	10.7	10.7	13.9	13.9	13.9	14.5	14.5	14.5
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:	10.8	10.8	10.8	10.7	10.7	10.7	13.9	13.9	13.9	14.5	14.5	14.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		10.8			10.7			13.9			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			10.7			13.9			14.5	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	1.0	1.0	1.0	1.1	1.1	1.1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	6	Average Delay (sec/veh):	23.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	1	4	3	418	5	3	2	25	1	0	26	330
Growth Adj:	1.00	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	3	418	5	3	2	25	1	0	26	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	4	3	418	5	3	2	25	1	0	26	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	3	418	5	3	2	25	1	0	26	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	3	418	5	3	2	25	1	0	26	330
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.12	0.50	0.38	0.98	0.01	0.01	1.00	1.92	0.08	1.00	1.00	1.00
Final Sat.:	225	900	675	1766	21	13	1700	3462	138	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.01	0.01	0.00	0.01	0.18
Crit Moves:		****		****			****					****
Green Time:	13.6	10.0	10.0	27.6	24.1	24.1	10.0	15.7	15.7	0.0	21.4	21.4
Volume/Cap:	0.02	0.03	0.03	0.64	0.74	0.74	0.01	0.03	0.03	0.00	0.05	0.64
Delay/Veh:	25.3	28.3	28.3	21.8	27.7	27.7	28.2	23.6	23.6	0.0	19.5	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:	25.3	28.3	28.3	21.8	27.7	27.7	28.2	23.6	23.6	0.0	19.5	26.2
LOS by Move:	C	C	C	C	C	C	C	C	C	A	B	C
HCM2kAvgQ:	0	0	0	9	10	10	0	0	0	0	0	8

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Bryant St & Mill Creek Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[13.5]

Street Name:	Bryant St									Mill Creek Rd								
Approach:	North Bound					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:	135		0		70	0		0		0	0		140		293	47		93		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:	135		0		70	0		0		0	0		140		293	47		93		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	148		0		77	0		0		0	0		153		320	51		102		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	148		0		77	0		0		0	0		153		320	51		102		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:	517	xxxx			313	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				473	xxxx	xxxxx			
Potent Cap.:	522	xxxx			732	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1099	xxxx	xxxxx			
Move Cap.:	503	xxxx			732	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				1099	xxxx	xxxxx			
Volume/Cap:	0.29	xxxx			0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				0.05	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	1.2	xxxx			0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				0.1	xxxx	xxxxx			
Control Del:	15.1	xxxx			10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				8.4	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:			13.5					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: C[16.8]

Street Name:	Hilltop Dr									Outer 10 Hwy								
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	1	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	2		1		254	6		21		19	11		0		3	6		138	
Growth Adj:	1.00	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	2		1		254	6		21		19	11		0		3	6		138	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	2		1		254	6		21		19	11		0		3	6		138	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
FinalVolume:	0	2		1		254	6		21		19	11		0		3	6		138	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		7.1	6.5		xxxxx		7.1	6.5		6.2	
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5	4.0		xxxxx		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		3	xxxx		xxxxx		589	517		xxxxx		533	538		3	
Potent Cap.:	xxxx	xxxx		xxxxx		1632	xxxx		xxxxx		423	465		xxxxx		461	453		1087	
Move Cap.:	xxxx	xxxx		xxxxx		1632	xxxx		xxxxx		314	381		xxxxx		388	371		1087	
Volume/Cap:	xxxx	xxxx		xxxx		0.16	xxxx		xxxx		0.06	0.03		xxxx		0.01	0.02		0.13	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		7.6	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		336	xxxx		xxxxx		xxxx	975		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		0.3	xxxx		xxxxx		xxxxx	0.5		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		16.8	xxxx		xxxxx		xxxxx	9.3		xxxxx	
Shared LOS:	*	*		*		A	*		*		C	*		*		*	A		*	
ApproachDel:	xxxxxx					xxxxxx					16.8					9.3				
ApproachLOS:	*					*					C					A				

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	6	Average Delay (sec/veh):	13.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	138	16	112	74	0	1153	2	202	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	138	16	112	74	0	1153	2	202	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	149	17	121	80	0	1248	2	219	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	149	17	121	80	0	1248	2	219	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	149	17	121	80	0	1248	2	219	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.79	0.21	1.00	2.00	0.00	1.74	0.01	0.25	0.00	0.00	0.00
Final Sat.:	0	3226	374	1700	3600	0	3039	5	455	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.07	0.02	0.00	0.41	0.48	0.48	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.28	0.43	0.07	0.00	0.72	0.85	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	22.1	22.1	23.5	13.7	0.0	10.9	15.0	15.0	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	22.1	22.1	23.5	13.7	0.0	10.9	15.0	15.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	2	3	1	0	12	17	17	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec):	43	Critical Vol./Cap.(X):	0.156
Loss Time (sec):	6	Average Delay (sec/veh):	6.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	88	1203	0	0	162	627	0	0	0	8	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1203	0	0	162	627	0	0	0	8	0	77
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:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	97	1321	0	0	178	0	0	0	0	9	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1321	0	0	178	0	0	0	0	9	0	85
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:	97	1321	0	0	178	0	0	0	0	9	0	85
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.17	0.00	1.83
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	310	0	3290
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	14.4	27.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.17	0.58	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.12	0.00	0.11
Delay/Veh:	10.2	5.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	13.1	0.0	13.1
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:	10.2	5.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	13.1	0.0	13.1
LOS by Move:	B	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	1	6	0	0	1	0	0	0	0	1	0	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	105	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	8	Average Delay (sec/veh):	24.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	165	1012	103	17	551	77	84	25	155	84	32	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:	165	1012	103	17	551	77	84	25	155	84	32	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	177	1088	111	18	592	83	90	27	167	90	34	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1088	111	18	592	83	90	27	167	90	34	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1088	111	18	592	83	90	27	167	90	34	30
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	1.82	0.18	1.00	1.75	0.25	1.00	0.14	0.86	1.00	0.53	0.47
Final Sat.:	1700	3267	333	1700	3159	441	1700	250	1550	1700	960	840
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.01	0.19	0.19	0.05	0.11	0.11	0.05	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	24.4	58.2	58.2	10.0	43.8	43.8	14.4	18.8	18.8	10.0	14.4	14.4
Volume/Cap:	0.45	0.60	0.60	0.11	0.45	0.45	0.39	0.60	0.60	0.56	0.26	0.26
Delay/Veh:	35.4	16.1	16.1	43.8	22.1	22.1	42.4	42.8	42.8	49.7	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:	35.4	16.1	16.1	43.8	22.1	22.1	42.4	42.8	42.8	49.7	41.1	41.1
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	5	13	13	1	8	8	3	7	7	4	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	8	Average Delay (sec/veh):	20.2
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	19	134	35	181	169	68	86	1098	28	53	587	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:	19	134	35	181	169	68	86	1098	28	53	587	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	22	153	40	206	193	78	98	1252	32	60	669	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	153	40	206	193	78	98	1252	32	60	669	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:	22	153	40	206	193	78	98	1252	32	60	669	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.25	1.75	1.00	1.06	0.94	1.00	1.00	2.93	0.07	1.00	2.44	0.56
Final Sat.:	447	3153	1800	1809	1689	1800	1700	5266	134	1700	4396	1004
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.11	0.11	0.04	0.06	0.24	0.24	0.04	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	12.0	12.0	12.0	17.5	25.0	25.0	10.0	17.5	17.5
Volume/Cap:	0.31	0.31	0.14	0.62	0.62	0.23	0.21	0.62	0.62	0.23	0.57	0.57
Delay/Veh:	24.8	24.8	24.0	26.2	26.2	22.9	18.7	16.7	16.7	24.6	21.0	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:	24.8	24.8	24.0	26.2	26.2	22.9	18.7	16.7	16.7	24.6	21.0	21.0
LOS by Move:	C	C	C	C	C	C	B	B	B	C	C	C
HCM2kAvgQ:	2	2	1	5	5	1	2	8	8	1	6	6

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	8	Average Delay (sec/veh):	26.3
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	75	363	319	130	216	184	323	935	60	261	678	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:	75	363	319	130	216	184	323	935	60	261	678	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	96	463	407	166	276	235	412	1193	77	333	865	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	463	407	166	276	235	412	1193	77	333	865	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:	96	463	407	166	276	235	412	1193	77	333	865	19
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	1.06	0.94	1.00	2.00	1.00	2.00	2.82	0.18	2.00	2.94	0.06
Final Sat.:	1700	1916	1684	1700	3600	1800	3204	5074	326	3204	5283	117
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.10	0.08	0.13	0.13	0.24	0.24	0.10	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	14.4	18.8	18.8	10.0	14.4	14.4	13.7	18.2	18.2	10.0	14.6	14.6
Volume/Cap:	0.25	0.84	0.84	0.63	0.35	0.59	0.61	0.84	0.84	0.68	0.73	0.73
Delay/Veh:	21.2	27.8	27.8	30.8	21.6	25.0	24.9	26.3	26.3	29.7	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:	21.2	27.8	27.8	30.8	21.6	25.0	24.9	26.3	26.3	29.7	25.7	25.7
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	11	11	5	3	5	5	11	11	5	7	7

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	6	Average Delay (sec/veh):	17.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	81	130	127	98	130	127	198	870	174	137	627	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	130	127	98	130	127	198	870	174	137	627	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	102	164	160	124	164	160	250	1097	219	173	791	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	164	160	124	164	160	250	1097	219	173	791	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	164	160	124	164	160	250	1097	219	173	791	96
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	2.00	1.00	1.00	2.68	0.32
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	4816	584
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.07	0.09	0.09	0.15	0.30	0.12	0.10	0.16	0.16
Crit Moves:					****			****		****		
Green Time:	11.7	11.7	11.7	11.7	11.7	11.7	24.7	39.2	39.2	13.1	27.6	27.6
Volume/Cap:	0.36	0.54	0.53	0.43	0.54	0.53	0.42	0.54	0.22	0.54	0.42	0.42
Delay/Veh:	26.6	28.7	28.4	27.2	28.7	28.4	17.7	10.0	7.8	27.7	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:	26.6	28.7	28.4	27.2	28.7	28.4	17.7	10.0	7.8	27.7	15.5	15.5
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2kAvgQ:	2	4	4	3	4	4	5	8	2	4	5	5

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

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Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2013
Project ID: Yucaipa General Plan Update - Existing Conditions - No Proj
East/West Street: Yucaipa Blvd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	52	394	91	25	286	7	91	30	29	10	22	42
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.89			0.89			0.89			0.89		
U-Turn %HV	0			0			0			0		
Flow Rate	56	424	98	27	308	8	98	32	31	11	24	45
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	62	186	491	433
Exit. Flow	466	451	96	148

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	577	342	161	80
Entry Cap.	1063	938	692	733
Volume (vph)	577	342	161	80
Cap. (vph)	1063	938	692	733
v/c Ratio	0.54	0.36	0.23	0.11
Critical Lane	*	*	*	*
Lane Delay	10.0	7.8	7.9	6.1
Lane LOS	B	A	A	A
95 % Queue	3.4	1.7	0.9	0.4
Approach:				
Delay	10.05	7.85	7.94	6.06
LOS	B	A	A	A

Intersection Delay 8.83 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #11 Bryant St & Yucaipa Blvd

Cycle (sec):	40	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	6	Average Delay (sec/veh):	13.3
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Bryant St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	70	163	15	20	238	201	182	157	178	12	106	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:	70	163	15	20	238	201	182	157	178	12	106	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	83	194	18	24	283	239	217	187	212	14	126	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	194	18	24	283	239	217	187	212	14	126	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:	83	194	18	24	283	239	217	187	212	14	126	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	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	0.54	0.46	1.00	0.18	1.61	0.21
Final Sat.:	1700	1648	152	1700	1800	1800	966	834	1800	327	2891	382
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.01	0.16	0.13	0.22	0.22	0.12	0.04	0.04	0.04
Crit Moves:					****		****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.0	14.0	14.0	10.0	10.0	10.0
Volume/Cap:	0.20	0.47	0.47	0.06	0.63	0.53	0.64	0.64	0.34	0.17	0.17	0.17
Delay/Veh:	12.1	13.5	13.5	11.5	16.2	14.2	13.1	13.1	9.9	11.9	11.9	11.9
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:	12.1	13.5	13.5	11.5	16.2	14.2	13.1	13.1	9.9	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	B
HCM2kAvgQ:	1	3	3	0	4	3	5	5	2	1	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #12 14th St & Ave E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.347
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0 0	0 0	1! 0	0 0	0 0	1! 0	0 0	0 0	1! 0	0 0
Volume Module:												
Base Vol:	9	147	14	9	175	37	6	66	10	15	57	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:	9	147	14	9	175	37	6	66	10	15	57	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	11	173	16	11	206	44	7	78	12	18	67	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	173	16	11	206	44	7	78	12	18	67	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	173	16	11	206	44	7	78	12	18	67	48
Saturation Flow Module:												
Adjustment:	1.00	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	0.87	0.08	0.04	0.79	0.17	0.07	0.81	0.12	0.13	0.51	0.36
Final Sat.:	38	628	60	31	594	126	48	524	79	90	343	247
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.35	0.35	0.35	0.15	0.15	0.15	0.20	0.20	0.20
Crit Moves:	****				****			****			****	
Delay/Veh:	9.4	9.4	9.4	9.9	9.9	9.9	8.9	8.9	8.9	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	9.9	9.9	9.9	8.9	8.9	8.9	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.4			9.9			8.9			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.9			8.9			9.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	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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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec):	55	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	4	Average Delay (sec/veh):	6.7
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	14	887	288	65	433	33	36	133	6	131	98	77
Growth Adj:	1.00	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	887	288	65	433	33	36	133	6	131	98	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	16	1042	338	76	509	39	42	156	7	154	115	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1042	338	76	509	39	42	156	7	154	115	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:	16	1042	338	76	509	39	42	156	7	154	115	90
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	1.51	0.49	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2718	882	1700	3345	255	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.04	0.15	0.15	0.02	0.09	0.00	0.09	0.06	0.05
Crit Moves:		****								****		
Green Time:	41.0	41.0	41.0	41.0	41.0	41.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.01	0.51	0.51	0.06	0.20	0.20	0.14	0.48	0.02	0.50	0.35	0.28
Delay/Veh:	1.8	3.1	3.1	1.9	2.1	2.1	19.1	21.3	18.5	21.5	20.3	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:	1.8	3.1	3.1	1.9	2.1	2.1	19.1	21.3	18.5	21.5	20.3	19.8
LOS by Move:	A	A	A	A	A	A	B	C	B	C	C	B
HCM2kAvgQ:	0	5	5	0	2	2	1	3	0	3	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #14 5th St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	5th St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	31	248	29	57	268	54	58	244	28	26	212	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:	31	248	29	57	268	54	58	244	28	26	212	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:	33	262	31	60	283	57	61	258	30	27	224	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	262	31	60	283	57	61	258	30	27	224	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	262	31	60	283	57	61	258	30	27	224	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	1.61	0.19	0.30	1.42	0.28	0.19	0.81	1.00	0.19	1.51	0.30
Final Sat.:	94	760	90	143	686	141	92	388	531	86	712	144
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.42	0.41	0.40	0.66	0.66	0.06	0.32	0.31	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	13.7	13.5	13.2	14.9	14.5	14.0	22.3	22.3	9.5	13.4	13.1	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:	13.7	13.5	13.2	14.9	14.5	14.0	22.3	22.3	9.5	13.4	13.1	12.8
LOS by Move:	B	B	B	B	B	B	C	C	A	B	B	B
ApproachDel:	13.5			14.5			21.2			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.5			14.5			21.2			13.1		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.5	0.5	0.5	0.6	0.6	0.6	1.6	1.6	0.1	0.4	0.4	0.4

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #15 California St & Avenue E

Cycle (sec):	40	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	6	Average Delay (sec/veh):	11.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	California St						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	76	174	55	44	153	81	60	103	110	36	97	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:	76	174	55	44	153	81	60	103	110	36	97	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:	80	183	58	46	161	85	63	108	116	38	102	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	183	58	46	161	85	63	108	116	38	102	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:	80	183	58	46	161	85	63	108	116	38	102	38
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	1.31	0.69	1.00	0.48	0.52	1.00	0.73	0.27
Final Sat.:	1700	1800	1800	1700	2354	1246	1700	870	930	1700	1313	487
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.03	0.03	0.07	0.07	0.04	0.12	0.12	0.02	0.08	0.08
Crit Moves:		****		****				****				
Green Time:	10.4	10.8	10.8	10.0	10.4	10.4	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.18	0.38	0.12	0.11	0.26	0.26	0.11	0.38	0.38	0.07	0.24	0.24
Delay/Veh:	11.7	12.4	11.1	11.7	11.9	11.9	9.4	10.7	10.7	9.2	9.9	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:	11.7	12.4	11.1	11.7	11.9	11.9	9.4	10.7	10.7	9.2	9.9	9.9
LOS by Move:	B	B	B	B	B	B	A	B	B	A	A	A
HCM2kAvgQ:	1	2	1	1	1	1	1	3	3	0	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #16 Bryant St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	20	144	23	30	185	53	63	89	30	28	86	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:	20	144	23	30	185	53	63	89	30	28	86	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:	21	152	24	32	195	56	66	94	32	29	91	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	152	24	32	195	56	66	94	32	29	91	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:	21	152	24	32	195	56	66	94	32	29	91	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:	0.11	0.77	0.12	0.11	0.69	0.20	0.35	0.49	0.16	0.22	0.66	0.12
Final Sat.:	71	513	82	78	480	138	221	312	105	134	410	76
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.41	0.41	0.41	0.30	0.30	0.30	0.22	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	10.0	10.0	11.0	11.0	11.0	10.2	10.2	10.2	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:	10.0	10.0	10.0	11.0	11.0	11.0	10.2	10.2	10.2	9.7	9.7	9.7
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		10.0			11.0			10.2			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			11.0			10.2			9.7	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	0.4	0.4	0.4	0.2	0.2	0.2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[11.4]

Street Name:	Live Oak Canyon Rd									Outer Hwy10													
Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign							
Rights:	Include					Include					Include					Include							
Lanes:	0	1	0	0	0	0	0	1	0	1	0	0	1!	0	0	0	0	0	0	0			
Volume Module:																							
Base Vol:	13	217		0		0	119		51		96		0		29		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:	13	217		0		0	119		51		96		0		29		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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	13	217		0		0	119		51		96		0		29		0		0		0		
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		
FinalVolume:	13	217		0		0	119		51		96		0		29		0		0		0		
Critical Gap Module:																							
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx					
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx					
Capacity Module:																							
Cnflict Vol:	170	xxxx	xxxxx	xxxx	xxxx	xxxxx					362		362		119	xxxx	xxxx	xxxxx					
Potent Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx					641		569		938	xxxx	xxxx	xxxxx					
Move Cap.:	1420	xxxx	xxxxx	xxxx	xxxx	xxxxx					637		563		938	xxxx	xxxx	xxxxx					
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx					0.15		0.00		0.03	xxxx	xxxx	xxxx					
Level Of Service Module:																							
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Control Del:	7.6	xxxx	xxxxx	xxxxx	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	688	xxxxx	xxxx	xxxx	xxxxx											
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx											
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx											
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*											
ApproachDel:	xxxxxx			xxxxxx			11.4			xxxxxx													
ApproachLOS:	*			*			B			*													

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec):	45	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	6	Average Delay (sec/veh):	17.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	66	241	142	0	1277	1	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	66	241	142	0	1277	1	27	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	254	67	246	145	0	1304	1	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	254	67	246	145	0	1304	1	28	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	254	67	246	145	0	1304	1	28	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	3498	3	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.14	0.04	0.00	0.37	0.37	0.02	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	19.0	19.0	19.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.17	0.65	0.09	0.00	0.88	0.88	0.04	0.00	0.00	0.00
Delay/Veh:	0.0	14.9	14.3	19.9	7.3	0.0	18.6	18.6	7.6	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	14.9	14.3	19.9	7.3	0.0	18.6	18.6	7.6	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	2	1	5	1	0	13	13	0	0	0	0

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

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec):	130	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	6	Average Delay (sec/veh):	16.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	20	1468	0	0	340	516	0	0	0	48	2	300
Growth Adj:	1.00	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	1468	0	0	340	516	0	0	0	48	2	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	1542	0	0	357	542	0	0	0	50	2	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1542	0	0	357	542	0	0	0	50	2	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:	21	1542	0	0	357	542	0	0	0	50	2	315
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.19	1.81	0.00	0.00	0.00	0.24	0.01	1.75
Final Sat.:	1700	3600	0	0	2145	3255	0	0	0	432	18	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.12	0.12	0.10
Crit Moves:		****		****						****		
Green Time:	30.8	97.4	0.0	0.0	66.7	66.7	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.05	0.57	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.57	0.57	0.49
Delay/Veh:	38.4	7.4	0.0	0.0	18.6	18.6	0.0	0.0	0.0	47.8	47.8	46.2
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:	38.4	7.4	0.0	0.0	18.6	18.6	0.0	0.0	0.0	47.8	47.8	46.2
LOS by Move:	D	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	1	14	0	0	7	7	0	0	0	8	8	7

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

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec):	125	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	8	Average Delay (sec/veh):	26.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	158	1143	463	46	531	28	31	134	148	166	88	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:	158	1143	463	46	531	28	31	134	148	166	88	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	175	1263	512	51	587	31	34	148	164	183	97	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1263	512	51	587	31	34	148	164	183	97	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:	175	1263	512	51	587	31	34	148	164	183	97	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3204	3600	1800	1700	3420	180	1700	1800	1800	3204	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.28	0.03	0.17	0.17	0.02	0.08	0.09	0.06	0.05	0.03
Crit Moves:		****		****					****	****		
Green Time:	27.1	75.2	75.2	10.0	58.1	58.1	15.9	19.5	19.5	12.3	15.9	15.9
Volume/Cap:	0.25	0.58	0.47	0.37	0.37	0.37	0.16	0.53	0.58	0.58	0.43	0.21
Delay/Veh:	40.7	15.7	14.2	56.3	21.7	21.7	49.0	50.4	52.1	56.7	51.6	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:	40.7	15.7	14.2	56.3	21.7	21.7	49.0	50.4	52.1	56.7	51.6	49.4
LOS by Move:	D	B	B	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	3	15	11	2	8	8	1	6	7	5	4	2

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

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

Intersection #21 Oak Glen Rd & Colorado Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E[39.1]

Street Name:	Oak Glen Rd									Colorado Rd									
Approach:	North Bound					South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign			
Rights:	Include					Include					Include					Include			
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1182		71		7	560		0		0		0		0	28		0		6
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	1182		71		7	560		0		0		0		0	28		0		6
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	1182		71		7	560		0		0		0		0	28		0		6
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	1182		71		7	560		0		0		0		0	28		0		6
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1		xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9							
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2		xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1253		xxxx	xxxxx	xxxx	xxxx	xxxxx	1476	xxxx	591							
Potent Cap.:	xxxx	xxxx	xxxxx	562		xxxx	xxxxx	xxxx	xxxx	xxxxx	119	xxxx	455							
Move Cap.:	xxxx	xxxx	xxxxx	562		xxxx	xxxxx	xxxx	xxxx	xxxxx	118	xxxx	455							
Volume/Cap:	xxxx	xxxx	xxxx	0.01		xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	0.01							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.0		xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	0.0							
Control Del:	xxxxx	xxxx	xxxxx	11.5		xxxx	xxxxx	xxxxx	xxxx	xxxxx	44.7	xxxx	13.0							
LOS by Move:	*	*	*	B		*	*	*	*	*	E	*	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					39.1				
ApproachLOS:	*					*					*					E				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	29	12	15	151	39	58	107	748	61	25	309	75
Growth Adj:	1.00	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	12	15	151	39	58	107	748	61	25	309	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	37	15	19	191	49	73	135	947	77	32	391	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	15	19	191	49	73	135	947	77	32	391	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:	37	15	19	191	49	73	135	947	77	32	391	95
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	0.44	0.56	1.00	0.40	0.60	1.00	1.85	0.15	1.00	1.61	0.39
Final Sat.:	1700	800	1000	1700	724	1076	1700	3329	271	1700	2897	703
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.11	0.07	0.07	0.00	0.28	0.28	0.00	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	32.3	32.3	32.3	32.3	32.3	32.3	34.0	81.7	81.7	10.0	57.7	57.7
Volume/Cap:	0.09	0.08	0.08	0.45	0.27	0.27	0.30	0.45	0.45	0.24	0.30	0.30
Delay/Veh:	37.6	37.5	37.5	42.1	39.7	39.7	38.9	12.7	12.7	57.4	23.4	23.4
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:	37.6	37.5	37.5	42.1	39.7	39.7	38.9	12.7	12.7	57.4	23.4	23.4
LOS by Move:	D	D	D	D	D	D	D	B	B	E	C	C
HCM2kAvgQ:	1	1	1	7	4	4	5	10	10	1	6	6

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	105	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	6	Average Delay (sec/veh):	16.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	79	0	119	0	0	0	0	697	195	111	321	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:	79	0	119	0	0	0	0	697	195	111	321	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	107	0	161	0	0	0	0	941	263	150	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	161	0	0	0	0	941	263	150	433	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:	107	0	161	0	0	0	0	941	263	150	433	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.56	0.44	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	2813	787	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.33	0.33	0.00	0.12	0.00
Crit Moves:			****					****		****		
Green Time:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	64.7	64.7	17.0	81.7	0.0
Volume/Cap:	0.38	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.15	0.00
Delay/Veh:	40.0	0.0	42.3	0.0	0.0	0.0	0.0	11.9	11.9	42.6	3.0	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:	40.0	0.0	42.3	0.0	0.0	0.0	0.0	11.9	11.9	42.6	3.0	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	11	11	5	2	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	55	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	8	Average Delay (sec/veh):	20.4
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	144	277	44	49	294	194	260	146	182	48	90	62
Growth Adj:	1.00	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	277	44	49	294	194	260	146	182	48	90	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	175	336	53	59	356	235	315	177	221	58	109	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	336	53	59	356	235	315	177	221	58	109	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	336	53	59	356	235	315	177	221	58	109	75
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2132	1468
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.03	0.03	0.10	0.13	0.19	0.10	0.12	0.03	0.05	0.05
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.6	10.6	10.6	11.2	11.2	15.8	12.9	12.9	12.9	10.0	10.0
Volume/Cap:	0.56	0.48	0.15	0.18	0.49	0.64	0.64	0.42	0.52	0.15	0.28	0.28
Delay/Veh:	22.9	20.3	18.7	18.9	19.9	24.0	20.0	18.5	19.5	16.8	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:	22.9	20.3	18.7	18.9	19.9	24.0	20.0	18.5	19.5	16.8	19.6	19.6
LOS by Move:	C	C	B	B	B	C	C	B	B	B	B	B
HCM2kAvgQ:	4	3	1	1	3	5	6	3	4	1	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	22	0	158	433	221	0	0	120	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	158	433	221	0	0	120	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	158	433	221	0	0	120	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	158	433	221	0	0	120	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:	0	0	0	22	0	158	433	221	0	0	120	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:	0.00	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	498	0	598	628	683	0	0	608	686
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.04	xxxx	0.26	0.69	0.32	xxxx	xxxx	0.20	0.05
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	10.2	19.8	10.3	0.0	0.0	9.8	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	9.8	0.0	10.2	19.8	10.3	0.0	0.0	9.8	8.0
LOS by Move:	*	*	*	A	*	B	C	B	*	*	A	A
ApproachDel:	xxxxxx			10.1			16.6			9.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.1			16.6			9.4		
LOS by Appr:	*			B			C			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.3	2.0	0.5	0.0	0.0	0.2	0.1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[13.6]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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		66	0		10			16	410		0		0	175		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:	0	0	0		66	0		10			16	410		0		0	175		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:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	0	0		66	0		10			16	410		0		0	175		48	
Reduct Vol:	0	0	0		0	0		0			0	0		0		0	0		0	
FinalVolume:	0	0	0		66	0		10			16	410		0		0	175		48	
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		617	xxxx		175			223	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx		457	xxxx		874			1358	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx		453	xxxx		874			1358	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx		0.15	xxxx		0.01			0.01	xxxx	xxxx	xxxx		xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx		0.0			0.0	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx		14.3	xxxx		9.2			7.7	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					13.6					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

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

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	8	Average Delay (sec/veh):	23.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	39	285	87	47	277	23	44	373	30	104	210	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	285	87	47	277	23	44	373	30	104	210	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	43	314	96	52	305	25	49	411	33	115	232	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	314	96	52	305	25	49	411	33	115	232	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:	43	314	96	52	305	25	49	411	33	115	232	42
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	1.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2758	842	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.03	0.17	0.01	0.03	0.23	0.02	0.07	0.13	0.02
Crit Moves:	****				****			****		****		
Green Time:	10.0	11.8	11.8	11.8	13.6	13.6	14.2	18.4	18.4	10.0	14.2	14.2
Volume/Cap:	0.15	0.58	0.58	0.15	0.75	0.06	0.12	0.75	0.06	0.40	0.54	0.10
Delay/Veh:	21.6	23.0	23.0	20.2	28.9	18.2	18.1	24.3	14.8	23.3	21.5	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:	21.6	23.0	23.0	20.2	28.9	18.2	18.1	24.3	14.8	23.3	21.5	18.0
LOS by Move:	C	C	C	C	C	B	B	C	B	C	C	B
HCM2kAvgQ:	1	4	4	1	7	0	1	9	0	2	5	1

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

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	26	125	33	25	116	68	108	250	39	16	223	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	125	33	25	116	68	108	250	39	16	223	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	27	130	34	26	121	71	112	260	41	17	232	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	130	34	26	121	71	112	260	41	17	232	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	130	34	26	121	71	112	260	41	17	232	26
Saturation Flow Module:												
Adjustment:	1.00	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	1.36	0.36	0.24	1.11	0.65	0.27	0.63	0.10	0.07	0.93	1.00
Final Sat.:	134	659	179	115	547	338	155	358	56	36	504	604
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.19	0.23	0.22	0.21	0.72	0.72	0.72	0.46	0.46	0.04
Crit Moves:	****			****				****			****	
Delay/Veh:	11.3	11.1	10.7	11.5	11.2	10.6	22.9	22.9	22.9	14.0	14.0	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:	11.3	11.1	10.7	11.5	11.2	10.6	22.9	22.9	22.9	14.0	14.0	8.6
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	A
ApproachDel:	11.0			11.1			22.9			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			11.1			22.9			13.5		
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	0.7	0.7	0.0

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

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	13.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	22	110	14	30	185	53	63	89	30	11	76	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:	22	110	14	30	185	53	63	89	30	11	76	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:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
PHF Volume:	32	162	21	44	272	78	93	131	44	16	112	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	162	21	44	272	78	93	131	44	16	112	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:	32	162	21	44	272	78	93	131	44	16	112	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:	0.15	0.75	0.10	0.11	0.69	0.20	0.35	0.49	0.16	0.11	0.74	0.15
Final Sat.:	88	442	56	72	447	128	202	285	96	58	404	80
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.61	0.61	0.61	0.46	0.46	0.46	0.28	0.28	0.28
Crit Moves:	****					****		****		****		
Delay/Veh:	11.5	11.5	11.5	15.6	15.6	15.6	12.9	12.9	12.9	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:	11.5	11.5	11.5	15.6	15.6	15.6	12.9	12.9	12.9	10.9	10.9	10.9
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	11.5			15.6			12.9			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			15.6			12.9			10.9		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.5	0.5	0.5	1.3	1.3	1.3	0.7	0.7	0.7	0.3	0.3	0.3

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

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

Intersection #30 SB I-10 Ramps (EB) & County Line Road

Average Delay (sec/veh): 91.7 Worst Case Level Of Service: F[136.0]

Street Name:	SB I-10 Ramps (EB)									County Line Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			576	0			22	0			59	6	205		36	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			576	0			22	0			59	6	205		36	0	
User Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00			1.00	1.00	1.00		1.00	1.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00			1.00	1.00	1.00		1.00	1.00	
PHF Volume:	0	0	0			576	0			22	0			59	6	205		36	0	
Reduct Vol:	0	0	0			0	0			0	0			0	0	0		0	0	
FinalVolume:	0	0	0			576	0			22	0			59	6	205		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			508	511			36	xxxx	xxxx	xxxxx			65	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			528	469			1042	xxxx	xxxx	xxxxx			1550	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			475	407			1042	xxxx	xxxx	xxxxx			1550	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			1.21	0.00			0.02	xxxx	xxxx	xxxx			0.13	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.1	xxxx	xxxx	xxxxx			0.5	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			8.5	xxxxx	xxxx	xxxxx			7.7	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			475	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			22.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			140.9	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			F	*			*	*		*			*	*			
ApproachDel:	xxxxxx					136.0					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

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

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

Intersection #31 NB I-10 Ramps (WB) & County Line Road

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[18.2]

Street Name:	NB I-10 Ramps (WB)									County Line Road								
Approach:	North Bound					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	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	2	1	210		0	0		0			17	628		0		0	240		348	
Growth Adj:	1.00	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	1	210		0	0		0			17	628		0		0	240		348	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	2	1	210		0	0		0			17	628		0		0	240		348	
Reduct Vol:	0	0	0		0	0		0			0	0		0		0	0		0	
FinalVolume:	2	1	210		0	0		0			17	628		0		0	240		348	
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:	1076	1250	628	xxxx	xxxx	xxxxx					588	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	245	174	487	xxxx	xxxx	xxxxx					997	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	242	171	487	xxxx	xxxx	xxxxx					997	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	0.01	0.43	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					8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	213	xxxx	482	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	2.2	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	22.2	xxxx	18.1	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	C	*	C	*	*	*					*	*	*	*	*	*				
ApproachDel:	18.2			xxxxxx							xxxxxx					xxxxxx				
ApproachLOS:	C			*							*					*				

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

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

Intersection #32 Calimesa Blvd & County Line Rd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	4	Average Delay (sec/veh):	8.4
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Calimesa Blvd						County Line Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	84	101	74	67	104	91	104	602	130	48	392	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:	84	101	74	67	104	91	104	602	130	48	392	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	87	104	76	69	107	94	107	621	134	49	404	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	104	76	69	107	94	107	621	134	49	404	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:	87	104	76	69	107	94	107	621	134	49	404	27
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	1.00	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.00	1.00	0.25	1.44	0.31	1.00	1.88	0.12
Final Sat.:	1700	2078	1522	1700	1800	1800	448	2592	560	1700	3376	224
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.06	0.05	0.24	0.24	0.24	0.03	0.12	0.12
Crit Moves:					****			****				
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	48.8	48.8	48.8	48.8	48.8	48.8
Volume/Cap:	0.27	0.27	0.27	0.22	0.32	0.28	0.32	0.32	0.32	0.04	0.16	0.16
Delay/Veh:	23.1	22.8	22.8	22.7	23.4	23.1	2.7	2.7	2.7	2.1	2.3	2.3
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:	23.1	22.8	22.8	22.7	23.4	23.1	2.7	2.7	2.7	2.1	2.3	2.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	2	2	3	3	3	0	1	1

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

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

Intersection #33 5th St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	6	Average Delay (sec/veh):	20.5
Optimal Cycle:	36	Level Of Service:	C

Street Name:	5th St						County Line Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	10	179	71	38	175	173	159	525	18	64	288	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:	10	179	71	38	175	173	159	525	18	64	288	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	179	71	38	175	173	159	525	18	64	288	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	179	71	38	175	173	159	525	18	64	288	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:	10	179	71	38	175	173	159	525	18	64	288	34
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:	0.01	0.10	0.04	0.02	0.10	0.10	0.09	0.29	0.01	0.04	0.16	0.02
Crit Moves:		****		****				****				
Green Time:	15.7	21.4	21.4	10.0	15.7	15.7	62.6	62.6	62.6	62.6	62.6	62.6
Volume/Cap:	0.04	0.47	0.18	0.22	0.62	0.61	0.15	0.47	0.02	0.06	0.26	0.03
Delay/Veh:	35.8	35.2	32.4	42.1	43.6	43.3	7.8	10.2	7.1	7.3	8.4	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:	35.8	35.2	32.4	42.1	43.6	43.3	7.8	10.2	7.1	7.3	8.4	7.1
LOS by Move:	D	D	C	D	D	D	A	B	A	A	A	A
HCM2kAvgQ:	0	5	2	1	6	6	2	9	0	1	4	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #34 California St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	California St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	23	53	23	8	46	57	78	341	27	8	221	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:	23	53	23	8	46	57	78	341	27	8	221	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:	24	56	24	8	48	60	82	359	28	8	233	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	56	24	8	48	60	82	359	28	8	233	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:	24	56	24	8	48	60	82	359	28	8	233	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:	0.23	0.54	0.23	0.15	0.85	1.00	0.17	0.77	0.06	0.03	0.92	0.05
Final Sat.:	129	297	129	75	433	570	127	555	44	22	620	34
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.11	0.11	0.11	0.65	0.65	0.65	0.38	0.38	0.38
Crit Moves:		****			****			****			****	
Delay/Veh:	10.0	10.0	10.0	9.8	9.8	8.9	15.9	15.9	15.9	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:	10.0	10.0	10.0	9.8	9.8	8.9	15.9	15.9	15.9	10.9	10.9	10.9
LOS by Move:	A	A	A	A	A	A	C	C	C	B	B	B
ApproachDel:		10.0			9.4			15.9			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			9.4			15.9			10.9	
LOS by Appr:		A			A			C			B	
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	1.6	1.6	1.6	0.5	0.5	0.5

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions - PM

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

Intersection #35 Bryant St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	39	8	11	32	44	48	263	46	8	165	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:	18	39	8	11	32	44	48	263	46	8	165	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	20	44	9	12	36	49	54	296	52	9	185	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	44	9	12	36	49	54	296	52	9	185	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	44	9	12	36	49	54	296	52	9	185	6
Saturation Flow Module:												
Adjustment:	1.00	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	0.60	0.12	0.13	0.37	0.50	0.13	0.74	0.13	0.04	0.93	0.03
Final Sat.:	167	363	74	81	236	324	104	572	100	32	670	20
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.15	0.15	0.15	0.52	0.52	0.52	0.28	0.28	0.28
Crit Moves:		****		****				****			****	
Delay/Veh:	9.0	9.0	9.0	8.9	8.9	8.9	12.0	12.0	12.0	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:	9.0	9.0	9.0	8.9	8.9	8.9	12.0	12.0	12.0	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	9.0			8.9			12.0			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			8.9			12.0			9.5		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	1.0	1.0	1.0	0.3	0.3	0.3

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

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LEVEL OF SERVICE CALCULATION WORKSHEETS EXISTING CONDITIONS WITH PROJECT – AM

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	6	Average Delay (sec/veh):	31.7
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	2	1	12	366	2	0	1	81	1	5	68	502
Growth Adj:	1.00	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	1	12	366	2	0	1	81	1	5	68	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	2	1	14	418	2	0	1	93	1	6	78	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	14	418	2	0	1	93	1	6	78	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	14	418	2	0	1	93	1	6	78	574
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.13	0.07	0.80	0.99	0.01	0.00	1.00	1.98	0.02	1.00	1.00	1.00
Final Sat.:	240	120	1440	1790	10	0	1700	3556	44	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.23	0.23	0.00	0.00	0.03	0.03	0.00	0.04	0.32
Crit Moves:		****		****			****					****
Green Time:	11.2	10.0	10.0	20.7	19.6	0.0	10.0	19.1	19.1	19.1	28.3	28.3
Volume/Cap:	0.06	0.07	0.07	0.85	0.90	0.00	0.01	0.10	0.10	0.01	0.11	0.85
Delay/Veh:	27.5	28.6	28.6	38.2	46.2	0.0	28.2	21.4	21.4	20.9	15.3	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:	27.5	28.6	28.6	38.2	46.2	0.0	28.2	21.4	21.4	20.9	15.3	31.0
LOS by Move:	C	C	C	D	D	A	C	C	C	C	B	C
HCM2kAvgQ:	0	0	0	12	13	0	0	1	1	0	1	15

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #2 Bryant St & Mill Creek Rd

Average Delay (sec/veh): 94.1 Worst Case Level Of Service: F[174.0]

Street Name:	Bryant St									Mill Creek Rd									
Approach:	North Bound					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:	373		0		49	0		0		0	0		60		126	56		121		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:	373		0		49	0		0		0	0		60		126	56		121		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.61	0.61		0.61		0.61	0.61		0.61		0.61	0.61		0.61		0.61	0.61		0.61	
PHF Volume:	609		0		80	0		0		0	0		98		206	92		198		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	609		0		80	0		0		0	0		98		206	92		198		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:	582	xxxx		201	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						304	xxxx	xxxxx		
Potent Cap.:	479	xxxx		845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1268	xxxx	xxxxx		
Move Cap.:	452	xxxx		845	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1268	xxxx	xxxxx		
Volume/Cap:	1.35	xxxx		0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.07	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	27.8	xxxx		0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.2	xxxx	xxxxx		
Control Del:	195.6	xxxx		9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						8.1	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:	174.0					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	F					*					*					*				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 9.2 Worst Case Level Of Service: C[21.9]

Street Name:	Hilltop Dr									Outer 10 Hwy								
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	1	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	4	3	238	4	9	5	3	0	1	14	262								
Growth Adj:	1.00	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	4	3	238	4	9	5	3	0	1	14	262								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83								
PHF Volume:	0	5	4	288	5	11	6	4	0	1	17	318								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	5	4	288	5	11	6	4	0	1	17	318								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	8	xxxx	xxxxx	756	590	xxxxx	596	599	7								
Potent Cap.:	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx	327	423	xxxxx	418	418	1082								
Move Cap.:	xxxx	xxxx	xxxxx	1625	xxxx	xxxxx	186	333	xxxxx	348	329	1082								
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	0.03	0.01	xxxx	0.00	0.05	0.29								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	7.7	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	223	xxxx	xxxxx	xxxx	963	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	1.6	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	21.9	xxxx	xxxxx	xxxxx	10.7	xxxxx								
Shared LOS:	*	*	*	A	*	*	C	*	*	*	B	*								
ApproachDel:	xxxxxx			xxxxxx			21.9			10.7										
ApproachLOS:	*			*			C			B										

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	6	Average Delay (sec/veh):	15.7
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	169	7	73	57	0	1087	2	158	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	169	7	73	57	0	1087	2	158	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:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	223	9	96	75	0	1436	3	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	223	9	96	75	0	1436	3	209	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	223	9	96	75	0	1436	3	209	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	1.77	0.01	0.22	0.00	0.00	0.00
Final Sat.:	0	3457	143	1700	3600	0	3099	5	394	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.06	0.02	0.00	0.46	0.53	0.53	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.39	0.34	0.06	0.00	0.82	0.93	0.93	0.00	0.00	0.00
Delay/Veh:	0.0	22.7	22.7	22.8	13.6	0.0	13.2	21.7	21.7	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	22.7	22.7	22.8	13.6	0.0	13.2	21.7	21.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	C	C	A	A	A
HCM2kAvgQ:	0	2	2	2	0	0	15	22	22	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec):	43	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	6	Average Delay (sec/veh):	7.1
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	213	967	0	0	154	1034	0	0	0	1	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	967	0	0	154	1034	0	0	0	1	0	83
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:	0.77	0.77	0.77	0.77	0.77	0.00	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	278	1264	0	0	201	0	0	0	0	1	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1264	0	0	201	0	0	0	0	1	0	108
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:	278	1264	0	0	201	0	0	0	0	1	0	108
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	42	0	3558
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	17.0	27.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.41	0.56	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Delay/Veh:	9.8	4.9	0.0	0.0	13.6	0.0	0.0	0.0	0.0	13.1	0.0	13.1
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:	9.8	4.9	0.0	0.0	13.6	0.0	0.0	0.0	0.0	13.1	0.0	13.1
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	3	6	0	0	1	0	0	0	0	1	0	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	105	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	8	Average Delay (sec/veh):	28.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	151	984	110	9	688	69	76	17	199	111	25	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:	151	984	110	9	688	69	76	17	199	111	25	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	190	1241	139	11	868	87	96	21	251	140	32	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1241	139	11	868	87	96	21	251	140	32	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:	190	1241	139	11	868	87	96	21	251	140	32	14
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	1.80	0.20	1.00	1.82	0.18	1.00	0.08	0.92	1.00	0.69	0.31
Final Sat.:	1700	3238	362	1700	3272	328	1700	142	1658	1700	1250	550
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.01	0.27	0.27	0.06	0.15	0.15	0.08	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	19.0	54.0	54.0	10.0	45.0	45.0	16.5	21.3	21.3	11.6	16.5	16.5
Volume/Cap:	0.62	0.74	0.74	0.07	0.62	0.62	0.36	0.74	0.74	0.74	0.16	0.16
Delay/Veh:	43.4	21.7	21.7	43.4	24.1	24.1	40.4	47.3	47.3	60.1	38.6	38.6
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:	43.4	21.7	21.7	43.4	24.1	24.1	40.4	47.3	47.3	60.1	38.6	38.6
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	7	19	19	0	12	12	3	10	10	6	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	8	Average Delay (sec/veh):	20.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	44	345	76	100	126	104	86	582	16	98	935	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	345	76	100	126	104	86	582	16	98	935	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	49	385	85	112	141	116	96	650	18	109	1045	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	385	85	112	141	116	96	650	18	109	1045	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:	49	385	85	112	141	116	96	650	18	109	1045	211
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.23	1.77	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.50	0.50
Final Sat.:	407	3193	1800	1700	1800	1800	1700	5256	144	1700	4492	908
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.07	0.08	0.06	0.06	0.12	0.12	0.06	0.23	0.23
Crit Moves:		****			****		****				****	
Green Time:	12.6	12.6	12.6	10.0	10.0	10.0	10.0	17.2	17.2	17.2	24.4	24.4
Volume/Cap:	0.62	0.62	0.24	0.43	0.51	0.42	0.37	0.47	0.47	0.24	0.62	0.62
Delay/Veh:	25.7	25.7	22.5	25.4	26.1	25.9	25.5	20.3	20.3	19.1	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:	25.7	25.7	22.5	25.4	26.1	25.9	25.5	20.3	20.3	19.1	17.2	17.2
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	5	5	2	3	3	3	2	4	4	2	8	8

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	8	Average Delay (sec/veh):	28.9
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	70	235	144	111	350	376	255	612	77	275	1064	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:	70	235	144	111	350	376	255	612	77	275	1064	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	89	300	184	142	446	480	325	781	98	351	1357	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	300	184	142	446	480	325	781	98	351	1357	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:	89	300	184	142	446	480	325	781	98	351	1357	41
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	2.00	1.00	2.00	2.66	0.34	2.00	2.91	0.09
Final Sat.:	1700	2232	1368	1700	3600	1800	3204	4797	603	3204	5242	158
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.08	0.12	0.27	0.10	0.16	0.16	0.11	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	10.0	14.4	14.4	14.4	18.8	18.8	10.0	14.5	14.5	13.7	18.2	18.2
Volume/Cap:	0.34	0.61	0.61	0.38	0.43	0.92	0.66	0.73	0.73	0.52	0.92	0.92
Delay/Veh:	25.3	24.1	24.1	22.1	19.1	44.6	29.2	25.7	25.7	23.4	32.4	32.4
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:	25.3	24.1	24.1	22.1	19.1	44.6	29.2	25.7	25.7	23.4	32.4	32.4
LOS by Move:	C	C	C	C	B	D	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	3	4	14	5	7	7	4	14	14

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	6	Average Delay (sec/veh):	18.7
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	126	221	75	103	176	272	157	587	83	44	783	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:	126	221	75	103	176	272	157	587	83	44	783	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	142	249	85	116	198	307	177	662	94	50	883	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	249	85	116	198	307	177	662	94	50	883	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:	142	249	85	116	198	307	177	662	94	50	883	121
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	2.00	1.00	1.00	2.64	0.36
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	4751	649
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.05	0.07	0.11	0.17	0.10	0.18	0.05	0.03	0.19	0.19
Crit Moves:						****	****				****	
Green Time:	23.7	23.7	23.7	23.7	23.7	23.7	14.5	22.7	22.7	17.6	25.8	25.8
Volume/Cap:	0.25	0.41	0.14	0.20	0.33	0.50	0.50	0.57	0.16	0.12	0.50	0.50
Delay/Veh:	16.9	18.2	16.2	16.6	17.5	19.1	25.7	20.3	17.0	20.3	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:	16.9	18.2	16.2	16.6	17.5	19.1	25.7	20.3	17.0	20.3	17.3	17.3
LOS by Move:	B	B	B	B	B	B	C	C	B	C	B	B
HCM2kAvgQ:	2	4	1	2	3	6	4	7	1	1	6	6

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

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Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2013
Project ID: Yucaipa General Plan Update - Existing Conditions - W/ Proj
East/West Street: Yucaipa Blvd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	38	220	76	34	332	5	79	18	45	1	35	51
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.89			0.89			0.89			0.89		
U-Turn %HV	0			0			0			0		
Flow Rate	43	247	85	38	373	6	89	20	51	1	39	57
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	78	152	291	500
Exit. Flow	299	519	69	163

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	375	417	160	98
Entry Cap.	1045	971	845	685
Volume (vph)	375	417	160	98
Cap. (vph)	1045	971	845	685
v/c Ratio	0.36	0.43	0.19	0.14
Critical Lane	*	*	*	*
Lane Delay	7.2	8.6	6.2	6.8
Lane LOS	A	A	A	A
95 % Queue	1.6	2.2	0.7	0.5
Approach:				
Delay	7.15	8.62	6.20	6.85
LOS	A	A	A	A

Intersection Delay 7.56 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #11 Bryant St & Yucaipa Blvd

Cycle (sec):	40	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	6	Average Delay (sec/veh):	11.6
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Bryant St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	138	250	14	18	267	270	141	83	96	11	175	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	250	14	18	267	270	141	83	96	11	175	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	147	266	15	19	284	288	150	88	102	12	186	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	266	15	19	284	288	150	88	102	12	186	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	266	15	19	284	288	150	88	102	12	186	35
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.63	0.37	1.00	0.10	1.60	0.30
Final Sat.:	1700	1705	95	1700	1800	1800	1133	667	1800	181	2877	542
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.16	0.16	0.13	0.13	0.06	0.06	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	13.1	13.1	13.1	13.1	13.1	13.1	10.9	10.9	10.9	10.0	10.0	10.0
Volume/Cap:	0.26	0.48	0.48	0.03	0.48	0.49	0.48	0.48	0.21	0.26	0.26	0.26
Delay/Veh:	10.2	11.4	11.4	9.2	11.4	11.4	12.9	12.9	11.4	12.2	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:	10.2	11.4	11.4	9.2	11.4	11.4	12.9	12.9	11.4	12.2	12.2	12.2
LOS by Move:	B	B	B	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	3	3	0	3	3	3	3	1	1	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #12 14th St & Ave E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	26	368	28	25	173	16	11	56	14	29	118	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:	26	368	28	25	173	16	11	56	14	29	118	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	26	375	29	25	176	16	11	57	14	30	120	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	375	29	25	176	16	11	57	14	30	120	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:	26	375	29	25	176	16	11	57	14	30	120	61
Saturation Flow Module:												
Adjustment:	1.00	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	0.87	0.07	0.12	0.81	0.07	0.14	0.69	0.17	0.14	0.57	0.29
Final Sat.:	43	612	47	76	523	48	75	379	95	85	345	175
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.34	0.34	0.34	0.15	0.15	0.15	0.35	0.35	0.35
Crit Moves:		****			****		****			****		
Delay/Veh:	15.0	15.0	15.0	10.7	10.7	10.7	9.6	9.6	9.6	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:	15.0	15.0	15.0	10.7	10.7	10.7	9.6	9.6	9.6	11.0	11.0	11.0
LOS by Move:	C	C	C	B	B	B	A	A	A	B	B	B
ApproachDel:	15.0			10.7			9.6			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			10.7			9.6			11.0		
LOS by Appr:	C			B			A			B		
AllWayAvgQ:	1.4	1.4	1.4	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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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec):	55	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	4	Average Delay (sec/veh):	10.4
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	16	321	106	37	762	27	33	129	19	382	357	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:	16	321	106	37	762	27	33	129	19	382	357	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	18	371	123	43	881	31	38	149	22	442	413	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	371	123	43	881	31	38	149	22	442	413	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:	18	371	123	43	881	31	38	149	22	442	413	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2706	894	1700	3477	123	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.03	0.25	0.25	0.02	0.08	0.01	0.26	0.23	0.06
Crit Moves:					****					****		
Green Time:	25.2	25.2	25.2	25.2	25.2	25.2	25.8	25.8	25.8	25.8	25.8	25.8
Volume/Cap:	0.02	0.30	0.30	0.05	0.55	0.55	0.05	0.18	0.03	0.55	0.49	0.13
Delay/Veh:	8.2	9.5	9.5	8.3	11.2	11.2	7.9	8.5	7.9	11.3	10.5	8.3
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:	8.2	9.5	9.5	8.3	11.2	11.2	7.9	8.5	7.9	11.3	10.5	8.3
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	3	3	0	6	6	0	2	0	6	5	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #14 5th St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	32.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	5th St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	76	311	18	49	204	49	41	230	29	29	349	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:	76	311	18	49	204	49	41	230	29	29	349	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:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	105	429	25	68	281	68	57	317	40	40	481	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	429	25	68	281	68	57	317	40	40	481	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:	105	429	25	68	281	68	57	317	40	40	481	61
Saturation Flow Module:												
Adjustment:	1.00	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	1.54	0.09	0.32	1.36	0.32	0.15	0.85	1.00	0.14	1.65	0.21
Final Sat.:	150	625	37	125	532	130	61	341	428	56	683	87
Capacity Analysis Module:												
Vol/Sat:	0.70	0.69	0.68	0.54	0.53	0.52	0.93	0.93	0.09	0.71	0.71	0.70
Crit Moves:	****			****				****		****		
Delay/Veh:	29.1	28.0	27.2	21.6	20.8	20.0	57.9	57.9	11.6	29.8	28.9	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:	29.1	28.0	27.2	21.6	20.8	20.0	57.9	57.9	11.6	29.8	28.9	28.0
LOS by Move:	D	D	D	C	C	C	F	F	B	D	D	D
ApproachDel:	28.2			20.8			53.4			28.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.2			20.8			53.4			28.9		
LOS by Appr:	D			C			F			D		
AllWayAvgQ:	2.0	1.8	1.8	1.0	1.0	1.0	5.2	5.2	0.1	2.1	1.9	1.9

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #15 California St & Avenue E

Cycle (sec):	50	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	6	Average Delay (sec/veh):	13.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	California St						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	100	252	70	10	171	42	64	79	112	69	110	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:	100	252	70	10	171	42	64	79	112	69	110	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	125	315	88	13	214	53	80	99	140	86	138	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	315	88	13	214	53	80	99	140	86	138	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:	125	315	88	13	214	53	80	99	140	86	138	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	0.94	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	1.61	0.39	1.00	0.41	0.59	1.00	0.62	0.38
Final Sat.:	1700	1800	1800	1700	2890	710	1700	745	1055	1700	1125	675
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.01	0.07	0.07	0.05	0.13	0.13	0.05	0.12	0.12
Crit Moves:		****		****				****				
Green Time:	14.7	19.3	19.3	10.0	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7
Volume/Cap:	0.25	0.45	0.13	0.04	0.25	0.25	0.16	0.45	0.45	0.17	0.42	0.42
Delay/Veh:	13.7	11.9	10.0	16.2	13.6	13.6	13.3	15.0	15.0	13.3	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:	13.7	11.9	10.0	16.2	13.6	13.6	13.3	15.0	15.0	13.3	14.8	14.8
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	4	1	0	2	2	1	4	4	1	3	3

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #16 Bryant St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Bryant St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	41	219	15	14	252	67	63	55	40	28	90	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	219	15	14	252	67	63	55	40	28	90	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	53	281	19	18	324	86	81	71	51	36	116	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	281	19	18	324	86	81	71	51	36	116	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:	53	281	19	18	324	86	81	71	51	36	116	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:	0.15	0.80	0.05	0.04	0.76	0.20	0.40	0.35	0.25	0.21	0.66	0.13
Final Sat.:	89	474	32	26	473	126	204	178	130	102	328	66
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.68	0.68	0.68	0.40	0.40	0.40	0.35	0.35	0.35
Crit Moves:		****			****			****			****	
Delay/Veh:	16.0	16.0	16.0	18.6	18.6	18.6	12.7	12.7	12.7	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:	16.0	16.0	16.0	18.6	18.6	18.6	12.7	12.7	12.7	12.2	12.2	12.2
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:		16.0			18.6			12.7			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.0			18.6			12.7			12.2	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	1.2	1.2	1.2	1.8	1.8	1.8	0.5	0.5	0.5	0.4	0.4	0.4

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Cycle (sec):	60	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	4	Average Delay (sec/veh):	7.1
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Live Oak Canyon Rd						Outer Hwy10					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	8	127	8	191	222	201	65	36	5	6	51	87
Growth Adj:	1.00	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	127	8	191	222	201	65	36	5	6	51	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	9	146	9	219	255	231	75	41	6	7	58	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	146	9	219	255	231	75	41	6	7	58	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:	9	146	9	219	255	231	75	41	6	7	58	100
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.05	0.89	0.06	0.46	0.54	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	101	1599	101	832	968	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.26	0.26	0.13	0.04	0.01	0.00	0.00	0.02	0.06
Crit Moves:					****							****
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.12	0.12	0.34	0.34	0.17	0.26	0.07	0.02	0.02	0.10	0.33
Delay/Veh:	1.8	1.8	1.8	2.4	2.4	1.9	22.3	21.1	20.9	21.0	21.2	22.7
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:	1.8	1.8	1.8	2.4	2.4	1.9	22.3	21.1	20.9	21.0	21.2	22.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	1	1	3	3	1	1	0	0	0	1	2

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

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

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec):	45	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	6	Average Delay (sec/veh):	10.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	136	114	159	441	0	442	0	118	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	136	114	159	441	0	442	0	118	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	150	126	175	487	0	488	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	150	126	175	487	0	488	0	130	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	150	126	175	487	0	488	0	130	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	0.97	1.00	1.00	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	1800	1700	3600	0	3500	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.07	0.10	0.14	0.00	0.14	0.00	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	10.0	10.0	12.3	22.3	0.0	16.7	0.0	16.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.31	0.38	0.27	0.00	0.38	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	15.1	13.7	6.7	0.0	10.6	0.0	9.8	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	14.3	15.1	13.7	6.7	0.0	10.6	0.0	9.8	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	1	2	2	2	0	3	0	1	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec):	130	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	6	Average Delay (sec/veh):	21.9
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	39	541	0	0	464	1405	0	0	0	139	11	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	541	0	0	464	1405	0	0	0	139	11	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	45	620	0	0	532	1609	0	0	0	159	13	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	620	0	0	532	1609	0	0	0	159	13	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	620	0	0	532	1609	0	0	0	159	13	428
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.41	0.03	1.56
Final Sat.:	1700	3600	0	0	1800	3600	0	0	0	742	59	2799
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.30	0.45	0.00	0.00	0.00	0.21	0.21	0.15
Crit Moves:	****					****					****	
Green Time:	10.0	87.0	0.0	0.0	77.0	77.0	0.0	0.0	0.0	37.0	37.0	37.0
Volume/Cap:	0.34	0.26	0.00	0.00	0.50	0.75	0.00	0.00	0.00	0.75	0.75	0.54
Delay/Veh:	58.4	8.6	0.0	0.0	15.4	20.7	0.0	0.0	0.0	46.5	46.5	39.8
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:	58.4	8.6	0.0	0.0	15.4	20.7	0.0	0.0	0.0	46.5	46.5	39.8
LOS by Move:	E	A	A	A	B	C	A	A	A	D	D	D
HCM2kAvgQ:	2	5	0	0	12	24	0	0	0	15	15	10

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec):	125	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	8	Average Delay (sec/veh):	42.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	262	587	68	35	1253	50	10	82	157	459	242	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	587	68	35	1253	50	10	82	157	459	242	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	315	705	82	42	1504	60	12	98	188	551	291	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	705	82	42	1504	60	12	98	188	551	291	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	705	82	42	1504	60	12	98	188	551	291	137
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3204	3600	1800	1700	3462	138	1700	1800	1800	3204	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.05	0.02	0.43	0.43	0.01	0.05	0.10	0.17	0.16	0.08
Crit Moves:	****				****				****	****		
Green Time:	14.2	54.7	54.7	22.3	62.8	62.8	13.3	15.1	15.1	24.9	26.7	26.7
Volume/Cap:	0.86	0.45	0.10	0.14	0.86	0.86	0.07	0.45	0.86	0.86	0.75	0.36
Delay/Veh:	73.4	24.8	20.8	43.4	32.0	32.0	50.5	52.6	82.2	60.3	54.3	42.4
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:	73.4	24.8	20.8	43.4	32.0	32.0	50.5	52.6	82.2	60.3	54.3	42.4
LOS by Move:	E	C	C	D	C	C	D	D	F	E	D	D
HCM2kAvgQ:	9	9	2	1	29	29	0	4	10	14	12	5

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #21 Oak Glen Rd & Colorado Rd

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: F[112.5]

Street Name:	Oak Glen Rd								Colorado Rd							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0 2	0	1		1 0 2	0	0		0 0 0	0	0		1 0 0	0	1	
Volume Module:																
Base Vol:	0	435	136	17	1146	0	0	0	0	118	0	9				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	435	136	17	1146	0	0	0	0	118	0	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80				
PHF Volume:	0	542	169	21	1427	0	0	0	0	147	0	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	542	169	21	1427	0	0	0	0	147	0	11				
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	711	xxxx	xxxxx	xxxx	xxxx	xxxxx	1298	xxxx	271				
Potent Cap.:	xxxx	xxxx	xxxxx	898	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	xxxx	733				
Move Cap.:	xxxx	xxxx	xxxxx	898	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	733				
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.96	xxxx	0.02				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	7.0	xxxx	0.0				
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	120.4	xxxx	10.0				
LOS by Move:	*	*	*	A	*	*	*	*	*	F	*	A				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	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			112.5						
ApproachLOS:	*			*			*			F						

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec):	130	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	6	Average Delay (sec/veh):	30.5
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	57	27	78	96	35	272	34	526	33	252	404	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	27	78	96	35	272	34	526	33	252	404	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	68	32	94	115	42	326	41	631	40	302	484	622
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	32	94	115	42	326	41	631	40	302	484	622
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	32	94	115	42	326	41	631	40	302	484	622
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	0.26	0.74	1.00	0.11	0.89	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	1700	463	1337	1700	205	1595	1700	3387	213	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.07	0.20	0.20	0.00	0.19	0.19	0.00	0.27	0.35
Crit Moves:					****		****					****
Green Time:	42.4	42.4	42.4	42.4	42.4	42.4	10.0	41.8	41.8	39.9	71.6	71.6
Volume/Cap:	0.12	0.21	0.21	0.21	0.63	0.63	0.31	0.58	0.58	0.58	0.49	0.63
Delay/Veh:	30.9	31.9	31.9	31.9	39.3	39.3	58.1	37.5	37.5	39.6	18.1	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:	30.9	31.9	31.9	31.9	39.3	39.3	58.1	37.5	37.5	39.6	18.1	20.8
LOS by Move:	C	C	C	C	D	D	E	D	D	D	B	C
HCM2kAvgQ:	2	4	4	3	13	13	2	11	11	11	12	17

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	105	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	6	Average Delay (sec/veh):	21.9
Optimal Cycle:	36	Level Of Service:	C

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	289	0	245	0	0	0	0	476	263	135	868	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:	289	0	245	0	0	0	0	476	263	135	868	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	358	0	304	0	0	0	0	590	326	167	1076	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	0	304	0	0	0	0	590	326	167	1076	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:	358	0	304	0	0	0	0	590	326	167	1076	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.29	0.71	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	2319	1281	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.17	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.30	0.00
Crit Moves:	****							****		****		
Green Time:	37.0	0.0	37.0	0.0	0.0	0.0	0.0	44.7	44.7	17.3	62.0	0.0
Volume/Cap:	0.60	0.00	0.48	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.51	0.00
Delay/Veh:	29.5	0.0	27.0	0.0	0.0	0.0	0.0	23.9	23.9	44.2	12.8	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:	29.5	0.0	27.0	0.0	0.0	0.0	0.0	23.9	23.9	44.2	12.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	10	0	8	0	0	0	0	12	12	6	10	0

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

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	55	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	8	Average Delay (sec/veh):	26.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	308	354	40	35	317	318	244	119	213	44	164	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:	308	354	40	35	317	318	244	119	213	44	164	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	351	404	46	40	361	363	278	136	243	50	187	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	404	46	40	361	363	278	136	243	50	187	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:	351	404	46	40	361	363	278	136	243	50	187	62
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.50	0.50
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2708	892
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.03	0.02	0.10	0.20	0.16	0.08	0.13	0.03	0.07	0.07
Crit Moves:	****					****	****				****	
Green Time:	13.4	13.2	13.2	13.2	13.0	13.0	10.6	10.3	10.3	10.3	10.0	10.0
Volume/Cap:	0.85	0.47	0.11	0.10	0.42	0.85	0.85	0.40	0.72	0.16	0.38	0.38
Delay/Veh:	35.1	18.3	16.4	16.4	18.1	34.9	40.0	20.4	28.4	19.0	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:	35.1	18.3	16.4	16.4	18.1	34.9	40.0	20.4	28.4	19.0	20.1	20.1
LOS by Move:	D	B	B	B	B	C	D	C	C	B	C	C
HCM2kAvgQ:	9	3	1	1	3	9	8	2	6	1	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	4	Average Delay (sec/veh):	10.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	22	138	57	73	101	449	57	85	39	102	309	76
Growth Adj:	1.00	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	138	57	73	101	449	57	85	39	102	309	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	24	149	62	79	109	485	62	92	42	110	334	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	149	62	79	109	485	62	92	42	110	334	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:	24	149	62	79	109	485	62	92	42	110	334	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	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	2.00	1.00	0.42	0.58	1.00	0.63	0.94	0.43	0.42	1.27	0.31
Final Sat.:	1700	3600	1800	755	1045	1800	1134	1691	776	754	2284	562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.03	0.10	0.10	0.27	0.05	0.05	0.05	0.15	0.15	0.15
Crit Moves:						****					****	
Green Time:	36.3	36.3	36.3	36.3	36.3	36.3	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.02	0.07	0.06	0.17	0.17	0.45	0.17	0.17	0.17	0.45	0.45	0.45
Delay/Veh:	4.8	4.9	4.9	5.2	5.2	6.6	14.4	14.4	14.4	16.1	16.1	16.1
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:	4.8	4.9	4.9	5.2	5.2	6.6	14.4	14.4	14.4	16.1	16.1	16.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	0	2	2	5	1	1	1	4	4	4

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[16.8]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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	59	0	33	38	171	0	0	509	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:	0	0	0	59	0	33	38	171	0	0	509	170								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89								
PHF Volume:	0	0	0	67	0	37	43	193	0	0	574	192								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	67	0	37	43	193	0	0	574	192								
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	853	xxxx	574	766	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	332	xxxx	522	856	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	319	xxxx	522	856	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	0.07	0.05	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	0.2	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	19.2	xxxx	12.4	9.4	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			16.8			xxxxxx			xxxxxx										
ApproachLOS:	*			C			*			*										

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

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	8	Average Delay (sec/veh):	24.3
Optimal Cycle:	48	Level Of Service:	C

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	89	223	52	47	169	40	26	162	36	63	515	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:	89	223	52	47	169	40	26	162	36	63	515	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	99	247	58	52	187	44	29	179	40	70	570	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	247	58	52	187	44	29	179	40	70	570	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	247	58	52	187	44	29	179	40	70	570	56
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	1.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2919	681	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.03	0.10	0.02	0.02	0.10	0.02	0.04	0.32	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	10.0	16.0	16.0	16.0	22.0	22.0
Volume/Cap:	0.35	0.51	0.51	0.18	0.62	0.15	0.10	0.37	0.08	0.15	0.86	0.09
Delay/Veh:	22.9	23.5	23.5	21.8	27.3	21.6	21.4	18.4	16.6	17.0	29.0	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:	22.9	23.5	23.5	21.8	27.3	21.6	21.4	18.4	16.6	17.0	29.0	12.5
LOS by Move:	C	C	C	C	C	C	C	B	B	B	C	B
HCM2kAvgQ:	2	3	3	1	4	1	1	3	1	1	13	1

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

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.257
Loss Time (sec):	0	Average Delay (sec/veh):	66.1
Optimal Cycle:	0	Level Of Service:	F

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	36	215	33	43	170	94	76	131	47	38	362	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	215	33	43	170	94	76	131	47	38	362	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
PHF Volume:	50	299	46	60	237	131	106	182	65	53	504	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	299	46	60	237	131	106	182	65	53	504	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	299	46	60	237	131	106	182	65	53	504	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	1.52	0.23	0.28	1.11	0.61	0.30	0.52	0.18	0.09	0.91	1.00
Final Sat.:	103	624	97	114	463	267	126	218	78	42	401	485
Capacity Analysis Module:												
Vol/Sat:	0.49	0.48	0.47	0.52	0.51	0.49	0.84	0.84	0.84	1.26	1.26	0.13
Crit Moves:	****			****				****		****		
Delay/Veh:	19.1	18.6	18.1	20.2	19.4	18.1	41.5	41.5	41.5	157.8	158	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:	19.1	18.6	18.1	20.2	19.4	18.1	41.5	41.5	41.5	157.8	158	11.2
LOS by Move:	C	C	C	C	C	C	E	E	E	F	F	B
ApproachDel:	18.6			19.1			41.5			142.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.6			19.1			41.5			142.6		
LOS by Appr:	C			C			E			F		
AllWayAvgQ:	0.9	0.8	0.8	1.0	0.9	0.9	3.5	3.5	3.5	18.1	18.1	0.1

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

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.594
Loss Time (sec):	0	Average Delay (sec/veh):	169.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	26	149	21	43	231	50	39	138	37	37	301	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:	26	149	21	43	231	50	39	138	37	37	301	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:	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
PHF Volume:	44	253	36	73	392	85	66	234	63	63	510	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	253	36	73	392	85	66	234	63	63	510	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:	44	253	36	73	392	85	66	234	63	63	510	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:	0.13	0.76	0.11	0.13	0.72	0.15	0.18	0.65	0.17	0.09	0.74	0.17
Final Sat.:	54	308	43	57	307	66	76	267	72	39	320	72
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	1.27	1.27	1.27	0.88	0.88	0.88	1.59	1.59	1.59
Crit Moves:		****		****				****			****	
Delay/Veh:	40.1	40.1	40.1	166.0	166	166.0	47.3	47.3	47.3	299.6	300	299.6
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:	40.1	40.1	40.1	166.0	166	166.0	47.3	47.3	47.3	299.6	300	299.6
LOS by Move:	E	E	E	F	F	F	E	E	E	F	F	F
ApproachDel:	40.1			166.0			47.3			299.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	40.1			166.0			47.3			299.6		
LOS by Appr:	E			F			E			F		
AllWayAvgQ:	3.2	3.2	3.2	18.5	18.5	18.5	4.1	4.1	4.1	34.6	34.6	34.6

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

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

Intersection #30 SB I-10 Ramps (EB) & County Line Road

Average Delay (sec/veh): 140.7 Worst Case Level Of Service: F[523.0]

Street Name:	SB I-10 Ramps (EB)									County Line Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			210	2	10			0	119	3			410	97	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			210	2	10			0	119	3			410	97	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.80	0.80	0.80			0.80	0.80	0.80			0.80	0.80	0.80			0.80	0.80	0.80		
PHF Volume:	0	0	0			263	3	13			0	149	4			513	121	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			263	3	13			0	149	4			513	121	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			1297	1299	121			xxxx	xxxx	xxxxx			153	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			180	163	935			xxxx	xxxx	xxxxx			1441	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			131	105	935			xxxx	xxxx	xxxxx			1441	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			2.01	0.02	0.01			xxxx	xxxx	xxxx			0.36	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			1.6	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	8.9			xxxxx	xxxx	xxxxx			8.9	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			130	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			21.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			547.3	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			F	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					523.0					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

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

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

Intersection #31 NB I-10 Ramps (WB) & County Line Road

Average Delay (sec/veh): 13.9 Worst Case Level Of Service: F[53.8]

Street Name:	NB I-10 Ramps (WB)									County Line Road									
Approach:	North Bound					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	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	34	13	377			0	0	0			102	204	0			0	477	518		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	34	13	377			0	0	0			102	204	0			0	477	518		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.77	0.77	0.77			0.77	0.77	0.77			0.77	0.77	0.77			0.77	0.77	0.77		
PHF Volume:	44	17	490			0	0	0			133	265	0			0	620	673		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	44	17	490			0	0	0			133	265	0			0	620	673		
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:	1487	1823	265	xxxx	xxxx	xxxxx					1293	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	138	78	778	xxxx	xxxx	xxxxx					543	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	112	59	778	xxxx	xxxx	xxxxx					543	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.39	0.29	0.63	xxxx	xxxx	xxxx					0.24	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	90	xxxx	554	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	3.3	xxxx	11.2	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	105.1	xxxx	47.7	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	F	*	E	*	*	*					*	*	*	*	*	*				
ApproachDel:	53.8			xxxxxx							xxxxxx					xxxxxx				
ApproachLOS:	F			*							*					*				

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

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

Intersection #32 Calimesa Blvd & County Line Rd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	4	Average Delay (sec/veh):	10.3
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Calimesa Blvd						County Line Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	97	173	53	45	68	147	156	54	63	20	746	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	173	53	45	68	147	156	54	63	20	746	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	115	205	63	53	81	174	185	64	75	24	884	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	205	63	53	81	174	185	64	75	24	884	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:	115	205	63	53	81	174	185	64	75	24	884	95
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	1.00	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.00	1.00	1.00	0.46	0.54	1.00	1.81	0.19
Final Sat.:	1700	2756	844	1700	1800	1800	1800	831	969	1700	3251	349
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.04	0.10	0.10	0.08	0.08	0.01	0.27	0.27
Crit Moves:						****					****	
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	48.7	48.7	48.7	48.7	48.7	48.7
Volume/Cap:	0.27	0.30	0.30	0.13	0.18	0.39	0.15	0.11	0.11	0.02	0.39	0.39
Delay/Veh:	21.6	21.6	21.6	20.6	20.9	22.5	3.7	3.5	3.5	3.3	4.6	4.6
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:	21.6	21.6	21.6	20.6	20.9	22.5	3.7	3.5	3.5	3.3	4.6	4.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	1	1	3	1	1	1	0	5	5

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

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

Intersection #33 5th St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	6	Average Delay (sec/veh):	18.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						County Line Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	18	114	58	38	95	193	89	316	8	72	536	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:	18	114	58	38	95	193	89	316	8	72	536	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	114	58	38	95	193	89	316	8	72	536	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	114	58	38	95	193	89	316	8	72	536	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	114	58	38	95	193	89	316	8	72	536	35
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:	0.01	0.06	0.03	0.02	0.05	0.11	0.05	0.18	0.00	0.04	0.30	0.02
Crit Moves:	****					****					****	
Green Time:	10.0	16.1	16.1	16.1	22.2	22.2	61.8	61.8	61.8	61.8	61.8	61.8
Volume/Cap:	0.11	0.39	0.20	0.14	0.24	0.48	0.08	0.28	0.01	0.07	0.48	0.03
Delay/Veh:	41.2	38.4	36.7	36.2	32.2	34.8	7.7	9.0	7.3	7.7	10.7	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:	41.2	38.4	36.7	36.2	32.2	34.8	7.7	9.0	7.3	7.7	10.7	7.5
LOS by Move:	D	D	D	D	C	C	A	A	A	A	B	A
HCM2kAvgQ:	1	3	2	1	2	6	1	4	0	1	9	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #34 California St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	California St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	19	72	85	18	41	66	102	226	9	28	446	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:	19	72	85	18	41	66	102	226	9	28	446	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	72	85	18	41	66	102	226	9	28	446	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	72	85	18	41	66	102	226	9	28	446	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	72	85	18	41	66	102	226	9	28	446	26
Saturation Flow Module:												
Adjustment:	1.00	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	0.41	0.48	0.31	0.69	1.00	0.30	0.67	0.03	0.06	0.89	0.05
Final Sat.:	57	216	255	138	314	506	187	414	16	37	592	35
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.13	0.13	0.13	0.55	0.55	0.55	0.75	0.75	0.75
Crit Moves:		****			****		****					****
Delay/Veh:	11.7	11.7	11.7	10.7	10.7	9.7	14.6	14.6	14.6	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:	11.7	11.7	11.7	10.7	10.7	9.7	14.6	14.6	14.6	21.7	21.7	21.7
LOS by Move:	B	B	B	B	B	A	B	B	B	C	C	C
ApproachDel:	11.7			10.2			14.6			21.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			10.2			14.6			21.7		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	1.0	1.0	1.0	2.5	2.5	2.5

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - AM

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

Intersection #35 Bryant St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	81	20	4	28	18	113	55	235	27	7	302	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	20	4	28	18	113	55	235	27	7	302	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	20	4	28	18	113	55	235	27	7	302	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	20	4	28	18	113	55	235	27	7	302	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:	81	20	4	28	18	113	55	235	27	7	302	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:	0.77	0.19	0.04	0.18	0.11	0.71	0.17	0.74	0.09	0.02	0.92	0.06
Final Sat.:	426	105	21	109	70	441	119	509	58	15	638	38
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.26	0.26	0.26	0.46	0.46	0.46	0.47	0.47	0.47
Crit Moves:		****		****				****			****	
Delay/Veh:	10.0	10.0	10.0	9.8	9.8	9.8	12.0	12.0	12.0	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:	10.0	10.0	10.0	9.8	9.8	9.8	12.0	12.0	12.0	12.1	12.1	12.1
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:	10.0			9.8			12.0			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			9.8			12.0			12.1		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	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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LEVEL OF SERVICE CALCULATION WORKSHEETS EXISTING CONDITIONS WITH PROJECT – PM

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	6	Average Delay (sec/veh):	38.4
Optimal Cycle:	46	Level Of Service:	D

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	1	4	10	490	3	3	2	163	3	0	193	464
Growth Adj:	1.00	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	10	490	3	3	2	163	3	0	193	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	1	5	11	554	3	3	2	184	3	0	218	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	5	11	554	3	3	2	184	3	0	218	525
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	11	554	3	3	2	184	3	0	218	525
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	0.27	0.67	0.98	0.01	0.01	1.00	1.96	0.04	1.00	1.00	1.00
Final Sat.:	120	480	1200	1778	11	11	1700	3535	65	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.31	0.31	0.31	0.00	0.05	0.05	0.00	0.12	0.29
Crit Moves:		****		****			****					****
Green Time:	10.6	10.0	10.0	25.3	24.7	24.7	10.0	16.8	16.8	0.0	23.7	23.7
Volume/Cap:	0.07	0.07	0.07	0.92	0.95	0.95	0.01	0.23	0.23	0.00	0.38	0.92
Delay/Veh:	28.0	28.6	28.6	43.8	48.6	48.6	28.2	23.9	23.9	0.0	20.4	45.7
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:	28.0	28.6	28.6	43.8	48.6	48.6	28.2	23.9	23.9	0.0	20.4	45.7
LOS by Move:	C	C	C	D	D	D	C	C	C	A	C	D
HCM2kAvgQ:	0	0	0	17	18	18	0	2	2	0	4	16

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #2 Bryant St & Mill Creek Rd

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: C[15.6]

Street Name:	Bryant St									Mill Creek Rd								
Approach:	North Bound					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:	209		0		100	0		0		0	0		128		359	57		90		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:	209		0		100	0		0		0	0		128		359	57		90		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.97	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97	
PHF Volume:	217		0		104	0		0		0	0		133		372	59		93		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	217		0		104	0		0		0	0		133		372	59		93		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:	530	xxxx		319	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		505	xxxx	xxxxx						
Potent Cap.:	513	xxxx		727	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1070	xxxx	xxxxx						
Move Cap.:	491	xxxx		727	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1070	xxxx	xxxxx						
Volume/Cap:	0.44	xxxx		0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.06	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	2.2	xxxx		0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx						
Control Del:	18.0	xxxx		10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.6	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:	15.6					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: C[19.0]

Street Name:	Hilltop Dr									Outer 10 Hwy								
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	1	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	2	3	286	6	10	10	30	0	10	30	231								
Growth Adj:	1.00	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	2	3	286	6	10	10	30	0	10	30	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	2	3	285	6	10	10	30	0	10	30	230								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	2	3	285	6	10	10	30	0	10	30	230								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2								
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	5	xxxx	xxxxx	709	581	xxxxx	599	589	3								
Potent Cap.:	xxxx	xxxx	xxxxx	1630	xxxx	xxxxx	352	428	xxxxx	416	423	1086								
Move Cap.:	xxxx	xxxx	xxxxx	1630	xxxx	xxxxx	217	339	xxxxx	327	335	1086								
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	0.05	0.09	xxxx	0.03	0.09	0.21								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	7.7	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	298	xxxx	xxxxx	xxxx	815	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	1.5	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	19.0	xxxx	xxxxx	xxxxx	11.6	xxxxx								
Shared LOS:	*	*	*	A	*	*	C	*	*	*	B	*								
ApproachDel:	xxxxxx			xxxxxx			19.0			11.6										
ApproachLOS:	*			*			C			B										

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	6	Average Delay (sec/veh):	15.4
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	181	23	153	82	0	1313	2	199	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	181	23	153	82	0	1313	2	199	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	192	24	162	87	0	1394	2	211	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	24	162	87	0	1394	2	211	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	192	24	162	87	0	1394	2	211	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	1.77	0.01	0.22	0.00	0.00	0.00
Final Sat.:	0	3194	406	1700	3600	0	3087	4	407	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.10	0.02	0.00	0.45	0.52	0.52	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.36	0.57	0.07	0.00	0.80	0.91	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	22.5	22.5	25.9	13.7	0.0	12.6	19.6	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:	0.0	22.5	22.5	25.9	13.7	0.0	12.6	19.6	19.6	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	2	2	4	1	0	14	21	21	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec):	43	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	6	Average Delay (sec/veh):	6.8
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	159	1336	0	0	211	1332	0	0	0	8	0	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:	159	1336	0	0	211	1332	0	0	0	8	0	74
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:	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 Volume:	159	1336	0	0	211	0	0	0	0	8	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1336	0	0	211	0	0	0	0	8	0	74
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:	159	1336	0	0	211	0	0	0	0	8	0	74
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.18	0.00	1.82
Final Sat.:	1700	3600	0	0	3600	1800	0	0	0	320	0	3280
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	16.6	27.0	0.0	0.0	10.4	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.24	0.59	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.10
Delay/Veh:	9.1	5.2	0.0	0.0	13.3	0.0	0.0	0.0	0.0	13.0	0.0	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:	9.1	5.2	0.0	0.0	13.3	0.0	0.0	0.0	0.0	13.0	0.0	13.0
LOS by Move:	A	A	A	A	B	A	A	A	A	B	A	B
HCM2kAvgQ:	2	6	0	0	1	0	0	0	0	1	0	0

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

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Yucaipa General Plan
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Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	105	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	8	Average Delay (sec/veh):	29.2
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	157	1095	159	30	1179	82	57	24	183	182	35	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:	157	1095	159	30	1179	82	57	24	183	182	35	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	161	1120	163	31	1206	84	58	25	187	186	36	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1120	163	31	1206	84	58	25	187	186	36	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:	161	1120	163	31	1206	84	58	25	187	186	36	36
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	1.75	0.25	1.00	1.87	0.13	1.00	0.12	0.88	1.00	0.50	0.50
Final Sat.:	1700	3144	456	1700	3366	234	1700	209	1591	1700	900	900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.02	0.36	0.36	0.03	0.12	0.12	0.11	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	13.5	51.0	51.0	13.6	51.1	51.1	16.2	16.8	16.8	15.6	16.2	16.2
Volume/Cap:	0.74	0.73	0.73	0.14	0.74	0.74	0.22	0.74	0.74	0.74	0.26	0.26
Delay/Veh:	56.3	23.2	23.2	40.8	23.2	23.2	39.3	51.5	51.5	53.4	39.6	39.6
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:	56.3	23.2	23.2	40.8	23.2	23.2	39.3	51.5	51.5	53.4	39.6	39.6
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	17	17	1	18	18	2	8	8	8	2	2

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

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	8	Average Delay (sec/veh):	22.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	33	224	64	307	260	111	90	1250	29	70	819	180
Growth Adj:	1.00	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	224	64	307	260	111	90	1250	29	70	819	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	34	230	66	315	267	114	92	1283	30	72	841	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	230	66	315	267	114	92	1283	30	72	841	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	230	66	315	267	114	92	1283	30	72	841	185
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.26	1.74	1.00	1.11	0.89	1.00	1.00	2.93	0.07	1.00	2.46	0.54
Final Sat.:	462	3138	1800	1894	1604	1800	1700	5278	122	1700	4427	973
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.17	0.17	0.06	0.05	0.24	0.24	0.04	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	15.0	15.0	15.0	14.3	22.0	22.0	10.0	17.7	17.7
Volume/Cap:	0.48	0.48	0.24	0.72	0.72	0.27	0.25	0.72	0.72	0.27	0.70	0.70
Delay/Veh:	25.8	25.8	24.6	26.2	26.2	20.9	21.3	20.2	20.2	24.9	22.8	22.8
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:	25.8	25.8	24.6	26.2	26.2	20.9	21.3	20.2	20.2	24.9	22.8	22.8
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	3	1	7	7	2	2	9	9	2	8	8

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

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	8	Average Delay (sec/veh):	25.8
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	85	471	372	158	356	217	364	948	83	355	659	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:	85	471	372	158	356	217	364	948	83	355	659	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	91	505	399	170	382	233	391	1017	89	381	707	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	505	399	170	382	233	391	1017	89	381	707	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:	91	505	399	170	382	233	391	1017	89	381	707	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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	1.12	0.88	1.00	2.00	1.00	2.00	2.76	0.24	2.00	2.92	0.08
Final Sat.:	1700	2011	1589	1700	3600	1800	3204	4965	435	3204	5264	136
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.10	0.11	0.13	0.12	0.20	0.20	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	15.2	20.4	20.4	10.0	15.2	15.2	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.23	0.80	0.80	0.65	0.45	0.55	0.60	0.80	0.80	0.77	0.66	0.66
Delay/Veh:	20.5	24.6	24.6	31.4	21.7	23.5	24.9	26.1	26.1	33.8	25.2	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:	20.5	24.6	24.6	31.4	21.7	23.5	24.9	26.1	26.1	33.8	25.2	25.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	11	11	5	4	5	5	9	9	6	6	6

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

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	70	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	6	Average Delay (sec/veh):	17.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	73	153	141	147	155	155	226	936	148	154	721	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	153	141	147	155	155	226	936	148	154	721	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	84	175	162	169	178	178	259	1073	170	177	827	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	175	162	169	178	178	259	1073	170	177	827	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:	84	175	162	169	178	178	259	1073	170	177	827	131
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	2.00	1.00	1.00	2.59	0.41
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	4663	737
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.09	0.10	0.10	0.10	0.15	0.30	0.09	0.10	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	12.6	12.6	12.6	12.6	12.6	12.6	23.8	38.1	38.1	13.3	27.6	27.6
Volume/Cap:	0.27	0.54	0.50	0.55	0.55	0.55	0.45	0.55	0.17	0.55	0.45	0.45
Delay/Veh:	25.2	27.9	27.0	28.2	28.1	28.1	18.6	10.7	8.1	27.6	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:	25.2	27.9	27.0	28.2	28.1	28.1	18.6	10.7	8.1	27.6	15.7	15.7
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2kAvgQ:	2	4	4	4	4	4	5	8	2	4	5	5

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

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Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2013
Project ID: Yucaipa General Plan Update - Existing Conditions -W/ Proj
East/West Street: Yucaipa Blvd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	52	399	93	37	296	10	93	43	42	14	31	42
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.93			0.93			0.93			0.93		
U-Turn %HV	0			0			0			0		
Flow Rate	56	429	100	40	318	11	100	46	45	15	33	45
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	88	202	500	458
Exit. Flow	489	463	113	173

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	585	369	191	94
Entry Cap.	1035	923	685	715
Volume (vph)	585	369	191	94
Cap. (vph)	1035	923	685	715
v/c Ratio	0.57	0.40	0.28	0.13
Critical Lane	*	*	*	*
Lane Delay	10.7	8.5	8.7	6.5
Lane LOS	B	A	A	A
95 % Queue	3.7	1.9	1.1	0.5
Approach:				
Delay	10.73	8.47	8.67	6.45
LOS	B	A	A	A

Intersection Delay 9.41 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #11 Bryant St & Yucaipa Blvd

Cycle (sec):	40	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	6	Average Delay (sec/veh):	13.7
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Bryant St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	73	216	21	28	305	208	187	174	179	17	122	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:	73	216	21	28	305	208	187	174	179	17	122	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	80	238	23	31	336	229	206	192	197	19	134	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	238	23	31	336	229	206	192	197	19	134	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:	80	238	23	31	336	229	206	192	197	19	134	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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	0.52	0.48	1.00	0.21	1.54	0.25
Final Sat.:	1700	1641	159	1700	1800	1800	932	868	1800	385	2762	453
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.19	0.13	0.22	0.22	0.11	0.05	0.05	0.05
Crit Moves:					****		****				****	
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	13.0	13.0	13.0	10.0	10.0	10.0
Volume/Cap:	0.17	0.53	0.53	0.07	0.68	0.46	0.68	0.68	0.34	0.19	0.19	0.19
Delay/Veh:	11.2	13.4	13.4	10.8	16.7	12.7	14.9	14.9	10.6	11.9	11.9	11.9
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:	11.2	13.4	13.4	10.8	16.7	12.7	14.9	14.9	10.6	11.9	11.9	11.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	5	3	6	6	2	1	1	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #12 14th St & Ave E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	15.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0 0	0 0	1! 0	0 0	0 0	1! 0	0 0	0 0	1! 0	0 0
Volume Module:												
Base Vol:	5	269	25	45	344	64	8	85	5	14	45	98
Growth Adj:	1.00	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	269	25	45	344	64	8	85	5	14	45	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	5	294	27	49	376	70	9	93	5	15	49	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	294	27	49	376	70	9	93	5	15	49	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:	5	294	27	49	376	70	9	93	5	15	49	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:	0.02	0.90	0.08	0.10	0.76	0.14	0.08	0.87	0.05	0.09	0.29	0.62
Final Sat.:	11	578	54	68	521	97	41	433	25	49	159	346
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.72	0.72	0.72	0.22	0.22	0.22	0.31	0.31	0.31
Crit Moves:		****				****		****			****	
Delay/Veh:	13.3	13.3	13.3	19.4	19.4	19.4	10.6	10.6	10.6	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:	13.3	13.3	13.3	19.4	19.4	19.4	10.6	10.6	10.6	10.9	10.9	10.9
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:		13.3			19.4			10.6			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.3			19.4			10.6			10.9	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.9	0.9	0.9	2.2	2.2	2.2	0.2	0.2	0.2	0.3	0.3	0.3

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec):	55	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	4	Average Delay (sec/veh):	8.0
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	18	1012	267	69	723	48	66	199	14	217	140	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:	18	1012	267	69	723	48	66	199	14	217	140	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	20	1107	292	75	791	53	72	218	15	237	153	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1107	292	75	791	53	72	218	15	237	153	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1107	292	75	791	53	72	218	15	237	153	108
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	1.58	0.42	1.00	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2848	752	1700	3376	224	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.04	0.23	0.23	0.04	0.12	0.01	0.14	0.09	0.06
Crit Moves:		****								****		
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	13.5	13.5	13.5	13.5	13.5	13.5
Volume/Cap:	0.02	0.57	0.57	0.07	0.34	0.34	0.17	0.49	0.03	0.57	0.35	0.25
Delay/Veh:	2.8	4.9	4.9	2.9	3.7	3.7	16.6	18.7	15.8	20.1	17.6	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:	2.8	4.9	4.9	2.9	3.7	3.7	16.6	18.7	15.8	20.1	17.6	17.0
LOS by Move:	A	A	A	A	A	A	B	B	B	C	B	B
HCM2kAvgQ:	0	7	7	0	3	3	1	4	0	5	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #14 5th St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	25.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	5th St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	30	311	23	58	336	66	104	277	39	30	237	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:	30	311	23	58	336	66	104	277	39	30	237	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	32	331	24	62	357	70	111	295	41	32	252	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	331	24	62	357	70	111	295	41	32	252	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:	32	331	24	62	357	70	111	295	41	32	252	65
Saturation Flow Module:												
Adjustment:	1.00	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	1.71	0.13	0.25	1.46	0.29	0.27	0.73	1.00	0.18	1.45	0.37
Final Sat.:	69	724	54	109	641	129	121	322	485	76	612	161
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.45	0.57	0.56	0.55	0.91	0.91	0.09	0.42	0.41	0.40
Crit Moves:	****			****				****		****		
Delay/Veh:	17.5	17.2	17.0	20.6	19.8	19.1	51.1	51.1	10.6	16.6	16.2	15.6
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	17.2	17.0	20.6	19.8	19.1	51.1	51.1	10.6	16.6	16.2	15.6
LOS by Move:	C	C	C	C	C	C	F	F	B	C	C	C
ApproachDel:	17.2			19.8			47.3			16.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.2			19.8			47.3			16.1		
LOS by Appr:	C			C			E			C		
AllWayAvgQ:	0.8	0.7	0.7	1.2	1.1	1.1	5.0	5.0	0.1	0.6	0.6	0.6

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #15 California St & Avenue E

Cycle (sec):	40	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	6	Average Delay (sec/veh):	11.4
Optimal Cycle:	36	Level Of Service:	B

Street Name:	California St						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	98	200	78	45	189	74	57	121	157	58	117	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:	98	200	78	45	189	74	57	121	157	58	117	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	100	203	79	46	192	75	58	123	160	59	119	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	203	79	46	192	75	58	123	160	59	119	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:	100	203	79	46	192	75	58	123	160	59	119	40
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	1.44	0.56	1.00	0.44	0.56	1.00	0.75	0.25
Final Sat.:	1700	1800	1800	1700	2587	1013	1700	783	1017	1700	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.04	0.03	0.07	0.07	0.03	0.16	0.16	0.03	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.23	0.45	0.18	0.11	0.30	0.30	0.10	0.45	0.45	0.10	0.25	0.25
Delay/Veh:	12.2	13.4	11.9	11.7	12.3	12.3	8.8	10.6	10.6	8.9	9.5	9.5
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:	12.2	13.4	11.9	11.7	12.3	12.3	8.8	10.6	10.6	8.9	9.5	9.5
LOS by Move:	B	B	B	B	B	B	A	B	B	A	A	A
HCM2kAvgQ:	1	3	1	1	2	2	1	3	3	1	2	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #16 Bryant St & Avenue E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						Avenue 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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	24	179	20	33	236	80	94	93	36	27	97	19
Growth Adj:	1.00	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	179	20	33	236	80	94	93	36	27	97	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	179	20	33	236	80	94	93	36	27	97	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	179	20	33	236	80	94	93	36	27	97	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:	24	179	20	33	236	80	94	93	36	27	97	19
Saturation Flow Module:												
Adjustment:	1.00	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	0.80	0.09	0.09	0.68	0.23	0.42	0.42	0.16	0.19	0.68	0.13
Final Sat.:	67	502	56	63	454	154	252	249	96	108	387	76
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.52	0.52	0.52	0.37	0.37	0.37	0.25	0.25	0.25
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	11.0	11.0	13.1	13.1	13.1	11.5	11.5	11.5	10.3	10.3	10.3
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:	11.0	11.0	11.0	13.1	13.1	13.1	11.5	11.5	11.5	10.3	10.3	10.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.0			13.1			11.5			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			13.1			11.5			10.3	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.9	0.9	0.9	0.5	0.5	0.5	0.3	0.3	0.3

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

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Cycle (sec):	60	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	4	Average Delay (sec/veh):	11.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Live Oak Canyon Rd						Outer Hwy10					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	6	246	17	311	183	99	193	123	8	22	106	521
Growth Adj:	1.00	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	246	17	311	183	99	193	123	8	22	106	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	6	251	17	317	186	101	197	125	8	22	108	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	251	17	317	186	101	197	125	8	22	108	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	251	17	317	186	101	197	125	8	22	108	531
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.02	0.92	0.06	0.63	0.37	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	40	1646	114	1133	667	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.28	0.28	0.06	0.12	0.03	0.00	0.01	0.03	0.29
Crit Moves:					****							****
Green Time:	27.3	27.3	27.3	27.3	27.3	27.3	28.7	28.7	28.7	28.7	28.7	28.7
Volume/Cap:	0.34	0.34	0.34	0.62	0.62	0.12	0.24	0.07	0.01	0.03	0.06	0.62
Delay/Veh:	10.8	10.8	10.8	13.8	13.8	9.5	9.4	8.5	8.2	8.3	8.4	12.9
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:	10.8	10.8	10.8	13.8	13.8	9.5	9.4	8.5	8.2	8.3	8.4	12.9
LOS by Move:	B	B	B	B	B	A	A	A	A	A	A	B
HCM2kAvgQ:	3	3	3	8	8	1	2	1	0	0	1	8

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

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

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec):	45	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	6	Average Delay (sec/veh):	15.6
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	697	165	39	273	0	1067	1	240	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	697	165	39	273	0	1067	1	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	725	172	41	284	0	1110	1	250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	725	172	41	284	0	1110	1	250	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	725	172	41	284	0	1110	1	250	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	0.97	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	3497	3	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.10	0.02	0.08	0.00	0.32	0.32	0.14	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	11.3	11.3	10.0	21.3	0.0	17.7	17.7	17.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.38	0.11	0.17	0.00	0.81	0.81	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	21.2	14.5	14.1	6.8	0.0	15.7	15.7	9.9	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	21.2	14.5	14.1	6.8	0.0	15.7	15.7	9.9	0.0	0.0	0.0
LOS by Move:	A	C	B	B	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	7	2	1	1	0	10	10	3	0	0	0

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

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec):	130	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	6	Average Delay (sec/veh):	26.7
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	337	1389	0	0	159	1187	0	0	0	158	32	273
Growth Adj:	1.00	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	1389	0	0	159	1187	0	0	0	158	32	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	350	1442	0	0	165	1233	0	0	0	164	33	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1442	0	0	165	1233	0	0	0	164	33	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:	350	1442	0	0	165	1233	0	0	0	164	33	283
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.48	0.10	1.42
Final Sat.:	1700	3600	0	0	1800	3600	0	0	0	871	176	2553
Capacity Analysis Module:												
Vol/Sat:	0.21	0.40	0.00	0.00	0.09	0.34	0.00	0.00	0.00	0.19	0.19	0.11
Crit Moves:	****					****					****	
Green Time:	34.6	92.3	0.0	0.0	57.6	57.6	0.0	0.0	0.0	31.7	31.7	31.7
Volume/Cap:	0.77	0.56	0.00	0.00	0.21	0.77	0.00	0.00	0.00	0.77	0.77	0.46
Delay/Veh:	52.0	9.4	0.0	0.0	22.2	32.7	0.0	0.0	0.0	51.7	51.7	42.1
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:	52.0	9.4	0.0	0.0	22.2	32.7	0.0	0.0	0.0	51.7	51.7	42.1
LOS by Move:	D	A	A	A	C	C	A	A	A	D	D	D
HCM2kAvgQ:	15	14	0	0	4	22	0	0	0	14	14	7

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

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec):	125	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	8	Average Delay (sec/veh):	31.7
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	157	1275	226	118	1002	146	149	281	228	105	154	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1275	226	118	1002	146	149	281	228	105	154	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:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	156	1266	224	117	995	145	148	279	226	104	153	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1266	224	117	995	145	148	279	226	104	153	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:	156	1266	224	117	995	145	148	279	226	104	153	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3204	3600	1800	1700	3142	458	1700	1800	1800	3204	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.12	0.07	0.32	0.32	0.09	0.16	0.13	0.03	0.08	0.05
Crit Moves:		****		****				****		****		
Green Time:	15.8	65.4	65.4	12.8	62.4	62.4	19.6	28.8	28.8	10.0	19.2	19.2
Volume/Cap:	0.39	0.67	0.24	0.67	0.63	0.63	0.55	0.67	0.55	0.41	0.55	0.31
Delay/Veh:	50.8	22.9	16.4	63.9	23.7	23.7	51.2	48.1	43.8	55.7	51.4	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:	50.8	22.9	16.4	63.9	23.7	23.7	51.2	48.1	43.8	55.7	51.4	47.7
LOS by Move:	D	C	B	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	3	18	5	6	16	16	6	11	8	3	6	3

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

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

Intersection #21 Oak Glen Rd & Colorado Rd

Average Delay (sec/veh): 257.6 Worst Case Level Of Service: F[2077.6]

Street Name:	Oak Glen Rd									Colorado Rd									
Approach:	North Bound					South Bound				East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																				
Base Vol:	0	1247	304			35	917				0	0		0		305		0		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
Initial Bse:	0	1247	304			35	917				0	0		0		305		0		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
PHF Adj:	0.92	0.92	0.92			0.92	0.92				0.92	0.92		0.92		0.92		0.92		0.92
PHF Volume:	0	1355	330			38	997				0	0		0		332		0		53
Reduct Vol:	0	0	0			0	0				0	0		0		0		0		0
FinalVolume:	0	1355	330			38	997				0	0		0		332		0		53
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			1686	xxxx	xxxxx			xxxx	xxxx		xxxxx		1930		xxxx		678
Potent Cap.:	xxxx	xxxx	xxxxx			384	xxxx	xxxxx			xxxx	xxxx		xxxxx		60		xxxx		400
Move Cap.:	xxxx	xxxx	xxxxx			384	xxxx	xxxxx			xxxx	xxxx		xxxxx		55		xxxx		400
Volume/Cap:	xxxx	xxxx	xxxx			0.10	xxxx	xxxx			xxxx	xxxx		xxxx		6.03		xxxx		0.13
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxx	xxxx		xxxxx		37.8		xxxx		0.5
Control Del:	xxxxx	xxxx	xxxxx			15.4	xxxx	xxxxx			xxxxx	xxxx		xxxxx		2409		xxxx		15.4
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					2077.6				
ApproachLOS:	*					*					*					F				

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

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec):	130	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	6	Average Delay (sec/veh):	20.2
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	5	6	143	30	78	114	882	58	23	498	77
Growth Adj:	1.00	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	5	6	143	30	78	114	882	58	23	498	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	18	5	6	153	32	84	122	945	62	25	534	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	5	6	153	32	84	122	945	62	25	534	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:	18	5	6	153	32	84	122	945	62	25	534	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.45	0.55	1.00	0.28	0.72	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	1700	818	982	1700	500	1300	1700	3378	222	1700	3118	482
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.06	0.06	0.00	0.28	0.28	0.00	0.17	0.17
Crit Moves:				****				****		****		
Green Time:	27.8	27.8	27.8	27.8	27.8	27.8	29.8	86.2	86.2	10.0	66.4	66.4
Volume/Cap:	0.05	0.03	0.03	0.42	0.30	0.30	0.31	0.42	0.42	0.19	0.34	0.34
Delay/Veh:	40.7	40.5	40.5	45.0	43.4	43.4	42.0	10.4	10.4	56.9	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:	40.7	40.5	40.5	45.0	43.4	43.4	42.0	10.4	10.4	56.9	18.9	18.9
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	1	0	0	6	4	4	4	9	9	1	7	7

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

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

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	105	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	6	Average Delay (sec/veh):	17.1
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	84	0	156	0	0	0	0	819	190	179	506	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:	84	0	156	0	0	0	0	819	190	179	506	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	165	0	0	0	0	864	200	189	534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	165	0	0	0	0	864	200	189	534	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:	89	0	165	0	0	0	0	864	200	189	534	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	2922	678	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.09	0.00	0.00	0.00	0.00	0.30	0.30	0.00	0.15	0.00
Crit Moves:			****					****		****		
Green Time:	18.2	0.0	18.2	0.0	0.0	0.0	0.0	58.8	58.8	22.1	80.8	0.0
Volume/Cap:	0.30	0.00	0.53	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.19	0.00
Delay/Veh:	38.5	0.0	41.2	0.0	0.0	0.0	0.0	14.7	14.7	38.3	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:	38.5	0.0	41.2	0.0	0.0	0.0	0.0	14.7	14.7	38.3	3.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	11	11	6	2	0

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

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	55	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	8	Average Delay (sec/veh):	22.9
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	162	313	48	76	376	310	360	195	200	59	138	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	313	48	76	376	310	360	195	200	59	138	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	168	325	50	79	390	322	374	202	208	61	143	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	325	50	79	390	322	374	202	208	61	143	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:	168	325	50	79	390	322	374	202	208	61	143	100
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2123	1477
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.03	0.05	0.11	0.18	0.22	0.11	0.12	0.04	0.07	0.07
Crit Moves:	****					****	****				****	
Green Time:	10.0	11.1	11.1	11.1	12.1	12.1	14.9	12.4	12.4	12.4	10.0	10.0
Volume/Cap:	0.54	0.45	0.14	0.23	0.49	0.81	0.81	0.50	0.51	0.16	0.37	0.37
Delay/Veh:	22.4	19.7	18.2	18.8	19.2	32.4	29.3	19.5	19.7	17.3	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:	22.4	19.7	18.2	18.8	19.2	32.4	29.3	19.5	19.7	17.3	20.1	20.1
LOS by Move:	C	B	B	B	B	C	C	B	B	B	C	C
HCM2kAvgQ:	4	3	1	1	4	8	9	4	4	1	2	2

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

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	90	493	290	44	456	98	225	202	209	309	50	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:	90	493	290	44	456	98	225	202	209	309	50	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:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	92	505	297	45	467	100	230	207	214	316	51	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	505	297	45	467	100	230	207	214	316	51	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:	92	505	297	45	467	100	230	207	214	316	51	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.15	1.52	0.33	0.71	0.63	0.66	1.00	0.64	0.36
Final Sat.:	1700	3600	1800	265	2745	590	1274	1143	1183	1800	1154	646
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.17	0.17	0.17	0.18	0.18	0.18	0.18	0.04	0.04
Crit Moves:					****			****				
Green Time:	26.2	26.2	26.2	26.2	26.2	26.2	27.8	27.8	27.8	27.8	27.8	27.8
Volume/Cap:	0.12	0.32	0.38	0.39	0.39	0.39	0.39	0.39	0.39	0.38	0.10	0.10
Delay/Veh:	10.2	11.2	11.7	11.7	11.7	11.7	10.7	10.7	10.7	10.7	9.0	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:	10.2	11.2	11.7	11.7	11.7	11.7	10.7	10.7	10.7	10.7	9.0	9.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	A	A
HCM2kAvgQ:	1	3	4	4	4	4	4	4	4	4	1	1

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

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: E[35.8]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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			83	0			85	143		718		0	0		327		68
Growth Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	0	0			83	0			85	143		718		0	0		327		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:	0.96	0.96	0.96			0.96	0.96			0.96	0.96		0.96		0.96	0.96		0.96		0.96
PHF Volume:	0	0	0			86	0			88	148		746		0	0		340		71
Reduct Vol:	0	0	0			0	0			0	0		0		0	0		0		0
FinalVolume:	0	0	0			86	0			88	148		746		0	0		340		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			1382	xxxx			340	410	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			160	xxxx			707	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			144	xxxx			707	1160	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			0.60	xxxx			0.12	0.13	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			3.1	xxxx			0.4	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			61.3	xxxx			10.8	8.6	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					35.8					xxxxxx					xxxxxx				
ApproachLOS:	*					E					*					*				

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

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	8	Average Delay (sec/veh):	49.3
Optimal Cycle:	54	Level Of Service:	D

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	51	323	112	60	340	30	65	621	48	133	287	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:	51	323	112	60	340	30	65	621	48	133	287	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	54	343	119	64	361	32	69	660	51	141	305	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	343	119	64	361	32	69	660	51	141	305	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	343	119	64	361	32	69	660	51	141	305	48
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	1.49	0.51	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2673	927	1700	1800	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.04	0.20	0.02	0.04	0.37	0.03	0.08	0.17	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.7	10.7	10.7	11.3	11.3	15.2	20.7	20.7	10.0	15.5	15.5
Volume/Cap:	0.19	0.72	0.72	0.21	1.06	0.09	0.16	1.06	0.08	0.50	0.66	0.10
Delay/Veh:	21.8	27.3	27.3	21.4	91.1	20.2	17.6	74.0	13.3	24.1	23.3	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:	21.8	27.3	27.3	21.4	91.1	20.2	17.6	74.0	13.3	24.1	23.3	17.1
LOS by Move:	C	C	C	C	F	C	B	E	B	C	C	B
HCM2kAvgQ:	1	6	6	1	14	1	1	23	1	3	6	1

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

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.193
Loss Time (sec):	0	Average Delay (sec/veh):	59.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	30	175	53	48	189	92	135	361	48	21	239	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	175	53	48	189	92	135	361	48	21	239	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	33	190	58	52	205	100	147	392	52	23	260	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	190	58	52	205	100	147	392	52	23	260	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:	33	190	58	52	205	100	147	392	52	23	260	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:	0.23	1.36	0.41	0.29	1.15	0.56	0.25	0.66	0.09	0.08	0.92	1.00
Final Sat.:	100	597	186	129	520	264	123	329	44	37	424	508
Capacity Analysis Module:												
Vol/Sat:	0.33	0.32	0.31	0.41	0.40	0.38	1.19	1.19	1.19	0.61	0.61	0.07
Crit Moves:	****			****				****			****	
Delay/Veh:	14.6	14.2	13.7	15.9	15.4	14.5	129.7	130	129.7	21.2	21.2	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:	14.6	14.2	13.7	15.9	15.4	14.5	129.7	130	129.7	21.2	21.2	10.1
LOS by Move:	B	B	B	C	C	B	F	F	F	C	C	B
ApproachDel:	14.1			15.2			129.7			20.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			15.2			129.7			20.0		
LOS by Appr:	B			C			F			C		
AllWayAvgQ:	0.4	0.4	0.4	0.6	0.6	0.6	16.4	16.4	16.4	1.4	1.4	0.1

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

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	20.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	21	123	27	66	196	56	88	214	35	15	103	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:	21	123	27	66	196	56	88	214	35	15	103	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	27	158	35	85	251	72	113	274	45	19	132	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	158	35	85	251	72	113	274	45	19	132	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:	27	158	35	85	251	72	113	274	45	19	132	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:	0.12	0.72	0.16	0.21	0.62	0.17	0.26	0.64	0.10	0.11	0.72	0.17
Final Sat.:	60	353	77	116	344	98	147	357	58	50	343	80
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.73	0.73	0.73	0.77	0.77	0.77	0.39	0.39	0.39
Crit Moves:	****				****				****		****	
Delay/Veh:	13.9	13.9	13.9	22.3	22.3	22.3	24.8	24.8	24.8	13.0	13.0	13.0
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:	13.9	13.9	13.9	22.3	22.3	22.3	24.8	24.8	24.8	13.0	13.0	13.0
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
ApproachDel:	13.9			22.3			24.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			22.3			24.8			13.0		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.6	0.6	0.6	2.0	2.0	2.0	2.4	2.4	2.4	0.4	0.4	0.4

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

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

Intersection #30 SB I-10 Ramps (EB) & County Line Road

Average Delay (sec/veh): 587.5 Worst Case Level Of Service: F[1440.0]

Street Name:	SB I-10 Ramps (EB)									County Line Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	0	0	0			350	0			10	0			65	6	374			83	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			350	0			10	0			65	6	374			83	0
User Adj:	1.00	1.00	1.00			1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00	1.00
PHF Adj:	0.68	0.68	0.68			0.68	0.68			0.68	0.68			0.68	0.68	0.68			0.68	0.68
PHF Volume:	0	0	0			515	0			15	0			96	9	550			122	0
Reduct Vol:	0	0	0			0	0			0	0			0	0	0			0	0
FinalVolume:	0	0	0			515	0			15	0			96	9	550			122	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			1322	1326			122	xxxx	xxxx	xxxxx			104	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			174	157			934	xxxx	xxxx	xxxxx			1500	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			125	99			934	xxxx	xxxx	xxxxx			1500	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			4.13	0.00			0.02	xxxx	xxxx	xxxx			0.37	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx			0.0	xxxx	xxxx	xxxxx			1.7	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx			8.9	xxxxx	xxxx	xxxxx			8.8	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			125	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			52.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			1481	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			F	*			*	*		*			*	*			
ApproachDel:	xxxxxx					1440.0					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

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

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

Intersection #31 NB I-10 Ramps (WB) & County Line Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: D[27.1]

Street Name:	NB I-10 Ramps (WB)									County Line Road								
Approach:	North Bound					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	1	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	58	20	345			0	0	0			106	325	0			0	399	395		
Growth Adj:	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	1.00	1.00
Initial Bse:	58	20	345			0	0	0			106	325	0			0	399	395		
User Adj:	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	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	60	21	358			0	0	0			110	337	0			0	414	410		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	60	21	358			0	0	0			110	337	0			0	414	410		
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:	1177	1382	337	xxxx	xxxx	xxxxx					825	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	213	145	709	xxxx	xxxx	xxxxx					815	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	191	126	709	xxxx	xxxx	xxxxx					815	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.32	0.17	0.51	xxxx	xxxx	xxxx					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					10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*					B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	168	xxxx	565	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	2.3	xxxx	5.0	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	44.7	xxxx	23.4	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	E	*	C	*	*	*					*	*	*	*	*	*				
ApproachDel:	27.1			xxxxxx							xxxxxx					xxxxxx				
ApproachLOS:	D			*							*					*				

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

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

Intersection #32 Calimesa Blvd & County Line Rd

Cycle (sec):	65	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	4	Average Delay (sec/veh):	8.9
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Calimesa Blvd						County Line Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	93	111	71	84	127	132	94	475	99	57	549	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:	93	111	71	84	127	132	94	475	99	57	549	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:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
PHF Volume:	92	110	71	83	126	131	93	472	98	57	546	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	110	71	83	126	131	93	472	98	57	546	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:	92	110	71	83	126	131	93	472	98	57	546	36
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	1.00	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.00	1.00	0.28	1.42	0.30	1.00	1.88	0.12
Final Sat.:	1700	2196	1404	1700	1800	1800	507	2560	534	1700	3378	222
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.07	0.07	0.18	0.18	0.18	0.03	0.16	0.16
Crit Moves:					****			****				
Green Time:	16.8	16.8	16.8	16.8	16.8	16.8	44.2	44.2	44.2	44.2	44.2	44.2
Volume/Cap:	0.21	0.19	0.19	0.19	0.27	0.28	0.27	0.27	0.27	0.05	0.24	0.24
Delay/Veh:	19.1	18.9	18.9	19.0	19.5	19.6	4.1	4.1	4.1	3.5	4.0	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:	19.1	18.9	18.9	19.0	19.5	19.6	4.1	4.1	4.1	3.5	4.0	4.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	2	2	3	3	3	0	2	2

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

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

Intersection #33

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	6	Average Delay (sec/veh):	21.2
Optimal Cycle:	36	Level Of Service:	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	10	10	10	10	10	10	10	10	10	10	10
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:	18	164	133	50	222	216	74	500	16	93	413	25
Growth Adj:	1.00	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	164	133	50	222	216	74	500	16	93	413	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	164	133	50	222	216	74	500	16	93	413	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	164	133	50	222	216	74	500	16	93	413	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:	18	164	133	50	222	216	74	500	16	93	413	25
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:	0.01	0.09	0.07	0.03	0.12	0.12	0.04	0.28	0.01	0.05	0.23	0.01
Crit Moves:	****				****			****				
Green Time:	10.0	17.9	17.9	17.9	25.8	25.8	58.2	58.2	58.2	58.2	58.2	58.2
Volume/Cap:	0.11	0.51	0.41	0.16	0.48	0.46	0.07	0.48	0.02	0.09	0.39	0.02
Delay/Veh:	41.2	38.4	37.2	35.0	32.2	32.0	9.2	12.5	8.8	9.3	11.6	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:	41.2	38.4	37.2	35.0	32.2	32.0	9.2	12.5	8.8	9.3	11.6	8.9
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	1	5	4	1	6	6	1	9	0	1	7	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #34 California St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	16.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	California St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	25	82	27	16	123	104	103	350	37	13	242	19
Growth Adj:	1.00	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	82	27	16	123	104	103	350	37	13	242	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	82	27	16	123	104	103	350	37	13	242	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	82	27	16	123	104	103	350	37	13	242	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:	25	82	27	16	123	104	103	350	37	13	242	19
Saturation Flow Module:												
Adjustment:	1.00	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	0.61	0.20	0.12	0.88	1.00	0.21	0.71	0.08	0.05	0.88	0.07
Final Sat.:	92	303	100	56	432	545	136	461	49	28	522	41
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.28	0.28	0.19	0.76	0.76	0.76	0.46	0.46	0.46
Crit Moves:			****	****			****					****
Delay/Veh:	11.4	11.4	11.4	11.9	11.9	10.0	22.5	22.5	22.5	13.2	13.2	13.2
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:	11.4	11.4	11.4	11.9	11.9	10.0	22.5	22.5	22.5	13.2	13.2	13.2
LOS by Move:	B	B	B	B	B	A	C	C	C	B	B	B
ApproachDel:	11.4			11.1			22.5			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			11.1			22.5			13.2		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.3	0.3	0.2	2.5	2.5	2.5	0.7	0.7	0.7

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

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Yucaipa General Plan
Traffic Impact Analysis
Existing Conditions With Project - PM

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

Intersection #35 Bryant St & County Line Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Bryant St						County Line Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	15	42	9	18	39	55	53	288	38	9	190	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:	15	42	9	18	39	55	53	288	38	9	190	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	42	9	18	39	55	53	288	38	9	190	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	42	9	18	39	55	53	288	38	9	190	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:	15	42	9	18	39	55	53	288	38	9	190	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	0.63	0.14	0.16	0.35	0.49	0.14	0.76	0.10	0.04	0.92	0.04
Final Sat.:	138	386	83	104	225	318	107	584	77	32	665	28
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.17	0.17	0.17	0.49	0.49	0.49	0.29	0.29	0.29
Crit Moves:		****			****				****		****	
Delay/Veh:	8.9	8.9	8.9	9.0	9.0	9.0	11.7	11.7	11.7	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:	8.9	8.9	8.9	9.0	9.0	9.0	11.7	11.7	11.7	9.6	9.6	9.6
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
ApproachDel:	8.9			9.0			11.7			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.9			9.0			11.7			9.6		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.9	0.9	0.9	0.4	0.4	0.4

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

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LEVEL OF SERVICE CALCULATION WORKSHEETS FUTURE CONDITIONS WITH PROJECT – AM

Yucaipa General Plan
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Future (2040) - Proposed General Plan - AM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	6	Average Delay (sec/veh):	26.6
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	2	2	10	404	5	0	2	105	4	3	23	470
Growth Adj:	1.00	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	2	10	404	5	0	2	105	4	3	23	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	2	11	425	5	0	2	111	4	3	24	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	11	425	5	0	2	111	4	3	24	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	11	425	5	0	2	111	4	3	24	495
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.14	0.14	0.72	0.99	0.01	0.00	1.00	1.93	0.07	1.00	1.00	1.00
Final Sat.:	271	271	1357	1877	23	0	1800	3661	139	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.23	0.23	0.00	0.00	0.03	0.03	0.00	0.01	0.26
Crit Moves:		****		****			****					****
Green Time:	12.2	10.0	10.0	22.8	20.6	0.0	10.0	18.1	18.1	18.1	26.2	26.2
Volume/Cap:	0.05	0.06	0.06	0.75	0.82	0.00	0.01	0.13	0.13	0.01	0.04	0.75
Delay/Veh:	26.6	28.5	28.5	28.8	35.6	0.0	28.2	22.3	22.3	21.6	16.1	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:	26.6	28.5	28.5	28.8	35.6	0.0	28.2	22.3	22.3	21.6	16.1	26.1
LOS by Move:	C	C	C	C	D	A	C	C	C	C	B	C
HCM2kAvgQ:	0	0	0	11	12	0	0	1	1	0	0	12

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #2 Bryant St & Mill Creek Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	4	Average Delay (sec/veh):	9.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Street Name:	Bryant St						Mill Creek Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	379	0	116	0	0	0	0	22	120	161	57	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	0	116	0	0	0	0	22	120	161	57	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	399	0	122	0	0	0	0	23	126	169	60	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	0	122	0	0	0	0	23	126	169	60	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:	399	0	122	0	0	0	0	23	126	169	60	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.15	0.85	1.00	1.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	294	1606	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.06	0.00	0.00	0.00	0.00	0.08	0.08	0.09	0.03	0.00
Crit Moves:	****									****		
Green Time:	39.3	0.0	39.3	0.0	0.0	0.0	0.0	16.7	16.7	16.7	16.7	0.0
Volume/Cap:	0.34	0.00	0.10	0.00	0.00	0.00	0.00	0.28	0.28	0.34	0.11	0.00
Delay/Veh:	4.8	0.0	3.8	0.0	0.0	0.0	0.0	17.3	17.3	17.7	16.2	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:	4.8	0.0	3.8	0.0	0.0	0.0	0.0	17.3	17.3	17.7	16.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	4	0	1	0	0	0	0	2	2	3	1	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: C[15.5]

Street Name:	Hilltop Dr									Outer 10 Hwy							
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	1	0	1	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0		2		5	215		2		2	2		4		0	3		11		271
Growth Adj:	1.00	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		2		5	215		2		2	2		4		0	3		11		271
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95		0.95	0.95		0.95	
PHF Volume:	0		2		5	226		2		2	2		4		0	3		12		285
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		2		5	226		2		2	2		4		0	3		12		285
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1		6.5	xxxxx		7.1		6.5		6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	xxxxx		3.5		4.0		3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx		7	xxxx	xxxxx		608		462	xxxxx		463		462		5		
Potent Cap.:	xxxx	xxxx	xxxxx		1626	xxxx	xxxxx		411		500	xxxxx		513		500		1084		
Move Cap.:	xxxx	xxxx	xxxxx		1626	xxxx	xxxxx		260		420	xxxxx		447		420		1084		
Volume/Cap:	xxxx	xxxx	xxxx		0.14	xxxx	xxxx		0.01		0.01	xxxx		0.01		0.03		0.26		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		xxxx		xxxx	xxxxx		xxxx		xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		7.6	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			349	xxxx	xxxxx			xxxx		1008	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.5	xxxx	xxxxx		0.1		xxxx	xxxxx		xxxxx		1.3		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.6	xxxx	xxxxx		15.5		xxxx	xxxxx		xxxxx		10.1		xxxxx		
Shared LOS:	*	*	*		A	*	*		C		*	*		*		B		*		
ApproachDel:	xxxxxx				xxxxxx					15.5					10.1					
ApproachLOS:	*				*					C					B					

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

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Yucaipa General Plan
Traffic Impact Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	75	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	6	Average Delay (sec/veh):	11.6
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	170	11	85	39	0	1181	3	145	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	170	11	85	39	0	1181	3	145	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	179	12	89	41	0	1243	3	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	179	12	89	41	0	1243	3	153	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	179	12	89	41	0	1243	3	153	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	0.97	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	1.80	0.01	0.19	0.00	0.00	0.00
Final Sat.:	0	3569	231	1800	3800	0	3327	8	364	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.05	0.01	0.00	0.37	0.42	0.42	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	49.0	49.0	49.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.38	0.37	0.04	0.00	0.57	0.64	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	30.1	30.1	30.6	20.4	0.0	7.5	8.4	8.4	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	30.1	30.1	30.6	20.4	0.0	7.5	8.4	8.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	2	0	0	9	12	12	0	0	0

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

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

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.193
Loss Time (sec):	6	Average Delay (sec/veh):	6.2
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	199	1077	0	0	149	898	0	0	0	1	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1077	0	0	149	898	0	0	0	1	0	57
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:	209	1134	0	0	157	0	0	0	0	1	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1134	0	0	157	0	0	0	0	1	0	60
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:	209	1134	0	0	157	0	0	0	0	1	0	60
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.03	0.00	1.97
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	64	0	3736
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	32.5	44.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.21	0.41	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Delay/Veh:	7.3	3.1	0.0	0.0	20.6	0.0	0.0	0.0	0.0	21.2	0.0	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:	7.3	3.1	0.0	0.0	20.6	0.0	0.0	0.0	0.0	21.2	0.0	21.2
LOS by Move:	A	A	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	2	4	0	0	1	0	0	0	0	1	0	1

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

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

Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	70	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	8	Average Delay (sec/veh):	21.1
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	159	1042	129	10	599	68	83	20	189	69	18	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:	159	1042	129	10	599	68	83	20	189	69	18	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:	167	1097	136	11	631	72	87	21	199	73	19	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1097	136	11	631	72	87	21	199	73	19	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:	167	1097	136	11	631	72	87	21	199	73	19	8
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	1.78	0.22	1.00	1.80	0.20	1.00	0.10	0.90	1.00	0.69	0.31
Final Sat.:	1800	3381	419	1800	3413	387	1800	182	1718	1800	1315	585
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.01	0.18	0.18	0.05	0.12	0.12	0.04	0.01	0.01
Crit Moves:		****		****				****		****		
Green Time:	17.9	31.0	31.0	10.0	23.1	23.1	10.5	11.0	11.0	10.0	10.5	10.5
Volume/Cap:	0.36	0.73	0.73	0.04	0.56	0.56	0.32	0.73	0.73	0.28	0.10	0.10
Delay/Veh:	21.9	17.8	17.8	25.9	19.9	19.9	27.3	37.1	37.1	27.4	25.8	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:	21.9	17.8	17.8	25.9	19.9	19.9	27.3	37.1	37.1	27.4	25.8	25.8
LOS by Move:	C	B	B	C	B	B	C	D	D	C	C	C
HCM2kAvgQ:	3	12	12	0	7	7	2	6	6	2	1	1

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

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

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	8	Average Delay (sec/veh):	20.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	59	333	71	75	174	111	85	557	28	105	774	113
Growth Adj:	1.00	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	333	71	75	174	111	85	557	28	105	774	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:	62	351	75	79	183	117	89	586	29	111	815	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	351	75	79	183	117	89	586	29	111	815	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:	62	351	75	79	183	117	89	586	29	111	815	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.30	1.70	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.75	0.25
Final Sat.:	572	3228	1900	1800	1900	1900	1800	3618	182	1800	3316	484
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.04	0.10	0.06	0.05	0.16	0.16	0.06	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	10.0	16.0	16.0	16.0	22.0	22.0
Volume/Cap:	0.65	0.65	0.24	0.26	0.58	0.37	0.30	0.61	0.61	0.23	0.67	0.67
Delay/Veh:	25.8	25.8	22.1	21.9	24.9	22.9	22.5	20.3	20.3	17.4	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:	25.8	25.8	22.1	21.9	24.9	22.9	22.5	20.3	20.3	17.4	17.2	17.2
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	5	5	1	2	4	2	2	6	6	2	8	8

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

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

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	8	Average Delay (sec/veh):	21.0
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	62	239	138	104	321	326	247	563	69	246	898	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:	62	239	138	104	321	326	247	563	69	246	898	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:	65	252	145	109	338	343	260	593	73	259	945	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	252	145	109	338	343	260	593	73	259	945	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:	65	252	145	109	338	343	260	593	73	259	945	33
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	0.89	1.00	1.00
Lanes:	1.00	1.27	0.73	1.00	2.00	1.00	2.00	2.67	0.33	2.00	2.90	0.10
Final Sat.:	1800	2409	1391	1800	3800	1900	3400	5078	622	3400	5510	190
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.06	0.09	0.18	0.08	0.12	0.12	0.08	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	10.0	13.2	13.2	13.2	16.4	16.4	10.0	12.8	12.8	12.8	15.6	15.6
Volume/Cap:	0.22	0.47	0.47	0.28	0.33	0.66	0.46	0.55	0.55	0.36	0.66	0.66
Delay/Veh:	22.0	20.8	20.8	19.8	17.6	22.5	23.1	21.6	21.6	20.4	21.0	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:	22.0	20.8	20.8	19.8	17.6	22.5	23.1	21.6	21.6	20.4	21.0	21.0
LOS by Move:	C	C	C	B	B	C	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	2	3	7	3	4	4	3	7	7

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

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

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	6	Average Delay (sec/veh):	16.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	96	166	53	86	165	242	148	528	84	39	663	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:	96	166	53	86	165	242	148	528	84	39	663	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	175	56	91	174	255	156	556	88	41	698	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	175	56	91	174	255	156	556	88	41	698	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:	101	175	56	91	174	255	156	556	88	41	698	94
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.64	0.36
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	5025	675
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.03	0.05	0.05	0.13	0.09	0.15	0.05	0.02	0.14	0.14
Crit Moves:						****	****				****	
Green Time:	20.1	20.1	20.1	20.1	20.1	20.1	13.0	16.9	16.9	16.9	20.9	20.9
Volume/Cap:	0.17	0.14	0.09	0.15	0.14	0.40	0.40	0.52	0.16	0.08	0.40	0.40
Delay/Veh:	14.2	13.9	13.7	14.1	13.9	15.7	20.8	18.6	16.4	15.9	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:	14.2	13.9	13.7	14.1	13.9	15.7	20.8	18.6	16.4	15.9	15.0	15.0
LOS by Move:	B	B	B	B	B	B	C	B	B	B	B	B
HCM2kAvgQ:	1	1	1	1	1	4	3	5	1	1	4	4

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to IBI GROUP, IRVINE, CA

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Yucaipa Blvd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	37	222	76	47	306	6	71	23	61	2	61	59
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	39	234	80	49	322	6	75	24	64	2	64	62
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	115	138	275	446
Exit. Flow	300	459	69	194

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	353	378	163	128
Entry Cap.	1006	984	859	723
Volume (vph)	353	378	163	128
Cap. (vph)	1006	984	859	723
v/c Ratio	0.35	0.38	0.19	0.18
Critical Lane	*	*	*	*
Lane Delay	7.3	7.8	6.1	6.9
Lane LOS	A	A	A	A
95 % Queue	1.6	1.8	0.7	0.6
Approach:				
Delay	7.25	7.84	6.12	6.93
LOS	A	A	A	A

Intersection Delay 7.25 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Yucaipa Blvd
North/South Street: Bryant St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	149	75	116	14	152	37	132	308	15	21	420	287
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			47

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR	R		LTR			LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	157	79	122	15	160	39	139	324	16	22	442	302
No. Lanes	0	1	1	0	1	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	479	620	258	314
Exit. Flow	117	601	520	579

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	236	122			214		225	254		360	406	
Entry Cap.	789	808			732		873	873		826	826	
Volume (vph)	236	122			214		225	254		360	406	
Cap. (vph)	789	808			732		873	873		826	826	
v/c Ratio	0.30	0.15			0.29		0.26	0.29		0.44	0.49	
Critical Lane					*			*			*	
Lane Delay	8.0	6.0			8.4		6.8	7.3		9.9	11.0	
Lane LOS	A	A			A		A	A		A	B	
95 % Queue	1.3	0.5			1.2		1.0	1.2		2.2	2.8	
Approach:												
Delay		7.31			8.40			7.06			10.44	
LOS		A			A			A			B	

Intersection Delay 8.69 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #12 14th St & Ave E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	19	342	34	32	226	12	10	66	17	43	99	65
Growth Adj:	1.00	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	342	34	32	226	12	10	66	17	43	99	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:	20	360	36	34	238	13	11	69	18	45	104	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	36	34	238	13	11	69	18	45	104	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:	20	360	36	34	238	13	11	69	18	45	104	68
Saturation Flow Module:												
Adjustment:	1.00	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	0.86	0.09	0.12	0.84	0.04	0.21	1.42	0.37	0.41	0.96	0.63
Final Sat.:	32	583	58	76	534	28	104	699	185	210	503	350
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.45	0.45	0.45	0.10	0.10	0.10	0.22	0.21	0.20
Crit Moves:		****			****		****			****		
Delay/Veh:	15.7	15.7	15.7	12.4	12.4	12.4	10.1	9.9	9.7	11.0	10.6	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:	15.7	15.7	15.7	12.4	12.4	12.4	10.1	9.9	9.7	11.0	10.6	10.0
LOS by Move:	C	C	C	B	B	B	B	A	A	B	B	A
ApproachDel:		15.7			12.4			9.9			10.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.7			12.4			9.9			10.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	1.4	1.4	1.4	0.7	0.7	0.7	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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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec):	60	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	4	Average Delay (sec/veh):	10.3
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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:	17	304	95	42	704	37	39	142	17	259	361	81
Growth Adj:	1.00	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	304	95	42	704	37	39	142	17	259	361	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	320	100	44	741	39	41	149	18	273	380	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	320	100	44	741	39	41	149	18	273	380	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	320	100	44	741	39	41	149	18	273	380	85
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	1.52	0.48	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2895	905	1800	3610	190	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.02	0.21	0.21	0.02	0.08	0.01	0.15	0.20	0.04
Crit Moves:					****						****	
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.02	0.23	0.23	0.05	0.43	0.43	0.05	0.17	0.02	0.33	0.43	0.10
Delay/Veh:	8.4	9.4	9.4	8.6	10.7	10.7	9.0	9.6	8.8	10.5	11.3	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:	8.4	9.4	9.4	8.6	10.7	10.7	9.0	9.6	8.8	10.5	11.3	9.2
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	2	2	0	5	5	0	2	0	4	5	1

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to IBI GROUP, IRVINE, CA

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street: 5th St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	30	270	31	33	308	33	62	217	19	53	205	39
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47			47			47			47	

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	TR		LT	TR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	32	284	33	35	324	35	65	228	20	56	216	41
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	307	325	372	424
Exit. Flow	360	431	295	283

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	164	185		185	209		147	166		147	166	
Entry Cap.	898	912		885	900		855	871		822	840	
Volume (vph)	164	185		185	209		147	166		147	166	
Cap. (vph)	898	912		885	900		855	871		822	840	
v/c Ratio	0.18	0.20		0.21	0.23		0.17	0.19		0.18	0.20	
Critical Lane		*			*			*			*	
Lane Delay	5.8	6.0		6.2	6.4		5.9	6.1		6.2	6.3	
Lane LOS	A	A		A	A		A	A		A	A	
95 % Queue	0.7	0.8		0.8	0.9		0.6	0.7		0.6	0.7	
Approach:												
Delay		5.89			6.28			6.00			6.28	
LOS		A			A			A			A	

Intersection Delay 6.12 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	70	64	98	56	74	66	66	250	52	12	211	43
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	74	67	103	59	78	69	69	263	55	13	222	45
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	294	406	154	206
Exit. Flow	135	193	406	384

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	244	206	387	280
Entry Cap.	842	753	969	919
Volume (vph)	244	206	387	280
Cap. (vph)	842	753	969	919
v/c Ratio	0.29	0.27	0.40	0.30
Critical Lane	*	*	*	*
Lane Delay	7.5	7.9	8.2	7.1
Lane LOS	A	A	A	A
95 % Queue	1.2	1.1	1.9	1.3
Approach:				
Delay	7.46	7.94	8.16	7.15
LOS	A	A	A	A

Intersection Delay 7.71 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street:

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	40	45	58	69	22	34	292	23	17	468	46
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			47

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.		LTR			LTR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	44	42	47	61	73	23	36	307	24	18	493	48
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	572	387	104	170
Exit. Flow	84	157	375	601

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		134			157		173	195		263	296	
Entry Cap.		757			862		1018	1018		954	954	
Volume (vph)		134			157		173	195		263	296	
Cap. (vph)		757			862		1018	1018		954	954	
v/c Ratio		0.18			0.18		0.17	0.19		0.28	0.31	
Critical Lane		*			*			*			*	
Lane Delay		6.7			6.0		5.1	5.3		6.6	7.0	
Lane LOS		A			A		A	A		A	A	
95 % Queue		0.6			0.7		0.6	0.7		1.1	1.3	
Approach:												
Delay		6.66			6.01			5.23			6.81	
LOS		A			A			A			A	

Intersection Delay 6.21 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Cycle (sec):	60	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	4	Average Delay (sec/veh):	7.2
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Live Oak Canyon Rd						Outer Hwy10					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	125	10	213	276	156	77	53	8	9	46	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:	7	125	10	213	276	156	77	53	8	9	46	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:	7	132	11	224	291	164	81	56	8	9	48	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	132	11	224	291	164	81	56	8	9	48	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:	7	132	11	224	291	164	81	56	8	9	48	97
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.01	0.12	0.08	0.09	0.05	0.01	0.00	0.01	0.01	0.05
Crit Moves:				****								****
Green Time:	39.7	39.7	39.7	39.7	39.7	39.7	16.3	16.3	16.3	16.3	16.3	16.3
Volume/Cap:	0.01	0.05	0.01	0.19	0.12	0.13	0.17	0.05	0.02	0.02	0.05	0.19
Delay/Veh:	3.4	3.6	3.4	4.0	3.7	3.8	16.9	16.2	16.0	16.0	16.2	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:	3.4	3.6	3.4	4.0	3.7	3.8	16.9	16.2	16.0	16.0	16.2	17.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	0	0	2	1	1	1	0	0	0	0	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	6	Average Delay (sec/veh):	13.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	152	147	157	479	0	485	0	163	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	152	147	157	479	0	485	0	163	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	160	155	165	504	0	511	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	160	155	165	504	0	511	0	172	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	160	155	165	504	0	511	0	172	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	0.97	1.00	1.00	0.95	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	3800	1900	1800	3800	0	3700	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.08	0.09	0.13	0.00	0.14	0.00	0.09	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	14.1	14.1	15.9	30.1	0.0	23.9	0.0	23.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.35	0.35	0.26	0.00	0.35	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	18.4	19.6	18.3	8.7	0.0	12.7	0.0	12.1	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	18.4	19.6	18.3	8.7	0.0	12.7	0.0	12.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	3	3	3	0	4	0	2	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	6	Average Delay (sec/veh):	11.6
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	40	600	0	0	502	993	0	0	0	140	7	267
Growth Adj:	1.00	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	600	0	0	502	993	0	0	0	140	7	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	632	0	0	528	1045	0	0	0	147	7	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	632	0	0	528	1045	0	0	0	147	7	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	632	0	0	528	1045	0	0	0	147	7	281
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.01	1.99	0.00	0.00	0.00	0.50	0.02	1.48
Final Sat.:	1800	3800	0	0	1914	3786	0	0	0	948	47	2804
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.16	0.16	0.10
Crit Moves:	****				****						****	
Green Time:	10.0	38.2	0.0	0.0	28.2	28.2	0.0	0.0	0.0	15.8	15.8	15.8
Volume/Cap:	0.14	0.26	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.38
Delay/Veh:	21.5	4.8	0.0	0.0	12.0	12.0	0.0	0.0	0.0	20.5	20.5	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:	21.5	4.8	0.0	0.0	12.0	12.0	0.0	0.0	0.0	20.5	20.5	18.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	1	3	0	0	8	8	0	0	0	6	6	3

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec):	60	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	8	Average Delay (sec/veh):	19.5
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	3 0	1	1 0	2 1	0	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	219	568	77	60	1079	64	16	156	147	261	204	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:	219	568	77	60	1079	64	16	156	147	261	204	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:	231	598	81	63	1136	67	17	164	155	275	215	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	598	81	63	1136	67	17	164	155	275	215	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:	231	598	81	63	1136	67	17	164	155	275	215	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	2.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3400	5700	1900	1800	5381	319	1800	1900	1900	3400	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.04	0.04	0.21	0.21	0.01	0.09	0.08	0.08	0.11	0.06
Crit Moves:	****				****			****		****		
Green Time:	10.0	16.0	16.0	16.0	22.0	22.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.41	0.39	0.16	0.13	0.58	0.58	0.06	0.52	0.49	0.48	0.68	0.37
Delay/Veh:	22.8	18.2	17.0	16.8	15.7	15.7	21.1	24.3	23.9	23.3	29.3	22.9
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:	22.8	18.2	17.0	16.8	15.7	15.7	21.1	24.3	23.9	23.3	29.3	22.9
LOS by Move:	C	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	1	1	7	7	0	4	3	3	5	2

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #21 Oak Glen Rd & Colorado Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	4	Average Delay (sec/veh):	4.9
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Oak Glen Rd						Colorado Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	408	188	23	964	0	0	0	0	147	0	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:	0	408	188	23	964	0	0	0	0	147	0	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	429	198	24	1015	0	0	0	0	155	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	429	198	24	1015	0	0	0	0	155	0	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:	0	429	198	24	1015	0	0	0	0	155	0	13
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	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1900	1800	3800	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.10	0.01	0.27	0.00	0.00	0.00	0.00	0.09	0.00	0.01
Crit Moves:					****					****		
Green Time:	0.0	42.4	42.4	42.4	42.4	0.0	0.0	0.0	0.0	13.6	0.0	13.6
Volume/Cap:	0.00	0.16	0.15	0.02	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.03
Delay/Veh:	0.0	3.0	2.9	2.6	3.6	0.0	0.0	0.0	0.0	20.2	0.0	18.1
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	3.0	2.9	2.6	3.6	0.0	0.0	0.0	0.0	20.2	0.0	18.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	1	1	0	4	0	0	0	0	3	0	0

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

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	6	Average Delay (sec/veh):	15.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	53	30	79	100	40	262	37	521	36	245	333	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	30	79	100	40	262	37	521	36	245	333	513
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	32	83	105	42	276	39	548	38	258	351	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	32	83	105	42	276	39	548	38	258	351	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	32	83	105	42	276	39	548	38	258	351	540
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	0.28	0.72	1.00	0.13	0.87	1.00	1.87	0.13	1.00	1.00	1.00
Final Sat.:	1800	523	1377	1800	252	1648	1800	3554	246	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.17	0.17	0.00	0.15	0.15	0.00	0.18	0.28
Crit Moves:					****		****					****
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	10.0	18.8	18.8	18.8	27.7	27.7
Volume/Cap:	0.11	0.22	0.22	0.22	0.62	0.62	0.13	0.49	0.49	0.46	0.40	0.62
Delay/Veh:	16.5	17.2	17.2	17.1	21.3	21.3	21.5	17.0	17.0	17.1	10.8	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:	16.5	17.2	17.2	17.1	21.3	21.3	21.5	17.0	17.0	17.1	10.8	13.0
LOS by Move:	B	B	B	B	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	2	2	2	6	6	1	5	5	4	5	8

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

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

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	6	Average Delay (sec/veh):	12.3
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	297	0	174	0	0	0	0	479	261	83	780	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:	297	0	174	0	0	0	0	479	261	83	780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	313	0	183	0	0	0	0	504	275	87	821	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	0	183	0	0	0	0	504	275	87	821	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:	313	0	183	0	0	0	0	504	275	87	821	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.29	0.71	1.00	2.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	2460	1340	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.20	0.20	0.00	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	20.2	0.0	20.2	0.0	0.0	0.0	0.0	23.8	23.8	10.0	33.8	0.0
Volume/Cap:	0.52	0.00	0.29	0.00	0.00	0.00	0.00	0.52	0.52	0.29	0.38	0.00
Delay/Veh:	16.8	0.0	14.9	0.0	0.0	0.0	0.0	14.0	14.0	22.4	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:	16.8	0.0	14.9	0.0	0.0	0.0	0.0	14.0	14.0	22.4	7.4	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	6	6	2	4	0

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

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	8	Average Delay (sec/veh):	21.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	279	444	56	42	458	247	181	98	213	60	119	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:	279	444	56	42	458	247	181	98	213	60	119	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:	294	467	59	44	482	260	191	103	224	63	125	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	467	59	44	482	260	191	103	224	63	125	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:	294	467	59	44	482	260	191	103	224	63	125	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	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.37	0.63
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2599	1201
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.03	0.02	0.13	0.14	0.11	0.05	0.12	0.04	0.05	0.05
Crit Moves:	****					****	****				****	
Green Time:	16.9	15.5	15.5	15.5	14.2	14.2	11.0	10.5	10.5	10.5	10.0	10.0
Volume/Cap:	0.58	0.48	0.12	0.09	0.54	0.58	0.58	0.31	0.68	0.20	0.29	0.29
Delay/Veh:	20.2	19.2	17.1	17.0	20.7	22.2	25.0	22.1	28.6	21.5	22.1	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:	20.2	19.2	17.1	17.0	20.7	22.2	25.0	22.1	28.6	21.5	22.1	22.1
LOS by Move:	C	B	B	B	C	C	C	C	C	C	C	C
HCM2kAvgQ:	6	4	1	1	5	5	4	2	5	1	2	2

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

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	4	Average Delay (sec/veh):	9.4
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	47	243	124	63	480	368	38	71	182	287	149	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:	47	243	124	63	480	368	38	71	182	287	149	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:	49	256	131	66	505	387	40	75	192	302	157	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	256	131	66	505	387	40	75	192	302	157	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:	49	256	131	66	505	387	40	75	192	302	157	33
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.13	0.20	0.02	0.02	0.10	0.17	0.04	0.02
Crit Moves:						****				****		
Green Time:	30.7	30.7	30.7	30.7	30.7	30.7	25.3	25.3	25.3	25.3	25.3	25.3
Volume/Cap:	0.05	0.13	0.13	0.07	0.26	0.40	0.05	0.05	0.24	0.40	0.10	0.04
Delay/Veh:	7.4	7.7	7.7	7.5	8.3	9.2	10.3	10.3	11.3	12.4	10.5	10.2
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:	7.4	7.7	7.7	7.5	8.3	9.2	10.3	10.3	11.3	12.4	10.5	10.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	1	3	5	0	0	2	4	1	0

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

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[18.5]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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	2	0	1
Volume Module:																				
Base Vol:	0	0	0			62	0			92	70		203		0	0		729		144
Growth Adj:	1.00	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			62	0			92	70		203		0	0		729		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:	0	0	0			65	0			97	74		214		0	0		767		152
Reduct Vol:	0	0	0			0	0			0	0		0		0	0		0		0
FinalVolume:	0	0	0			65	0			97	74		214		0	0		767		152
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			1022	xxxx			384	919	xxxx	xxxxx		xxxx	xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			236	xxxx			620	751	xxxx	xxxxx		xxxx	xxxx		xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			218	xxxx			620	751	xxxx	xxxxx		xxxx	xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			0.30	xxxx			0.16	0.10	xxxx	xxxx		xxxx	xxxx		xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			1.2	xxxx			0.6	0.3	xxxx	xxxxx		xxxx	xxxx		xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			28.4	xxxx			11.9	10.3	xxxx	xxxxx		xxxxx	xxxx		xxxxx		
LOS by Move:	*	*	*			D	*			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					18.5					xxxxxx					xxxxxx				
ApproachLOS:	*					C					*					*				

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

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	8	Average Delay (sec/veh):	17.8
Optimal Cycle:	48	Level Of Service:	B

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	69	115	26	40	195	53	31	187	58	78	720	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:	69	115	26	40	195	53	31	187	58	78	720	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:	73	121	27	42	205	56	33	197	61	82	758	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	121	27	42	205	56	33	197	61	82	758	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:	73	121	27	42	205	56	33	197	61	82	758	51
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	2.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4649	1051	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.02	0.05	0.03	0.02	0.05	0.03	0.05	0.20	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	10.0	16.0	16.0	16.0	22.0	22.0
Volume/Cap:	0.24	0.16	0.16	0.14	0.32	0.18	0.11	0.19	0.12	0.17	0.54	0.07
Delay/Veh:	22.1	21.5	21.5	21.5	22.3	21.7	21.4	17.1	16.8	17.1	15.5	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:	22.1	21.5	21.5	21.5	22.3	21.7	21.4	17.1	16.8	17.1	15.5	12.4
LOS by Move:	C	C	C	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	1	1	1	1	2	1	1	2	1	1	6	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		0 1 0	1 0		0 1 0	1 0	
Volume Module:												
Base Vol:	49	183	34	36	169	107	66	136	57	35	372	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:	49	183	34	36	169	107	66	136	57	35	372	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:	52	193	36	38	178	113	69	143	60	37	392	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	193	36	38	178	113	69	143	60	37	392	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:	52	193	36	38	178	113	69	143	60	37	392	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:	0.37	1.38	0.25	0.23	1.08	0.69	0.51	1.05	0.44	0.16	1.70	0.14
Final Sat.:	172	662	126	111	532	357	239	513	223	81	876	72
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.28	0.34	0.33	0.32	0.29	0.28	0.27	0.45	0.45	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	12.5	12.2	13.4	13.0	12.1	12.8	12.3	11.8	14.8	14.6	14.3
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:	12.9	12.5	12.2	13.4	13.0	12.1	12.8	12.3	11.8	14.8	14.6	14.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.6			12.7			12.3			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			12.7			12.3			14.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.4	0.4	0.4	0.5	0.4	0.4	0.4	0.3	0.3	0.7	0.7	0.7

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	4	Average Delay (sec/veh):	11.0
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	232	32	55	494	59	36	122	55	62	275	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	232	32	55	494	59	36	122	55	62	275	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	244	34	58	520	62	38	128	58	65	289	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	244	34	58	520	62	38	128	58	65	289	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	244	34	58	520	62	38	128	58	65	289	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	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	1.56	0.21	0.18	1.63	0.19	0.17	0.57	0.26	0.15	0.68	0.17
Final Sat.:	434	2958	408	344	3088	369	321	1088	491	289	1281	331
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.12	0.12	0.12	0.23	0.23	0.23
Crit Moves:					****						****	
Green Time:	23.9	23.9	23.9	23.9	23.9	23.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.21	0.21	0.21	0.42	0.42	0.42	0.22	0.22	0.22	0.42	0.42	0.42
Delay/Veh:	11.9	11.9	11.9	13.2	13.2	13.2	7.5	7.5	7.5	8.7	8.7	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:	11.9	11.9	11.9	13.2	13.2	13.2	7.5	7.5	7.5	8.7	8.7	8.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	5	5	5	2	2	2	5	5	5

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

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Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: SB I-10 Ramps

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		117	2	338	59					246	2	22
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47										

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	T	TR		L	T					L	LTR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	0	123	2	356	62	0	0	0	0	259	2	23
No. Lanes	0	2	0	1	1	0	0	0	0	1	1	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	617	0	382	418
Exit. Flow	382	85	0	360

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	59	66		356	62			147		134	151	
Entry Cap.	711	734		1130	1130			0		826	843	
Volume (vph)	59	66		356	62					134	151	
Cap. (vph)	711	734		1130	1130			0		826	843	
v/c Ratio	0.08	0.09		0.32	0.05					0.16	0.18	
Critical Lane		*		*							*	
Lane Delay	5.9	5.8		6.2	3.6					6.0	6.1	
Lane LOS	A	A		A	A			F		A	A	
95 % Queue	0.3	0.3		1.4	0.2					0.6	0.6	
Approach:												
Delay		5.88			5.84						6.06	
LOS		A			A						A	

Intersection Delay 5.92 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: NB I-10 Ramps

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	43	322			403	395	4	1	130			
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47										

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	T			TR			LT				
RT Bypass	None			Non-Yielding			Yielding			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	45	339	0	0	424	416	4	1	0	0	0	0
No. Lanes	0	2	0	0	1	0	0	1	0	0	0	0
Cnfl. Lanes	1			1		1	2		1	1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	0	50	384	428
Exit. Flow	339	428	46	0

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	181	204			424	416		5	137			
Entry Cap.	1130	1130			1074			864	805		0	
Volume (vph)	181	204			424	416		5	137			
Cap. (vph)	1130	1130			1074			864	805		0	
v/c Ratio	0.16	0.18			0.39			0.01	0.17			
Critical Lane		*							*			
Lane Delay	4.6	4.8			7.5	0.0		4.2	6.2			
Lane LOS	A	A			A			A	A		F	
95 % Queue	0.6	0.7			1.9			0.0	0.6			
Approach:												
Delay		4.70			3.78			6.17				
LOS		A			A			A				

Intersection Delay 4.29 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: Calimesa Blvd

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	47	32	48	26	596	48	94	125	77	45	74	98
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47			47			47			47	

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	TR		LT	TR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	49	34	51	27	627	51	99	132	81	47	78	103
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	152	280	130	753
Exit. Flow	162	829	232	156

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	63	71		331	374		146	165		107	121	
Entry Cap.	1008	1016		916	929		1025	1031		642	667	
Volume (vph)	63	71		331	374		146	165		107	121	
Cap. (vph)	1008	1016		916	929		1025	1031		642	667	
v/c Ratio	0.06	0.07		0.36	0.40		0.14	0.16		0.17	0.18	
Critical Lane		*			*			*			*	
Lane Delay	4.1	4.2		7.9	8.5		4.8	5.0		7.6	7.5	
Lane LOS	A	A		A	A		A	A		A	A	
95 % Queue	0.2	0.2		1.7	2.0		0.5	0.6		0.6	0.7	
Approach:												
Delay		4.14			8.23			4.89			7.53	
LOS		A			A			A			A	

Intersection Delay 6.96 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: 5th St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	367	11	113	426	19	5	23	29	42	127	130
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			Non-Yielding		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	44	386	12	119	448	20	5	24	31	44	134	137
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		1

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	297	73	474	572
Exit. Flow	461	454	88	264

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		442			587			60			178	137
Entry Cap.		840			1050			703			637	
Volume (vph)		442			587			60			178	137
Cap. (vph)		840			1050			703			637	
v/c Ratio		0.53			0.56			0.09			0.28	
Critical Lane		*			*			*				
Lane Delay		11.6			10.5			6.0			9.2	0.0
Lane LOS		B			B			A			A	
95 % Queue		3.1			3.6			0.3			1.1	
Approach:												
Delay		11.57			10.48			6.02			5.21	
LOS		B			B			A			A	

Intersection Delay 9.45 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: AM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	89	250	9	24	403	18	9	25	38	16	36	61
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	94	263	9	25	424	19	9	26	40	17	38	64
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	80	129	374	458
Exit. Flow	320	498	139	73

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	366	468	76	119
Entry Cap.	1043	993	778	714
Volume (vph)	366	468	76	119
Cap. (vph)	1043	993	778	714
v/c Ratio	0.35	0.47	0.10	0.17
Critical Lane	*	*	*	*
Lane Delay	7.1	9.2	5.6	6.9
Lane LOS	A	A	A	A
95 % Queue	1.6	2.6	0.3	0.6
Approach:				
Delay	7.06	9.17	5.62	6.88
LOS	A	A	A	A

Intersection Delay 7.89 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
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Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: Bryant St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	47	142	123	101	205	48	131	126	20	67	332	99
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LT	TR		LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	49	149	129	106	216	51	138	133	21	71	349	104
No. Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Cnfl. Lanes	1			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	526	320	269	460
Exit. Flow	241	458	233	585

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		328			373		137	155			524	
Entry Cap.		668			903		863	863			713	
Volume (vph)		328			373		137	155			524	
Cap. (vph)		668			903		863	863			713	
v/c Ratio		0.49			0.41		0.16	0.18			0.73	
Critical Lane		*			*			*			*	
Lane Delay		12.9			8.8		5.8	6.0			21.4	
Lane LOS		B			A		A	A			C	
95 % Queue		2.7			2.0		0.6	0.7			6.5	
Approach:												
Delay		12.93			8.83			5.87			21.38	
LOS		B			A			A			C	

Intersection Delay 13.48 Intersection LOS B

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #36 Wildwood & SB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Wildwood									SB ramps		
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	125	2	426	213	0	352	57	3	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	125	2	426	213	0	352	57	3	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	132	2	448	224	0	371	60	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	132	2	448	224	0	371	60	3	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	132	2	448	224	0	371	60	3	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	0.97	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.76	0.24	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	3235	451	1912	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.25	0.06	0.00	0.11	0.13	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	10.0	10.0	27.4	18.7	0.0	12.3	14.6	14.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.21	0.01	0.55	0.19	0.00	0.56	0.55	0.01	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	20.9	12.6	15.2	0.0	22.3	20.6	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	21.7	20.9	12.6	15.2	0.0	22.3	20.6	17.2	0.0	0.0	0.0
LOS by Move:	A	C	C	B	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	1	0	7	2	0	4	5	0	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - AM

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

Intersection #37 Wildwood & NB ramps

Cycle (sec):	75	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	8	Average Delay (sec/veh):	12.3
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Wildwood									NB ramps		
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	10	10	10	10	10	10	10	10	10	10	10
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	1 0	1! 0	1
Volume Module:												
Base Vol:	27	450	0	0	633	695	0	0	0	6	63	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:	27	450	0	0	633	695	0	0	0	6	63	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:	28	474	0	0	666	732	0	0	0	6	66	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	474	0	0	666	732	0	0	0	6	66	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:	28	474	0	0	666	732	0	0	0	6	66	121
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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.03	0.51	1.46
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1846	968	2783
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.18	0.39	0.00	0.00	0.00	0.00	0.07	0.04
Crit Moves:	****					****					****	
Green Time:	10.0	28.5	0.0	0.0	47.0	47.0	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.33	0.00	0.00	0.28	0.61	0.00	0.00	0.00	0.03	0.51	0.33
Delay/Veh:	28.8	16.6	0.0	0.0	6.4	9.5	0.0	0.0	0.0	28.3	31.5	29.8
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:	28.8	16.6	0.0	0.0	6.4	9.5	0.0	0.0	0.0	28.3	31.5	29.8
LOS by Move:	C	B	A	A	A	A	A	A	A	C	C	C
HCM2kAvgQ:	1	4	0	0	4	11	0	0	0	0	4	2

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

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LEVEL OF SERVICE CALCULATION WORKSHEETS FUTURE CONDITIONS WITH PROJECT – PM

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #1 Crafton Ave & Sand Canyon Rd

Cycle (sec): 85 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 Average Delay (sec/veh): 28.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Crafton Ave						Sand Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	1	4	13	453	3	3	2	53	1	0	189	518
Growth Adj:	1.00	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	13	453	3	3	2	53	1	0	189	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	14	477	3	3	2	56	1	0	199	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	4	14	477	3	3	2	56	1	0	199	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	14	477	3	3	2	56	1	0	199	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.06	0.22	0.72	0.98	0.01	0.01	1.00	1.96	0.04	1.00	1.00	1.00
Final Sat.:	106	422	1372	1875	12	12	1800	3730	70	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.25	0.25	0.25	0.00	0.01	0.01	0.00	0.10	0.29
Crit Moves:		****		****			****					****
Green Time:	11.9	10.0	10.0	27.7	25.8	25.8	10.0	20.6	20.6	0.0	31.3	31.3
Volume/Cap:	0.07	0.08	0.08	0.78	0.84	0.84	0.01	0.06	0.06	0.00	0.28	0.78
Delay/Veh:	31.8	33.6	33.6	32.2	38.1	38.1	33.1	24.8	24.8	0.0	19.2	29.4
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:	31.8	33.6	33.6	32.2	38.1	38.1	33.1	24.8	24.8	0.0	19.2	29.4
LOS by Move:	C	C	C	C	D	D	C	C	C	A	B	C
HCM2kAvgQ:	0	0	0	13	15	15	0	1	1	0	4	14

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #2 Bryant St & Mill Creek Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	4	Average Delay (sec/veh):	10.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Bryant St						Mill Creek Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	0 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	213	0	363	0	0	0	0	10	294	192	10	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:	213	0	363	0	0	0	0	10	294	192	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	382	0	0	0	0	11	309	202	11	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	0	382	0	0	0	0	11	309	202	11	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	382	0	0	0	0	11	309	202	11	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.03	0.97	1.00	1.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	63	1837	1800	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.20	0.00	0.00	0.00	0.00	0.17	0.17	0.11	0.01	0.00
Crit Moves:			****					****				
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	25.5	25.5	25.5	25.5	0.0
Volume/Cap:	0.25	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.40	0.26	0.01	0.00
Delay/Veh:	8.4	0.0	9.4	0.0	0.0	0.0	0.0	12.2	12.2	11.3	10.0	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:	8.4	0.0	9.4	0.0	0.0	0.0	0.0	12.2	12.2	11.3	10.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	4	4	3	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #3 Hilltop Dr & Outer 10 Hwy

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: C[16.0]

Street Name:	Hilltop Dr						Outer 10 Hwy					
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 1			0 1 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	2	3	208	6	10	10	30	0	11	34	257
Growth Adj:	1.00	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	2	3	208	6	10	10	30	0	11	34	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:	0	2	3	219	6	11	11	32	0	12	36	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2	3	219	6	11	11	32	0	12	36	271
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	xxxxx	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	5	xxxx	xxxxx	601	449	xxxxx	469	458	4
Potent Cap.:	xxxx	xxxx	xxxxx	1629	xxxx	xxxxx	415	508	xxxxx	508	502	1086
Move Cap.:	xxxx	xxxx	xxxxx	1629	xxxx	xxxxx	258	430	xxxxx	424	425	1086
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	0.04	0.07	xxxx	0.03	0.08	0.25
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	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	369	xxxx	xxxxx	xxxx	881	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	16.0	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			16.0			11.4		
ApproachLOS:	*			*			C			B		

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

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

Intersection #4 Yucaipa Blvd & I-10 EB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	6	Average Delay (sec/veh):	11.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Yucaipa Blvd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	191	11	90	82	0	1055	1	121	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	191	11	90	82	0	1055	1	121	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	201	12	95	86	0	1111	1	127	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	12	95	86	0	1111	1	127	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	201	12	95	86	0	1111	1	127	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	0.97	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	1.81	0.01	0.18	0.00	0.00	0.00
Final Sat.:	0	3593	207	1800	3800	0	3350	3	345	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.05	0.02	0.00	0.33	0.37	0.37	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	10.0	10.0	10.0	20.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.34	0.32	0.07	0.00	0.58	0.65	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	22.4	22.6	13.7	0.0	8.9	9.7	9.7	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	22.4	22.4	22.6	13.7	0.0	8.9	9.7	9.7	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	2	1	0	8	10	10	0	0	0

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

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

Intersection #5 Yucaipa Blvd & I-10 WB ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 6 Average Delay (sec/veh): 6.9
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Yucaipa Blvd						I-10 WB ramps					
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			Ignore			Include			Include		
Min. Green:	10	10	0	10	10	10	0	0	0	10	10	10
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:	188	1051	0	0	147	1747	0	0	0	9	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1051	0	0	147	1747	0	0	0	9	0	112
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:	198	1106	0	0	155	0	0	0	0	9	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1106	0	0	155	0	0	0	0	9	0	118
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:	198	1106	0	0	155	0	0	0	0	9	0	118
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.14	0.00	1.86
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	263	0	3537
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	31.8	43.6	0.0	0.0	11.8	0.0	0.0	0.0	0.0	10.4	0.0	10.4
Volume/Cap:	0.21	0.40	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.19
Delay/Veh:	7.6	3.3	0.0	0.0	20.3	0.0	0.0	0.0	0.0	21.4	0.0	21.3
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:	7.6	3.3	0.0	0.0	20.3	0.0	0.0	0.0	0.0	21.4	0.0	21.3
LOS by Move:	A	A	A	A	C	A	A	A	A	C	A	C
HCM2kAvgQ:	2	4	0	0	1	0	0	0	0	1	0	1

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

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

Intersection #6 Yucaipa Blvd & Avenue E

Cycle (sec):	80	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	8	Average Delay (sec/veh):	28.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Yucaipa Blvd						Avenue E					
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	10	10	10	10	10	10	10	10	10	10	10
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	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	140	942	86	20	1460	93	53	14	197	237	41	40
Growth Adj:	1.00	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	942	86	20	1460	93	53	14	197	237	41	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:	147	992	91	21	1537	98	56	15	207	249	43	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	992	91	21	1537	98	56	15	207	249	43	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:	147	992	91	21	1537	98	56	15	207	249	43	42
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	1.83	0.17	1.00	1.88	0.12	1.00	0.07	0.93	1.00	0.51	0.49
Final Sat.:	1800	3482	318	1800	3572	228	1800	126	1774	1800	962	938
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.01	0.43	0.43	0.03	0.12	0.12	0.14	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	10.0	34.0	34.0	14.9	38.9	38.9	11.6	10.6	10.6	12.5	11.6	11.6
Volume/Cap:	0.65	0.67	0.67	0.06	0.88	0.88	0.21	0.88	0.88	0.88	0.31	0.31
Delay/Veh:	40.2	19.6	19.6	26.9	24.0	24.0	30.6	63.0	63.0	59.5	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	19.6	19.6	26.9	24.0	24.0	30.6	63.0	63.0	59.5	31.3	31.3
LOS by Move:	D	B	B	C	C	C	C	E	E	E	C	C
HCM2kAvgQ:	5	12	12	0	22	22	1	9	9	10	2	2

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

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

Intersection #7 Sand Canyon Rd/14th St & Yucaipa Blvd

Cycle (sec): 65 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 8 Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Sand Canyon Rd/14th St						Yucaipa Blvd					
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:	10	10	10	10	10	10	10	10	10	10	10	10
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:	100	343	58	94	324	112	104	864	81	102	969	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:	100	343	58	94	324	112	104	864	81	102	969	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:	105	361	61	99	341	118	109	909	85	107	1020	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	361	61	99	341	118	109	909	85	107	1020	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:	105	361	61	99	341	118	109	909	85	107	1020	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.45	1.55	1.00	1.00	1.00	1.00	1.00	1.83	0.17	1.00	1.80	0.20
Final Sat.:	858	2942	1900	1800	1900	1900	1800	3474	326	1800	3422	378
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.05	0.18	0.06	0.06	0.26	0.26	0.06	0.30	0.30
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	13.9	13.9	13.9	10.0	20.8	20.8	12.2	23.1	23.1
Volume/Cap:	0.80	0.80	0.21	0.26	0.84	0.29	0.40	0.82	0.82	0.32	0.84	0.84
Delay/Veh:	34.1	34.1	24.4	21.3	35.9	21.8	25.7	24.7	24.7	23.3	24.1	24.1
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:	34.1	34.1	24.4	21.3	35.9	21.8	25.7	24.7	24.7	23.3	24.1	24.1
LOS by Move:	C	C	C	C	D	C	C	C	C	C	C	C
HCM2kAvgQ:	7	7	1	2	10	2	3	12	12	2	13	13

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

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Oak Glen Rd & Yucaipa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	8	Average Delay (sec/veh):	21.6
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Oak Glen Rd						Yucaipa Blvd					
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	10	10	10	10	10	10	10	10	10	10	10
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:	112	465	321	136	251	285	264	599	43	191	662	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:	112	465	321	136	251	285	264	599	43	191	662	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:	118	489	338	143	264	300	278	631	45	201	697	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	489	338	143	264	300	278	631	45	201	697	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:	118	489	338	143	264	300	278	631	45	201	697	14
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	0.89	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	2.00	1.00	2.00	2.80	0.20	2.00	2.94	0.06
Final Sat.:	1800	2248	1552	1800	3800	1900	3400	5318	382	3400	5590	110
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.08	0.07	0.16	0.08	0.12	0.12	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	15.2	20.3	20.3	10.0	15.2	15.2	10.0	10.8	10.8	10.8	11.7	11.7
Volume/Cap:	0.26	0.64	0.64	0.48	0.27	0.62	0.49	0.66	0.66	0.33	0.64	0.64
Delay/Veh:	18.2	17.9	17.9	23.8	18.2	22.5	23.4	24.4	24.4	21.7	23.5	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:	18.2	17.9	17.9	23.8	18.2	22.5	23.4	24.4	24.4	21.7	23.5	23.5
LOS by Move:	B	B	B	C	B	C	C	C	C	C	C	C
HCM2kAvgQ:	2	8	8	3	2	6	3	5	5	2	5	5

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #9 5th St & Yucaipa Blvd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	6	Average Delay (sec/veh):	13.9
Optimal Cycle:	36	Level Of Service:	B

Street Name:	5th St						Yucaipa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	55	100	113	96	65	95	136	691	70	87	601	83
Growth Adj:	1.00	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	100	113	96	65	95	136	691	70	87	601	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	105	119	101	68	100	143	727	74	92	633	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	105	119	101	68	100	143	727	74	92	633	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	105	119	101	68	100	143	727	74	92	633	87
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.64	0.36
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	5008	692
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.06	0.02	0.05	0.08	0.19	0.04	0.05	0.13	0.13
Crit Moves:			****					****		****		
Green Time:	10.8	10.8	10.8	10.8	10.8	10.8	21.6	33.2	33.2	10.0	21.6	21.6
Volume/Cap:	0.18	0.15	0.35	0.31	0.10	0.29	0.22	0.35	0.07	0.31	0.35	0.35
Delay/Veh:	21.1	20.8	22.1	21.9	20.6	21.7	13.5	7.5	6.3	22.5	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:	21.1	20.8	22.1	21.9	20.6	21.7	13.5	7.5	6.3	22.5	14.2	14.2
LOS by Move:	C	C	C	C	C	C	B	A	A	C	B	B
HCM2kAvgQ:	1	1	2	2	1	2	2	4	1	2	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to IBI GROUP, IRVINE, CA

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Yucaipa Blvd
North/South Street:

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	57	335	87	68	307	22	95	91	68	23	56	42
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	60	353	92	72	323	23	100	96	72	24	59	44
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	155	256	437	495
Exit. Flow	448	467	179	222

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	504	418	267	127
Entry Cap.	968	875	730	689
Volume (vph)	504	418	267	127
Cap. (vph)	968	875	730	689
v/c Ratio	0.52	0.48	0.37	0.18
Critical Lane	*	*	*	*
Lane Delay	10.3	10.2	9.6	7.3
Lane LOS	B	B	A	A
95 % Queue	3.1	2.6	1.7	0.7
Approach:				
Delay	10.29	10.21	9.58	7.32
LOS	B	B	A	A

Intersection Delay 9.83 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - w/ Proj
East/West Street: Yucaipa Blvd
North/South Street: Bryant St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	227	115	164	20	106	31	106	541	29	31	469	227
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			47

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR	R		LTR			LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	239	121	173	21	112	33	112	569	31	33	494	239
No. Lanes	0	1	1	0	1	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	548	920	393	245
Exit. Flow	184	462	841	687

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	360	173			165		334	377		360	406	
Entry Cap.	750	770			593		763	763		885	885	
Volume (vph)	360	173			165		334	377		360	406	
Cap. (vph)	750	770			593		763	763		885	885	
v/c Ratio	0.48	0.22			0.28		0.44	0.49		0.41	0.46	
Critical Lane					*			*			*	
Lane Delay	11.5	7.1			9.8		10.5	11.7		8.9	9.8	
Lane LOS	B	A			A		B	B		A	A	
95 % Queue	2.6	0.9			1.1		2.2	2.8		2.0	2.4	
Approach:												
Delay		10.12			9.79			11.15			9.34	
LOS		B			A			B			A	

Intersection Delay 10.16 Intersection LOS B

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #12 14th St & Ave E

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	23.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	14th St						Ave 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:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	13	362	101	88	366	74	1	41	1	24	86	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	362	101	88	366	74	1	41	1	24	86	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:	14	381	106	93	385	78	1	43	1	25	91	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	381	106	93	385	78	1	43	1	25	91	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	381	106	93	385	78	1	43	1	25	91	108
Saturation Flow Module:												
Adjustment:	1.00	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	0.76	0.21	0.17	0.69	0.14	0.04	1.91	0.05	0.22	0.81	0.97
Final Sat.:	18	495	138	109	455	92	20	825	20	105	378	501
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	0.85	0.85	0.85	0.05	0.05	0.05	0.24	0.24	0.22
Crit Moves:		****			****		****			****		
Delay/Veh:	23.3	23.3	23.3	30.1	30.1	30.1	10.7	10.6	10.6	12.0	12.0	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:	23.3	23.3	23.3	30.1	30.1	30.1	10.7	10.6	10.6	12.0	12.0	10.7
LOS by Move:	C	C	C	D	D	D	B	B	B	B	B	B
ApproachDel:		23.3			30.1			10.6			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.3			30.1			10.6			11.4	
LOS by Appr:		C			D			B			B	
AllWayAvgQ:	2.7	2.7	2.7	4.0	4.0	4.0	0.0	0.0	0.0	0.3	0.2	0.2

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #13 Oak Glen Rd & Avenue E

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 4 Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Oak Glen Rd						Avenue E					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
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	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	20	1009	267	63	405	49	80	242	11	154	182	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:	20	1009	267	63	405	49	80	242	11	154	182	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:	21	1062	281	66	426	52	84	255	12	162	192	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1062	281	66	426	52	84	255	12	162	192	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:	21	1062	281	66	426	52	84	255	12	162	192	121
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	1.58	0.42	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3005	795	1800	3390	410	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.04	0.13	0.13	0.05	0.07	0.01	0.09	0.05	0.06
Crit Moves:		****								****		
Green Time:	44.6	44.6	44.6	44.6	44.6	44.6	11.4	11.4	11.4	11.4	11.4	11.4
Volume/Cap:	0.02	0.48	0.48	0.05	0.17	0.17	0.25	0.35	0.03	0.48	0.27	0.34
Delay/Veh:	2.0	3.2	3.2	2.1	2.3	2.3	21.1	21.4	19.9	22.7	21.0	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:	2.0	3.2	3.2	2.1	2.3	2.3	21.1	21.4	19.9	22.7	21.0	21.6
LOS by Move:	A	A	A	A	A	A	C	C	B	C	C	C
HCM2kAvgQ:	0	5	5	0	1	1	2	2	0	3	2	2

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to IBI GROUP, IRVINE, CA

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street: 5th St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	71	307	24	32	313	77	28	280	34	50	158	38
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47			47			47			47	

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	TR		LT	TR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	75	323	25	34	329	81	29	295	36	53	166	40
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	253	399	451	392
Exit. Flow	412	399	451	225

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	199	224		209	235		169	191		122	137	
Entry Cap.	935	947		838	855		806	824		842	858	
Volume (vph)	199	224		209	235		169	191		122	137	
Cap. (vph)	935	947		838	855		806	824		842	858	
v/c Ratio	0.21	0.24		0.25	0.27		0.21	0.23		0.14	0.16	
Critical Lane		*			*			*			*	
Lane Delay	6.0	6.2		7.0	7.2		6.7	6.8		5.7	5.8	
Lane LOS	A	A		A	A		A	A		A	A	
95 % Queue	0.8	0.9		1.0	1.1		0.8	0.9		0.5	0.6	
Approach:												
Delay		6.06			7.07			6.77			5.76	
LOS		A			A			A			A	

Intersection Delay 6.48 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	58	55	61	24	58	41	64	282	50	52	188	90
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	61	58	64	25	61	43	67	297	53	55	198	95
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	278	425	174	153
Exit. Flow	165	223	401	287

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	183	129	417	347
Entry Cap.	856	739	950	969
Volume (vph)	183	129	417	347
Cap. (vph)	856	739	950	969
v/c Ratio	0.21	0.17	0.44	0.36
Critical Lane	*	*	*	*
Lane Delay	6.4	6.8	8.9	7.6
Lane LOS	A	A	A	A
95 % Queue	0.8	0.6	2.3	1.6
Approach:				
Delay	6.41	6.77	8.91	7.56
LOS	A	A	A	A

Intersection Delay 7.80 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: Ave E
North/South Street:

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	51	57	29	58	49	28	29	642	81	47	433	34
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			47

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.		LTR			LTR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	54	60	31	61	52	29	31	676	85	49	456	36
No. Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	566	761	163	144
Exit. Flow	195	118	759	547

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		144			142		372	420		254	287	
Entry Cap.		760			664		960	960		979	979	
Volume (vph)		144			142		372	420		254	287	
Cap. (vph)		760			664		960	960		979	979	
v/c Ratio		0.19			0.21		0.39	0.44		0.26	0.29	
Critical Lane		*			*			*			*	
Lane Delay		6.8			8.0		8.0	8.8		6.3	6.7	
Lane LOS		A			A		A	A		A	A	
95 % Queue		0.7			0.8		1.9	2.3		1.0	1.2	
Approach:												
Delay		6.79			7.96			8.45			6.47	
LOS		A			A			A			A	

Intersection Delay 7.60 Intersection LOS A

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #17 Live Oak Canyon Rd & Outer Hwy10

Cycle (sec): 60 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 4 Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Live Oak Canyon Rd						Outer Hwy10					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	7	307	33	366	259	84	104	100	8	43	125	573
Growth Adj:	1.00	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	307	33	366	259	84	104	100	8	43	125	573
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	323	35	385	273	88	109	105	8	45	132	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	323	35	385	273	88	109	105	8	45	132	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	323	35	385	273	88	109	105	8	45	132	603
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.02	0.21	0.07	0.05	0.06	0.03	0.00	0.03	0.03	0.32
Crit Moves:				****								****
Green Time:	22.6	22.6	22.6	22.6	22.6	22.6	33.4	33.4	33.4	33.4	33.4	33.4
Volume/Cap:	0.01	0.23	0.05	0.57	0.19	0.12	0.11	0.05	0.01	0.05	0.06	0.57
Delay/Veh:	11.7	12.9	11.9	16.0	12.7	12.3	6.3	6.1	5.9	6.0	6.1	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:	11.7	12.9	11.9	16.0	12.7	12.3	6.3	6.1	5.9	6.0	6.1	9.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	0	7	2	1	1	0	0	0	1	8

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #18 Oak Glen Rd & I-10 EB ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Oak Glen Rd						I-10 EB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	836	144	35	427	0	968	1	277	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	836	144	35	427	0	968	1	277	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	880	152	37	449	0	1019	1	292	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	152	37	449	0	1019	1	292	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	880	152	37	449	0	1019	1	292	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	0.97	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	3696	4	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.08	0.02	0.12	0.00	0.28	0.28	0.15	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	20.1	20.1	10.0	30.1	0.0	23.9	23.9	23.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.24	0.12	0.24	0.00	0.69	0.69	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	18.9	14.6	21.5	8.5	0.0	16.4	16.4	13.1	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	18.9	14.6	21.5	8.5	0.0	16.4	16.4	13.1	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	8	2	1	2	0	9	9	4	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #19 Oak Glen Rd & I-10 WB ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 6 Average Delay (sec/veh): 17.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Oak Glen Rd						I-10 WB ramps					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 1	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	325	1451	0	0	169	775	0	0	0	298	37	341
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1451	0	0	169	775	0	0	0	298	37	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	342	1527	0	0	178	816	0	0	0	314	39	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1527	0	0	178	816	0	0	0	314	39	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	1527	0	0	178	816	0	0	0	314	39	359
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	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.59	0.07	1.34
Final Sat.:	1800	3800	0	0	1900	3800	0	0	0	1120	139	2541
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.00	0.00	0.09	0.21	0.00	0.00	0.00	0.28	0.28	0.14
Crit Moves:	****					****					****	
Green Time:	15.0	31.9	0.0	0.0	16.9	16.9	0.0	0.0	0.0	22.1	22.1	22.1
Volume/Cap:	0.76	0.76	0.00	0.00	0.33	0.76	0.00	0.00	0.00	0.76	0.76	0.38
Delay/Veh:	28.3	12.7	0.0	0.0	17.1	22.4	0.0	0.0	0.0	20.3	20.3	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:	28.3	12.7	0.0	0.0	17.1	22.4	0.0	0.0	0.0	20.3	20.3	14.1
LOS by Move:	C	B	A	A	B	C	A	A	A	C	C	B
HCM2kAvgQ:	8	13	0	0	3	9	0	0	0	11	11	4

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #20 Oak Glen Rd & Arlington St/14th St

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Oak Glen Rd						Arlington St/14th St					
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	10	10	10	10	10	10	10	10	10	10	10
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:	2 0	3 0	1	1 0	2 1	0	1 0	1	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	300	1308	180	77	700	229	154	226	197	33	109	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1308	180	77	700	229	154	226	197	33	109	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	316	1377	189	81	737	241	162	238	207	35	115	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1377	189	81	737	241	162	238	207	35	115	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1377	189	81	737	241	162	238	207	35	115	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	2.26	0.74	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3400	5700	1900	1800	4295	1405	1800	1900	1900	3400	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.10	0.05	0.17	0.17	0.09	0.13	0.11	0.01	0.06	0.02
Crit Moves:		****		****			****				****	
Green Time:	15.8	22.0	22.0	10.0	16.2	16.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.35	0.66	0.27	0.27	0.63	0.63	0.54	0.75	0.65	0.06	0.36	0.11
Delay/Veh:	18.2	16.6	13.6	22.3	20.1	20.1	24.9	33.5	28.3	21.1	22.9	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:	18.2	16.6	13.6	22.3	20.1	20.1	24.9	33.5	28.3	21.1	22.9	21.4
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	8	3	2	6	6	4	6	5	0	2	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #21 Oak Glen Rd & Colorado Rd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 4 Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Oak Glen Rd						Colorado Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1219	293	21	545	0	0	0	0	463	0	75
Growth Adj:	1.00	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	1219	293	21	545	0	0	0	0	463	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1283	308	22	574	0	0	0	0	487	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1283	308	22	574	0	0	0	0	487	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1283	308	22	574	0	0	0	0	487	0	79
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	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1900	1800	3800	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.16	0.01	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	31.1	31.1	31.1	31.1	0.0	0.0	0.0	0.0	24.9	0.0	24.9
Volume/Cap:	0.00	0.65	0.31	0.02	0.29	0.00	0.00	0.00	0.00	0.65	0.00	0.10
Delay/Veh:	0.0	11.3	8.5	7.1	8.3	0.0	0.0	0.0	0.0	16.1	0.0	10.8
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	11.3	8.5	7.1	8.3	0.0	0.0	0.0	0.0	16.1	0.0	10.8
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	10	3	0	3	0	0	0	0	9	0	1

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

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

Intersection #22 Chapman Heights Rd & Oak Glen Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	6	Average Delay (sec/veh):	12.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Chapman Heights Rd						Oak Glen Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	5	6	138	32	77	113	773	56	22	449	77
Growth Adj:	1.00	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	5	6	138	32	77	113	773	56	22	449	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:	18	5	6	145	34	81	119	814	59	23	473	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	5	6	145	34	81	119	814	59	23	473	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:	18	5	6	145	34	81	119	814	59	23	473	81
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	0.45	0.55	1.00	0.29	0.71	1.00	1.86	0.14	1.00	1.71	0.29
Final Sat.:	1800	864	1036	1800	558	1342	1800	3543	257	1800	3244	556
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.06	0.06	0.00	0.23	0.23	0.00	0.15	0.15
Crit Moves:				****				****		****		
Green Time:	11.4	11.4	11.4	11.4	11.4	11.4	21.3	32.6	32.6	10.0	21.3	21.3
Volume/Cap:	0.05	0.03	0.03	0.42	0.32	0.32	0.19	0.42	0.42	0.08	0.41	0.41
Delay/Veh:	19.9	19.8	19.8	22.2	21.4	21.4	13.5	8.3	8.3	21.2	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:	19.9	19.8	19.8	22.2	21.4	21.4	13.5	8.3	8.3	21.2	14.8	14.8
LOS by Move:	B	B	B	C	C	C	B	A	A	C	B	B
HCM2kAvgQ:	0	0	0	3	2	2	2	5	5	0	4	4

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

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

Intersection #23 5th St & Oak Glen Rd

Cycle (sec):	75	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	6	Average Delay (sec/veh):	6.4
Optimal Cycle:	36	Level Of Service:	A

Street Name:	5th St						Oak Glen Rd					
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			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
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 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	80	0	8	0	0	0	0	692	202	10	452	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:	80	0	8	0	0	0	0	692	202	10	452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	0	8	0	0	0	0	728	213	11	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	8	0	0	0	0	728	213	11	476	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:	84	0	8	0	0	0	0	728	213	11	476	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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1800	0	1900	0	0	0	0	2941	859	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.13	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	49.0	49.0	10.0	59.0	0.0
Volume/Cap:	0.35	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.38	0.04	0.16	0.00
Delay/Veh:	30.4	0.0	28.3	0.0	0.0	0.0	0.0	6.1	6.1	28.4	2.0	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:	30.4	0.0	28.3	0.0	0.0	0.0	0.0	6.1	6.1	28.4	2.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	5	5	0	1	0

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

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

Intersection #24 Bryant St & Oak Glen Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	8	Average Delay (sec/veh):	20.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Bryant St						Oak Glen Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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 1	0
Volume Module:												
Base Vol:	147	657	89	79	585	158	227	109	167	93	72	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:	147	657	89	79	585	158	227	109	167	93	72	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:	155	692	94	83	616	166	239	115	176	98	76	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	692	94	83	616	166	239	115	176	98	76	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:	155	692	94	83	616	166	239	115	176	98	76	121
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.05	0.05	0.16	0.09	0.13	0.06	0.09	0.05	0.04	0.06
Crit Moves:		****		****			****					****
Green Time:	14.3	18.5	18.5	10.0	14.3	14.3	13.5	11.7	11.7	11.7	10.0	10.0
Volume/Cap:	0.36	0.59	0.16	0.28	0.68	0.37	0.59	0.31	0.47	0.28	0.24	0.38
Delay/Veh:	19.6	18.3	15.2	22.3	23.0	19.6	23.1	21.1	22.3	20.9	21.9	22.7
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:	19.6	18.3	15.2	22.3	23.0	19.6	23.1	21.1	22.3	20.9	21.9	22.7
LOS by Move:	B	B	B	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	1	2	7	3	5	2	3	2	1	2

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

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

Intersection #25 Wildwood Canyon Rd & Calimesa Blvd

Cycle (sec): 60 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 4 Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildwood Canyon Rd						Calimesa Blvd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	108	1221	429	18	693	32	136	73	286	442	16	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1221	429	18	693	32	136	73	286	442	16	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:	114	1285	452	19	729	34	143	77	301	465	17	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1285	452	19	729	34	143	77	301	465	17	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:	114	1285	452	19	729	34	143	77	301	465	17	19
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.24	0.01	0.19	0.02	0.08	0.02	0.16	0.26	0.00	0.01
Crit Moves:		****								****		
Green Time:	31.7	31.7	31.7	31.7	31.7	31.7	24.3	24.3	24.3	24.3	24.3	24.3
Volume/Cap:	0.12	0.64	0.45	0.02	0.36	0.03	0.20	0.05	0.39	0.64	0.01	0.02
Delay/Veh:	7.2	10.8	9.0	6.7	8.3	6.8	11.7	10.9	13.0	16.3	10.7	10.8
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:	7.2	10.8	9.0	6.7	8.3	6.8	11.7	10.9	13.0	16.3	10.7	10.8
LOS by Move:	A	B	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	9	5	0	4	0	2	0	4	8	0	0

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

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

Intersection #26 Colorado Rd & Wildwood Canyon Rd

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: F[68.9]

Street Name:	Colorado Rd									Wildwood Canyon Rd									
Approach:	North Bound					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	2	0	1
Volume Module:																				
Base Vol:	0	0	0	81	0	93	181	1043	0	0	535	87								
Growth Adj:	1.00	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	81	0	93	181	1043	0	0	535	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:	0	0	0	85	0	98	191	1098	0	0	563	92								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	85	0	98	191	1098	0	0	563	92								
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	1493	xxxx	282	655	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	xxxxx	116	xxxx	722	942	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	xxxxx	98	xxxx	722	942	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	xxxx	0.87	xxxx	0.14	0.20	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	4.9	xxxx	0.5	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	135.7	xxxx	10.8	9.8	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			68.9			xxxxxx			xxxxxx										
ApproachLOS:	*			F			*			*										

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

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

Intersection #27 5th St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	8	Average Delay (sec/veh):	19.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	5th St						Wildwood Canyon Rd					
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	10	10	10	10	10	10	10	10	10	10	10
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	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	86	311	115	63	137	51	88	911	27	50	457	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:	86	311	115	63	137	51	88	911	27	50	457	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:	91	327	121	66	144	54	93	959	28	53	481	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	327	121	66	144	54	93	959	28	53	481	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:	91	327	121	66	144	54	93	959	28	53	481	43
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	2.19	0.81	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	4161	1539	1800	3800	1900	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.04	0.03	0.05	0.25	0.01	0.03	0.13	0.02
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.0	22.0	22.0	10.0	16.0	16.0
Volume/Cap:	0.30	0.47	0.47	0.22	0.23	0.17	0.19	0.69	0.04	0.18	0.47	0.09
Delay/Veh:	22.5	23.0	23.0	22.0	21.8	21.7	17.2	17.6	12.2	21.7	18.8	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:	22.5	23.0	23.0	22.0	21.8	21.7	17.2	17.6	12.2	21.7	18.8	16.6
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	2	3	3	1	1	1	1	9	0	1	4	1

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #28 California St & Wildwood Canyon Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 0 Average Delay (sec/veh): 15.4
Optimal Cycle: 0 Level Of Service: C

Street Name:	California St						Wildwood Canyon Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Lanes:	0 1 0	1 0		0 1 0	1 0		0 1 0	1 0		0 1 0	1 0	
Volume Module:												
Base Vol:	77	148	29	10	94	87	187	326	107	13	290	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:	77	148	29	10	94	87	187	326	107	13	290	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:	81	156	31	11	99	92	197	343	113	14	305	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	156	31	11	99	92	197	343	113	14	305	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:	81	156	31	11	99	92	197	343	113	14	305	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:	0.61	1.16	0.23	0.10	0.99	0.91	0.60	1.05	0.35	0.08	1.84	0.08
Final Sat.:	271	541	108	47	444	446	311	570	193	40	909	41
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.28	0.22	0.22	0.21	0.63	0.60	0.58	0.34	0.34	0.33
Crit Moves:	****			****			****			****		
Delay/Veh:	13.5	12.9	12.6	12.3	12.2	11.3	20.3	18.4	17.2	13.1	13.0	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	12.9	12.6	12.3	12.2	11.3	20.3	18.4	17.2	13.1	13.0	12.9
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
ApproachDel:	13.0			11.8			18.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			11.8			18.8			13.0		
LOS by Appr:	B			B			C			B		
AllWayAvgQ:	0.4	0.3	0.3	0.3	0.2	0.2	1.5	1.3	1.3	0.5	0.5	0.5

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #29 Bryant St & Wildwood Canyon Rd

Cycle (sec):	60	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	4	Average Delay (sec/veh):	8.4
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Bryant St						Wildwood Canyon Rd					
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	56	690	62	56	463	56	97	97	44	32	92	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:	56	690	62	56	463	56	97	97	44	32	92	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:	59	726	65	59	487	59	102	102	46	34	97	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	726	65	59	487	59	102	102	46	34	97	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:	59	726	65	59	487	59	102	102	46	34	97	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	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	1.71	0.15	0.19	1.62	0.19	0.41	0.41	0.18	0.19	0.54	0.27
Final Sat.:	263	3245	292	370	3060	370	774	774	351	360	1034	506
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.16	0.16	0.16	0.13	0.13	0.13	0.09	0.09	0.09
Crit Moves:		****						****				
Green Time:	35.2	35.2	35.2	35.2	35.2	35.2	20.8	20.8	20.8	20.8	20.8	20.8
Volume/Cap:	0.38	0.38	0.38	0.27	0.27	0.27	0.38	0.38	0.38	0.27	0.27	0.27
Delay/Veh:	6.7	6.7	6.7	6.1	6.1	6.1	15.2	15.2	15.2	14.4	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:	6.7	6.7	6.7	6.1	6.1	6.1	15.2	15.2	15.2	14.4	14.4	14.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	3	3	3	4	4	4	3	3	3

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

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to IBI GROUP, IRVINE, CA

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: SB I-10 Ramps

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		77	13	200	41					238	0	17
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47										

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	T	TR		L	T					L	LTR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	0	81	14	211	43	0	0	0	0	251	0	18
No. Lanes	0	2	0	1	1	0	0	0	0	1	1	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	462	0	332	254
Exit. Flow	332	61	0	224

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	45	50		211	43			95		126	142	
Entry Cap.	800	818		1130	1130			0		934	946	
Volume (vph)	45	50		211	43					126	142	
Cap. (vph)	800	818		1130	1130			0		934	946	
v/c Ratio	0.06	0.06		0.19	0.04					0.13	0.15	
Critical Lane		*		*							*	
Lane Delay	5.0	5.0		4.8	3.5					5.1	5.2	
Lane LOS	A	A		A	A			F		A	A	
95 % Queue	0.2	0.2		0.7	0.1					0.5	0.5	
Approach:												
Delay		5.02			4.62						5.18	
LOS		A			A						A	

Intersection Delay 4.93 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: NB I-10 Ramps

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	112	209			144	218	37	19	202			
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47										

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	T			TR			LT				
RT Bypass	None			Non-Yielding			Yielding			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	118	220	0	0	152	229	39	20	0	0	0	0
No. Lanes	0	2	0	0	1	0	0	1	0	0	0	0
Cnfl. Lanes	1			1		1	2		1	1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	0	177	338	191
Exit. Flow	220	191	138	0

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	159	179			152	229		59	213			
Entry Cap.	1130	1130			947			892	907		0	
Volume (vph)	159	179			152	229		59	213			
Cap. (vph)	1130	1130			947			892	907		0	
v/c Ratio	0.14	0.16			0.16			0.07	0.23			
Critical Lane		*							*			
Lane Delay	4.4	4.6			5.3	0.0		4.7	6.4			
Lane LOS	A	A			A			A	A		F	
95 % Queue	0.5	0.6			0.6			0.2	0.9			
Approach:												
Delay		4.50			2.13			5.99				
LOS		A			A			A				

Intersection Delay 4.00 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: Calimesa Blvd

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	47	401	101	102	278	32	47	97	105	31	56	16
U-Turn Vol	0			0			0			0		
% Thrus Left Lane		47			47			47			47	

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LT	TR		LT	TR		LT	TR		LT	TR	
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	49	422	106	107	293	34	49	102	111	33	59	17
No. Lanes	0	2	0	0	2	0	0	2	0	0	2	0
Cnfl. Lanes	2			2			2			2		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	4.2929	4.1129	5.1929	4.2929	4.1129	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	199	200	504	449
Exit. Flow	565	359	185	273

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow	272	306		204	230		123	139		51	57	
Entry Cap.	973	983		972	982		774	794		807	825	
Volume (vph)	272	306		204	230		123	139		51	57	
Cap. (vph)	973	983		972	982		774	794		807	825	
v/c Ratio	0.28	0.31		0.21	0.23		0.16	0.18		0.06	0.07	
Critical Lane		*			*			*			*	
Lane Delay	6.5	6.9		5.7	6.0		6.3	6.4		5.1	5.0	
Lane LOS	A	A		A	A		A	A		A	A	
95 % Queue	1.1	1.3		0.8	0.9		0.6	0.6		0.2	0.2	
Approach:												
Delay		6.71			5.85			6.35			5.05	
LOS		A			A			A			A	

Intersection Delay 6.24 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: 5th St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	47	419	12	124	359	42	11	192	148	25	92	59
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			Non-Yielding		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	49	441	13	131	378	44	12	202	156	26	97	62
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		1

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	254	263	516	521
Exit. Flow	623	389	296	240

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		503			553			369			123	62
Entry Cap.		877			869			674			672	
Volume (vph)		503			553			369			123	62
Cap. (vph)		877			869			674			672	
v/c Ratio		0.57			0.64			0.55			0.18	
Critical Lane		*			*			*				
Lane Delay		12.3			14.3			14.3			7.5	0.0
Lane LOS		B			B			B			A	
95 % Queue		3.7			4.7			3.3			0.7	
Approach:												
Delay		12.34			14.28			14.35			4.97	
LOS		B			B			B			A	

Intersection Delay 12.62 Intersection LOS B

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: California St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	104	304	53	7	328	7	44	43	12	2	23	48
U-Turn Vol	0			0			0			0		
% Thrus Left Lane												

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LTR			LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	109	320	56	7	345	7	46	45	13	2	24	51
No. Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cnfl. Lanes	1			1			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	33	200	431	398
Exit. Flow	335	442	162	87

Capacity and Level of Service

	Eastbound	Westbound	Northbound	Southbound

	Left Right BP	Left Right BP	Left Right BP	Left Right BP
Entry Flow	485	360	104	77
Entry Cap.	1093	924	734	758
Volume (vph)	485	360	104	77
Cap. (vph)	1093	924	734	758
v/c Ratio	0.44	0.39	0.14	0.10
Critical Lane	*	*	*	*
Lane Delay	8.1	8.3	6.4	5.8
Lane LOS	A	A	A	A
95 % Queue	2.3	1.9	0.5	0.3
Approach:				
Delay	8.11	8.31	6.42	5.79
LOS	A	A	A	A

Intersection Delay 7.84 Intersection LOS A

Phone: Fax:
E-Mail:

ROUNDABOUT ANALYSIS

Analyst:
Agency/Co.:
Date Performed:
Analysis Time Period: PM
Intersection:
Jurisdiction:
Units: U. S. Customary
Analysis Year: 2040
Project ID: Yucaipa General Plan Update - Year 2040 - W/ Proj
East/West Street: County Line Rd
North/South Street: Bryant St

Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	28	156	110	70	139	11	141	783	163	33	390	51
U-Turn Vol	0			0			0			0		
% Thrus Left Lane									47			

	Eastbound			Westbound			Northbound			Southbound		
	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Lane Assn.	LTR			LTR			LT	TR		LTR		
RT Bypass	None			None			None			None		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
%HV	0	0	0	0	0	0	0	0	0	0	0	0
NumPeds	0			0			0			0		
U-Turn PHF	0.95			0.95			0.95			0.95		
U-Turn %HV	0			0			0			0		
Flow Rate	29	164	116	74	146	12	148	824	172	35	411	54
No. Lanes	0	1	0	0	1	0	0	2	0	0	1	0
Cnfl. Lanes	1			2			1			1		

Duration, T 0.25 hrs.

Critical and Follow-Up Headway Adjustment

	Eastbound			Westbound		
Crit. Hdwy	5.1929	5.1929	5.1929	4.2929	4.1129	5.1929
	Northbound			Southbound		
Crit. Hdwy	5.1929	5.1929	5.1929	5.1929	5.1929	5.1929
	Eastbound			Westbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858
	Northbound			Southbound		
Flup. Hdwy	3.1858	3.1858	3.1858	3.1858	3.1858	3.1858

Flow Computations

	Eastbound	Westbound	Northbound	Southbound
Circ. Flow	520	1001	228	368
Exit. Flow	371	348	865	600

Capacity and Level of Service

Eastbound	Westbound	Northbound	Southbound

	Left	Right	BP	Left	Right	BP	Left	Right	BP	Left	Right	BP
Entry Flow		309			232		538	606			499	
Entry Cap.		673			560		899	899			782	
Volume (vph)		309			232		538	606			499	
Cap. (vph)		673			560		899	899			782	
v/c Ratio		0.46			0.41		0.60	0.67			0.64	
Critical Lane		*			*			*			*	
Lane Delay		12.1			13.0		12.8	15.2			15.5	
Lane LOS		B			B		B	C			C	
95 % Queue		2.4			2.0		4.1	5.4			4.7	
Approach:												
Delay		12.10			12.97			14.08			15.54	
LOS		B			B			B			C	

Intersection Delay 14.02 Intersection LOS B

Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #36 Wildwood & SB ramps

Cycle (sec): 60 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 8 Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildwood									SB ramps		
Approach:	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:	10	10	10	10	10	10	10	10	10	10	10	10
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	2 0 1	1	0	2 0 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	514	10	515	389	0	1010	172	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	514	10	515	389	0	1010	172	14	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	541	11	542	409	0	1063	181	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	11	542	409	0	1063	181	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	541	11	542	409	0	1063	181	15	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	0.97	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.74	0.25	1.01	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	3212	467	1919	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.01	0.30	0.11	0.00	0.33	0.39	0.01	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	22.7	22.7	22.7	22.7	0.0	29.3	29.3	29.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.01	0.79	0.28	0.00	0.68	0.79	0.02	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	11.6	23.0	13.1	0.0	12.8	15.7	7.9	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	13.7	11.6	23.0	13.1	0.0	12.8	15.7	7.9	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	B	A	A	A	A
HCM2kAvgQ:	0	4	0	12	3	0	10	14	0	0	0	0

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

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Yucaipa General Plan
Traffic Impact Analysis
Future (2040) - Proposed General Plan - PM

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

Intersection #37 Wildwood & NB ramps

Cycle (sec):	60	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	8	Average Delay (sec/veh):	15.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Wildwood									NB ramps		
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	10	10	10	10	10	10	10	10	10	10	10
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	1 0	1! 0	1
Volume Module:												
Base Vol:	60	1464	0	0	884	537	0	0	0	20	111	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:	60	1464	0	0	884	537	0	0	0	20	111	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:	63	1541	0	0	931	565	0	0	0	21	117	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1541	0	0	931	565	0	0	0	21	117	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:	63	1541	0	0	931	565	0	0	0	21	117	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:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.04	0.41	1.55
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	1870	778	2948
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.00	0.00	0.24	0.30	0.00	0.00	0.00	0.01	0.15	0.11
Crit Moves:		****		****							****	
Green Time:	14.6	30.7	0.0	0.0	26.1	26.1	0.0	0.0	0.0	10.7	11.3	11.3
Volume/Cap:	0.14	0.79	0.00	0.00	0.56	0.69	0.00	0.00	0.00	0.06	0.79	0.56
Delay/Veh:	18.0	14.4	0.0	0.0	13.2	16.1	0.0	0.0	0.0	20.5	30.8	23.0
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:	18.0	14.4	0.0	0.0	13.2	16.1	0.0	0.0	0.0	20.5	30.8	23.0
LOS by Move:	B	B	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	1	14	0	0	7	10	0	0	0	0	7	4

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

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Appendix I Infrastructure Analysis

Appendices

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Yucaipa General Plan Update

UTILITY SYSTEMS

DRAFT

MARCH 18, 2015

DOCUMENT CONTROL

Client:	PlaceWorks
Project Name:	Yucaipa General Plan Update
Report Title:	Utility Systems
IBI Reference:	32959
Version:	Version 1.2
Digital Master:	J:\I2-32959_Yucaipa General Plan Update\10.0 Reports\Utility Systems\Utility Systems.docx
Originator:	Tyson Grant
Reviewer:	Bill Delo
Authorization:	[Name]
Circulation List:	
History:	

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1. UTILITY SYSTEMS

1.1 Water Service

1.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Clean Water Act

The Federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw and treated water quality criteria. The City of Yucaipa would be required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) is enforced by the EPA and sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. SDWA requires many actions to protect drinking water and its sources including rivers, lakes, and groundwater.

State

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires publicly or privately owned water suppliers that provide more than 3,000 af of water annually or supply more than 3,000 customers to prepare a plan that:

- Plans for water supply and assesses reliability of each source of water over a 20-year period in 5-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands, in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill 7 ofSpecial Extended Session 7 [SBX7-7]), which amends the act and adds new water conservation provisions to the Water Code.

Senate Bills 610 and 221, Water Supply Planning

To assist water suppliers, cities, and counties in integrated water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be

provided to city and county decision makers prior to approval of specified large development projects. This detailed information must be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. The statutes recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA, as defined in Water Code Section 10912[a]. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs before construction begins.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 af of water annually should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 identify the Urban Water Management Plan (UWMP) as a planning document that can be used by a water supplier to meet the standards in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes, and they are important source documents for cities and counties as they update their general plans. Conversely, general plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent.

AB 3030, California Groundwater Management Act

The Groundwater Management Act of the California Water Code (AB 3030) provides guidance for applicable local agencies to develop a voluntary Groundwater Management Plan in state-designated groundwater basins.

20x2020 Water Conservation Plan

The 20x2020 Water Conservation Plan, issued by the Department of Water Resources in 2010 pursuant to the Water Conservation Act of 2009 (SBX7-7), established a water conservation target of 20 percent reduction in water use by 2020 compared to 2005 baseline use.

Water Providers

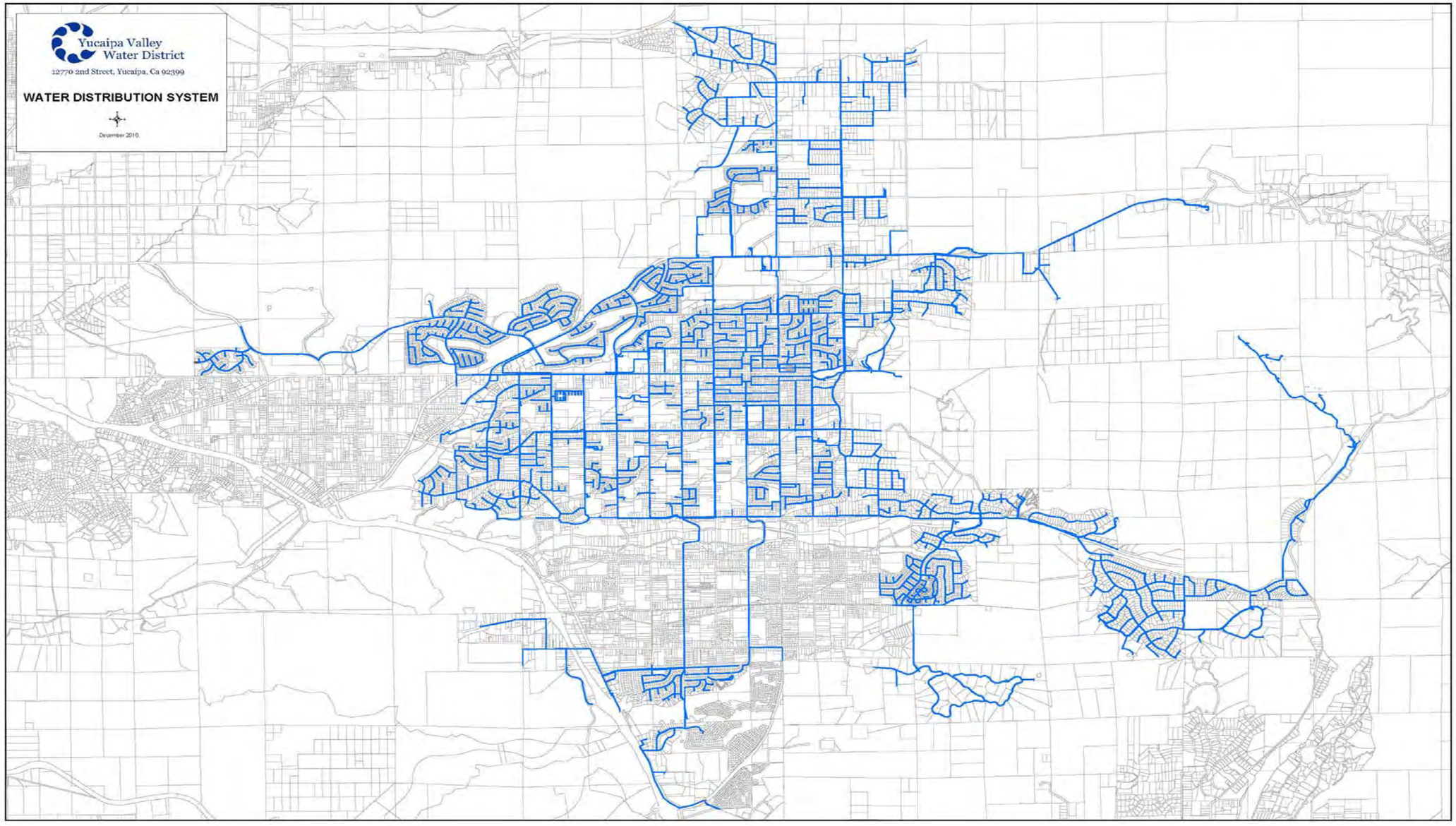
The proposed General Plan Update boundary includes the City of Yucaipa and its sphere of influence (SOI). The City of Yucaipa relies on four separate water districts to supply water within the SOI. A brief summary of each district is given below.

- **Yucaipa Valley Water District (YVWD)** services a large majority of the SOI. Figure 1.1-1 shows the district boundaries. The district encompasses a total of 40 sq miles, 27 of which reside within the City of Yucaipa (Yucaipa Valley Water District, 2014) and serves a population of 42,171. The district obtains water from groundwater wells, surface water, recycled water and the California State Water Project (SWP).

- **Western Heights Water Company (WHWC)** services the Dunlap Acres Community of the City of Yucaipa and parts of the City of Redlands, refer to Figure 1.1-2 for a system diagram. WHWC currently services 1,555 parcels within the Dunlap Acres Community and obtains a majority of its water from groundwater wells. A small amount of water is obtained from the California SWP.

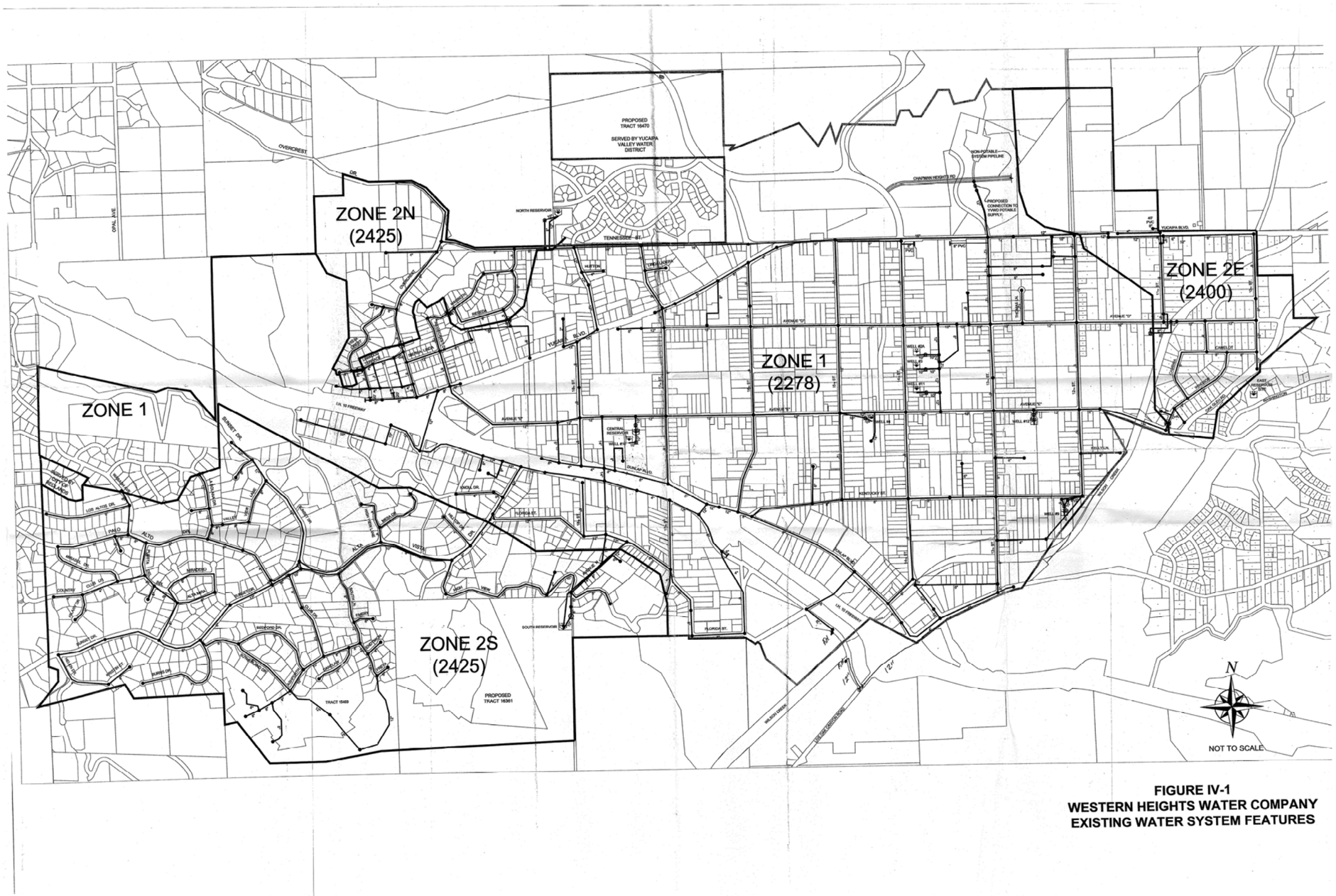
- **South Mesa Water Company (SMWC)** straddles the city line between the City of Yucaipa and Calimesa. SMWC currently supplies water to a population of approximately 10,000 through 2,996 service connections. All water supplies are provided through eight (8) groundwater wells. Refer to Figure 1.1-3 for a system diagram.

Figure 1.1-1: YVWD Water Distribution System



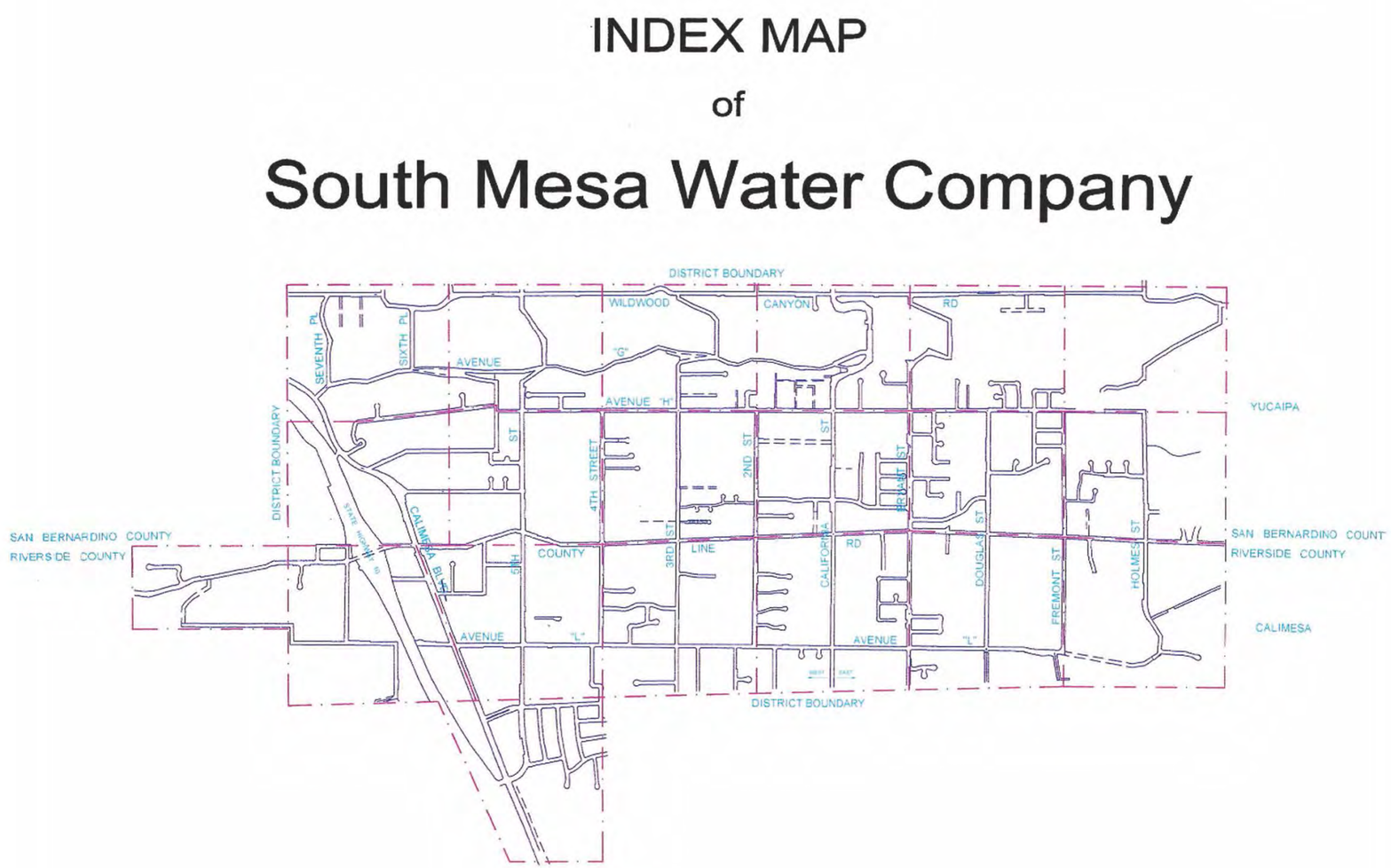
(Yucaipa Valley Water District, 2014)

Figure 1.1-2: WHWC Water Distribution System



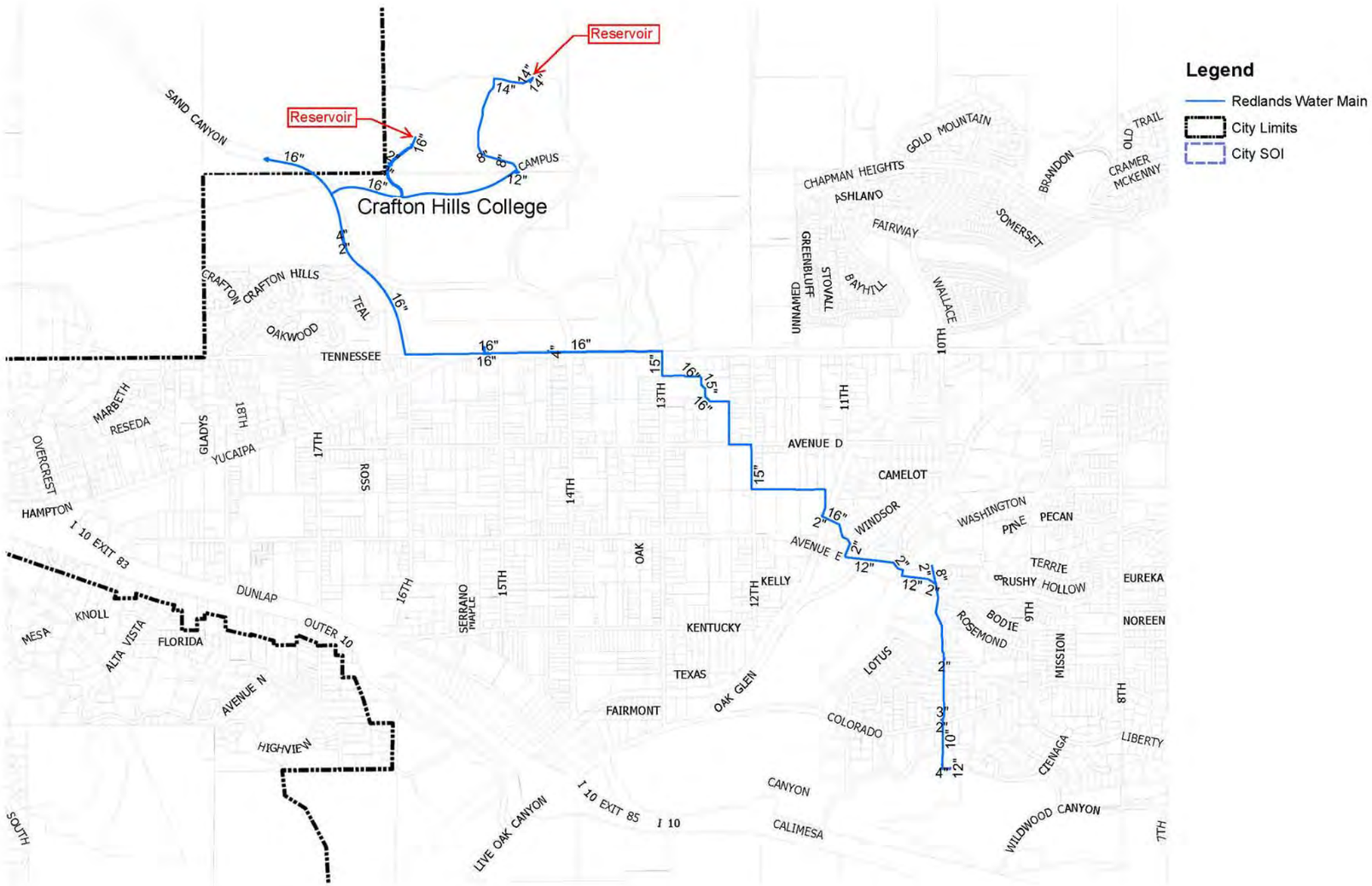
(Western Heights Water Company, 2014)

Figure 1.1-3: SMWC Water Distribution System



(South Mesa Water Company, 2014)

Figure 1.1-4: Redlands Water Distribution System



(City of Redlands, 2014)

- **Redlands Municipal Utilities & Engineering Department (MUED)** services the City of Redlands and part of the City of Yucaipa. Redlands MUED service area encompasses 36 square miles inside the City of Redlands corporate boundary as well as approximately 5,000 persons outside the city boundaries. Redlands MUED operates two surface water treatment plants, 20 wells, 37 booster pumps, 18 reservoirs and 400 miles of transmission & distribution lines.

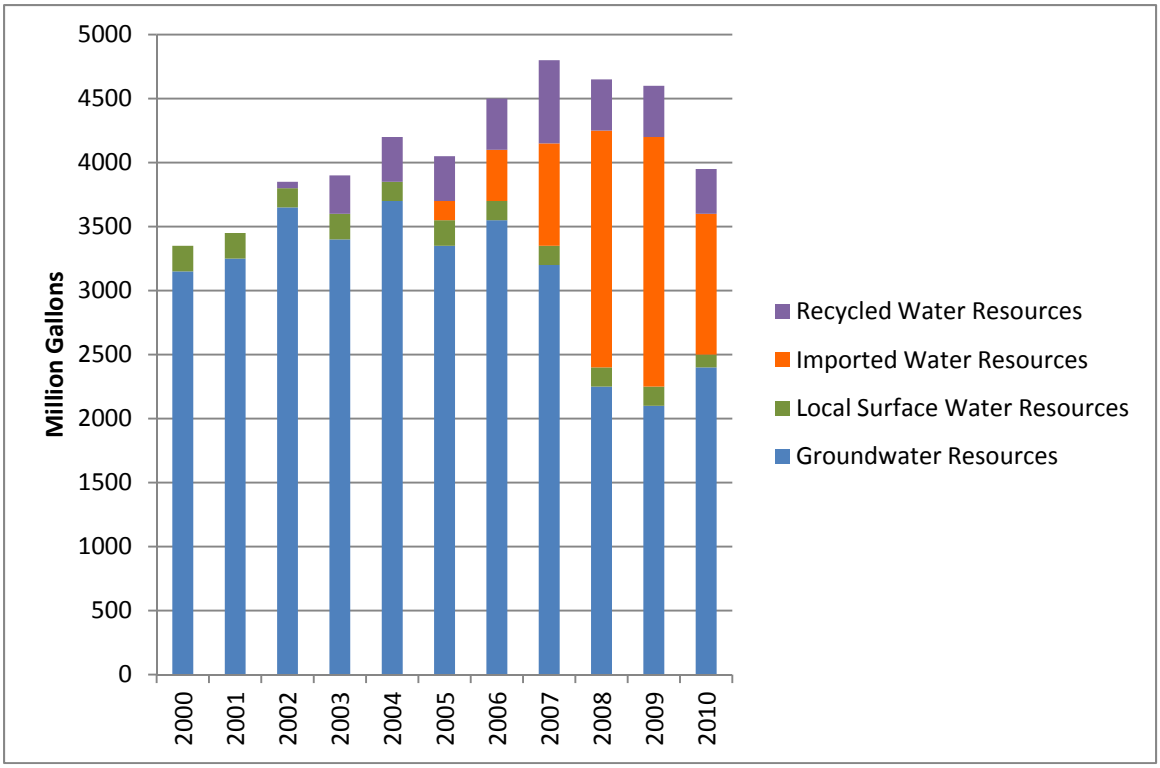
Water Sources and Facilities

The four water providers servicing the City of Yucaipa rely on a combination of groundwater wells, surface water, recycled water and imported water to satisfy the current system demands with the City of Yucaipa and the SOI. The following sections describe each water district's sources and treatment facilities.

Yucaipa Valley Water District

Yucaipa Valley Water District has traditionally used groundwater to meet the bulk of service area customers demands. However, as shown in Figure 1.1-5, the district's over-reliance on groundwater has shifted in recent years. YVWD currently uses groundwater wells, surface water, recycled water and imported water to meet annual demand.

Figure 1.1-5: Historical YVWD Water Demand Sources



(Yucaipa Valley Water District, 2011)

Groundwater Resources

Traditionally, the bulk of customer demand has been met by groundwater supplies within YVWD. However, as shown in Figure 1-1.5, this reliance on groundwater has shifted to other resources in recent years. This is due, in part, to the over-drafting of local groundwater supplies.

In 2000, groundwater resources provided 93.7% of the total water demands of the Yucaipa Valley Water District. By 2010, this resource supplied 60.1% of the total water demands. (Yucaipa Valley Water District, 2011)

Surface Water Resources

Surface water collection from the Oak Glen area has been operated and maintained within the City of Yucaipa since the early 1900's. This water is treated in the Oak Glen Surface Water Filtration Facility and distributed through the Yucaipa Valley.

Local surface water provided 6.3% of the total water demands of YVWD in 2000. This has decreased to 3.0% of total water demands as of 2010.

Recycled Water Resources

Recycled water has been provided by YVWD since 2002. The system initially used imported water from the State Water Project and has since switched using the backwash water from the Yucaipa Valley Regional Water Filtration Facility. It is anticipated that the Wochholz Regional Water Recycling Facility will be providing recycled water to meet irrigation demands by the end of 2014.

While no recycled water was used prior to 2002, this resource supplied 8.6% of the total water demands in 2010. Additional infrastructure improvements and new customers are expected to expand the use of recycled water within YVWD.

Imported Water Resources

Imported water has been utilized to meet non-potable water demands since 2002. Imported water was not used as drinking water until 2005 when YVWD began operation of a water filtration facility. While the introduction of imported water has been recent, by 2010 imported water supplied 28.2% of the total water demand.

Western Heights Water Company

Western Heights Water Company (WHWC) obtains most of its water supply from the underlying groundwater basin via wells. A small amount of water is obtained from the California State Water Project (SWP).

Groundwater Resources

Currently WHWC obtains a majority of their water from the local groundwater basin via wells. In a normal year, the groundwater basins supply approximately 2,550 ac-ft per year (Engineering Resources of Southern California, Inc., 2015).

Imported Water Resources

WHWC receives only minimal amounts of water from the California State Water Project. The amount used per year varies between 150 to 450 ac-ft per year (Engineering Resources of Southern California, Inc., 2015). Water from the SWP is delivered through facilities owned & operated by Yucaipa Valley Water District.

South Mesa Water Company

Groundwater Resources

South Mesa Water Company (SMWC) receives all of its water supply from groundwater sources. A series of wells and booster stations provide an estimated existing 8,379 ac-ft per year (South Mesa Water Company, 2014).

Redlands Municipal Utilities & Engineering Department (MUED)

Groundwater Resources

Redlands uses the Bunker Hill Basin (also known as the San Bernardino Basin) and the Yucaipa Basin as their groundwater sources. Groundwater in the San Bernardino Basin is governed by a court action called the Western Judgement. Per the Western Judgement, the San Bernardino Valley Municipal Water District (Valley District), to which Redlands MUED is a part, has an adjusted right for use of 167,238 acre-feet per year. Additional extraction beyond this amount is required to be recharged by Valley District. Recharge is typically accomplished by using water from the SWP.

Redlands MUED produces between 15,000 to 22,000 acre-feet per year from the Bunker Hill Basin. This is accomplished through the use of 20 groundwater wells within the basin. An additional 2 wells are utilized within the Yucaipa Basin. Together these wells meet approximately 50% of annual demand.

Surface Water Resources

Redlands MUED receives surface water from the following sources:

- Mill Creek Watershed: Water from the Mill Creek Watershed is treated at the Henry Tate Surface Water Treatment Plant (SWTP).
- Santa Ana River Watershed: Water from the Santa Ana River Watershed is treated at the Hinckley SWTP.
- SWP Water: When required, SWP water is treated at the Hinckley SWTP and Tate SWTP.

(Kennedy/Jenks Consultants, 2012)

Recycled Water Resources

Redlands currently produces recycled water capable of use in irrigation and industrial applications. This recycled water is produced at Redlands wastewater treatment plant at a rate of approximately 5.4 MGD. This supply is mainly used by Southern California Edison Company to cool its Mountain View plant. Additional use for irrigation is being pursued for areas near the wastewater treatment plant.

Imported Water Resources

Redlands MUED purchases SWP water from Valley District only in years where surface flows & groundwater have been insufficient to meet demands. It is anticipated that Redlands will continue to request water from the SWP only when available surface water is insufficient to meet demands.

Water Treatment

Water treatment is handled by each individual district. A summary of facilities and treatments used follows below.

Yucaipa Valley Water District

Yucaipa Valley Water District processes its drinking water at the Yucaipa Valley Regional Water Filtration Facility (YVRWFF). The YVRWFF utilizes macro-filtration and molecular filtration processes to clean and treat the water. The YVRWFF treats an average flow of 10 MGD with a peak flow of 16 MGD. The maximum capacity of the facility is 28 MGD.

Western Heights Water Company

Western Heights Water Company does not have a centralized treatment facility. Water is treated at the source wells with chlorine as it is introduced into the water distribution system.

South Mesa Water Company

South Mesa Water Company (SMWC) does not have a treatment facility. Water is treated with chlorine at all well and booster stations as it is introduced into the distribution system.

Redlands Municipal Utilities & Engineering Department (MUED)

Redlands MUED operates two water treatment facilities. Water collected within the Mill Creek Watershed is treated at the Henry Tate Surface Water Treatment Plant (SWTP) while water collected within the Santa Ana River Watershed is treated at the Hinckley SWTP. When needed, water from the California State Water Project is treated at either facility.

The Hinckley SWTP can treat up to 12 MGD. The Tate SWTP has a capacity of 20 MGD, however due to hydraulic restrictions can only treat approximately 12 MGD. (Kennedy/Jenks Consultants, 2012)

Current & Projected Water Supply & Demand

Current & Projected Water Supply

Current and future water supplies are shown in Table 1.1-1. Supply projections have been broken down by source and water district.

Table 1.1-1: Summary of Planned Water Resources (afy)

Water Supply Sources	2015	2020	2025	2030
Potable Water				
Local Groundwater				
Yucaipa Valley Water District [1]	6,445	6,445	6,445	6,445
Redlands MUED [2]	18,464	17,357	18,531	19,830
South Mesa Water Company	8,379	8,379	8,379	8,379
Western Heights Water Company [4]	2,550	3,000	3,000	3,350
Local Surface Water				
Yucaipa Valley Water District [1]	453	453	453	453
Redlands MUED [2]	15,000	15,000	15,000	15,000
South Mesa Water Company	0	0	0	0
Western Heights Water Company [4]	0	0	0	0
Imported Surface Water				
Yucaipa Valley Water District [1]	6,678	7,269	7,918	8,636
Redlands MUED [2]	1,130	2,420	3,710	5,000
South Mesa Water Company	0	0	0	0
Western Heights Water Company [4]	0	0	0	0
Potable Water Subtotal	59,098	60,322	63,435	67,093
Non-Potable Water				
Recycled Water				
Yucaipa Valley Water District [1]	1,585	2,176	2,825	3,544
Redlands MUED [2]	2,214	3,040	3,290	3,290
South Mesa Water Company	60.0	10.0	10.0	10.0
Western Heights Water Company [4]	100-500	100-500	100-500	100-500
Total Water Supply	62,957	65,548	69,560	73,937

1 - Source: Yucaipa Valley Water District, 2011

2- Source: Kennedy/Jenks Consultants, 2012

3-Source: South Mesa Water Company, 2014

4-Source: Engineering Resources of Southern California, Inc., 2015

Current & Projected Water Demands

Current and future water demands are shown in Table 1.1-2. Demand projections have been broken down by water district.

Table 1.1-2: Summary of Planned Water Demands (afy)

Water Supply Demands	2015	2020	2025	2030
Yucaipa Valley Water District [1]	21,975	23,508	25,145	26,679
Redlands MUED [2]	25,966	27,806	31,313	33,258
South Mesa Water Company				
Western Heights Water Company [4]	2,360	2,715	2,660	2,600
Total Water Supply Demands	50,301	54,029	59,118	62,537

1 - Source: Yucaipa Valley Water District, 2011

2- Source: Kennedy/Jenks Consultants, 2012

3-Source: South Mesa Water Company, 2014

4-Source: Engineering Resources of Southern California, Inc., 2015

Water Conservation Program

While each water supplier has individualized conservation programs, many of the water districts have come together to discuss ways they can work together to conserve. The measures taken can be grouped into the following categories.

- **Education, Surveys and Audit:** Education programs for water surveys and audits for residential, commercial, industrial, institutional, and irrigation customers.
- **Retrofits, Replacements and Rebates:** Programs have been implemented by individual districts to encourage replacement of fixtures, toilets, water using appliances, etc as they wear out.
- **Water Waste Prohibition:** Regulations concerning water use, including residential, landscape and industrial uses.

1.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources and new and/or expanded entitlements would be needed.

1.1.3 ENVIRONMENTAL IMPACTS

Comparison of General Plan Buildout & Growth Projections

Population growth within the City of Yucaipa estimated as part of the General Plan Update is summarized within Table 1.1-3 below.

Table 1.1-3: General Plan Buildout Population Projections

	Existing	Under Current Plan	Under Proposed Plan
Population	47,836	76,174	77,328
Employees	6,888	16,921	18,488

Existing Population

As multiple service districts exist within the City of Yucaipa, it is difficult to determine current and future supply and demand. However, under existing conditions all service providers have expressed adequate capacity to meet current demands within the City of Yucaipa.

Population Under Proposed Plan

Full buildout under the proposed General Plan would result in population as shown in Table 1.1-3. As a result of the 20 percent reduction required by SBX7-7 the current baseline demand of 291.38 gallons per capita per day (gpcd) is reduced to 233.10 gpcd resulting in an approximate overall demand throughout the City of 25,018 ac-ft per year. Without the 20 percent reduction an overall demand of 31,273 ac-ft is expected.

As multiple overlapping water service providers exist within the City of Yucaipa, new development will need to assess which available provider can best fit the developments needs. Additional infrastructure and water source requirements would need to be assessed for new developments.

Particular attention should be paid to developments wishing to connect to Western Heights Water Company within the Dunlap Acres Community. However, it should also be noted that Yucaipa Valley Water District and Redlands MUED have service lines available through much of the area and provide alternative connection options. Individual connection options would need to be assessed on a site by site basis for new developments.

1.1.4 GENERAL PLAN POLICIES

Existing policies within the current General Plan allow for the following:

- Require that new development pay a proportional fair share of the costs to provide infrastructure facilities required to service the development.
- Require that new development install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism to reimburse the original development for the amount in excess of the development's fair share cost
- Use recycled water to reduce new water demands.
- Encourage the responsible authorities to develop new and strengthen existing conservation and reclamation programs.
- Continue promoting public education programs to increase consumer awareness of the benefits of water conservation.

- Develop lists of drought-resistant, water conserving plants to be required for landscaping in new developments.
- Develop programs with the responsible authorities to require major industrial or commercial developments to use recycled water and/or provide offsets for consumed water via purchase of imported water.
- Assist in the development of additional conveyance facilities and use of groundwater basins to store surplus surface or imported water.
- Protect and maintain high-quality water by protecting surface and groundwater from degradation.
- Approve new development conditioned on the availability of adequate and reliable water supplies and conveyance systems.
- Encourage new development to locate in those areas already served or capable of being served by an existing approved domestic water supply system.

1.1.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon compliance with the proposed General Plan policies, full buildout of the proposed General Plan would be potentially significant.

1.1.6 MITIGATION MEASURES

Buildout of the proposed General Plan would require significant capacity upgrades to the district's water systems, including storage and conveyance facilities. The General Plan policies listed above would mitigate the impact upon some of those systems. However, as noted earlier, Western Heights Water Company is currently in need of additional sources for future services within the Dunlap Acres Community.

1.1.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon compliance with the proposed General Plan Update policies, full buildout of the proposed General Plan Update would be potentially significant. Buildout of the proposed General Plan Update would require significant capacity upgrades to the district's water systems, including storage and conveyance facilities. The General Plan policies listed above would mitigate the impact upon some of those systems. However, as noted earlier, Western Heights Water Company is currently in need of additional sources to provide future service within the Dunlap Acres Community.

1.2 Wastewater Service

1.2.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal Regulations

Clean Water Act

Waste discharge requirements for discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Elimination Discharge System (NPDES) regulations under the Clean Water Act

California Regional Water Quality Control Board

Waste discharge requirements are also governed by the California Regional Water Quality Control Board. More stringent discharge limits for total dissolved solids and nitrogen have been established with the most recent limits updated in the 2004 Basin Plan update for the Santa Ana Watershed. Current limits and objectives can be found on Yucaipa Valley Water District's website at http://www.yvwd.dst.ca.us/index.aspx?page=61.

Existing Conditions

The City of Yucaipa receives its sewer service from Yucaipa Valley Water District. YVWD encompasses an active service area of 40 sq. Miles, 27 of which reside within the City of Yucaipa (Yucaipa Valley Water District, 2014). The public sewer system serves the entire area within the city boundary, with the exception of a few corners of the city. These areas have not connected to the infrastructure in place, where available, and it is assumed they rely on septic tanks.

Wastewater Infrastructure

Wastewater Collection System

Yucaipa Valley Water District operates over 203 miles of sewer mains and 6 lift stations. (Yucaipa Valley Water District, 2014). Figure 1.2-1 shows an overall layout of the sewer collection system. A more detailed map is available on the district's website showing availability of sewer services as well as connection status at http://yvwd.maps.arcgis.com/home/.

Per YVWD's online mapping tool, a majority of the lots within the City of Yucaipa have access to sewer mains. A large percentage of the lots that have access are currently connected to YVWD's sewer system. However, per YVWD's mapping tool, three areas exist where available sewer infrastructure is intermittent or not available.

The Dunlap Community Acres and Crafton Hills areas have intermittent access to sewer mains. While some infrastructure is present, a large number of existing lots are not currently connected to the system.

The northeast corner of the City of Yucaipa is the second area with minimal sewer service available. A small amount of infrastructure is present with existing connections; however several large blocks exist where no infrastructure is present.

The third area is located in the southeast corner of the city along Wildwood Drive. YVWD has no sewer infrastructure within the area.

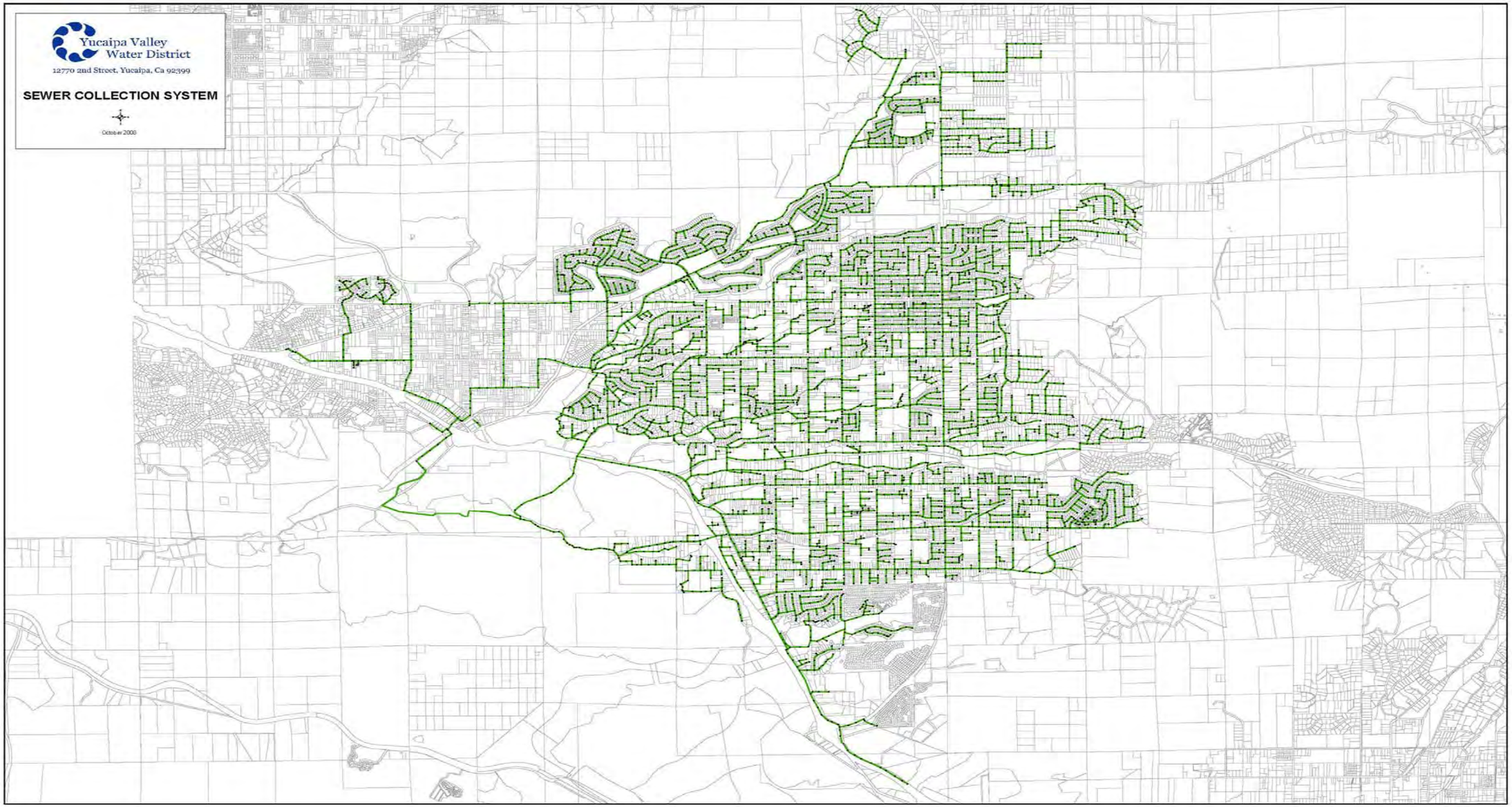
Wastewater Treatment Facilities

In 1986, Yucaipa Valley Water District placed into service the Wochholz Regional Water Reclamation Facility (WRWRF) with an initial capacity of 3.0 million gallons per day (MGD) (Yucaipa Valley Water District, 2014). The construction of the WRWRF was in response to deteriorating groundwater quality within the Yucaipa Valley. The initial sewer treatment plant consisted of screening/grit removal, primary sedimentation, trickling filters, aeration tanks, final sedimentation, chlorination, and an effluent land outfall to San Timoteo Creek (Yucaipa Valley Water District, 2014).

The WRWRF was upgraded and expanded in 1992 to include denitrification filters and increase capacity to 4.5 MGD. This was in response to Total Nitrogen limits within the San Timoteo Creek of 10 mg/L. Additional improvements include upgrades to the digester covers in 2014. No additional capital improvement projects are currently scheduled.

UTILITY SYSTEMS

Figure 1.2-1: YVWD Sewer Collection System



(Yucaipa Valley Water District, 2014)

Current operations at the WRWRF include a capacity of 6.67 MGD with available expansion to 8.0 MGD. Additionally, over 4.5 million gallons per day of effluent are converted into high quality recycled water, which is used to irrigate golf courses, schools, parks and other landscaped areas near existing recycled water facilities.

Wastewater Generation

As noted previously, YVWD provides sewer services to the City of Calimesa, the City of Yucaipa and some rural county areas outside these city limits. It is estimated that the City of Yucaipa generates approximately 4.3 MGD of residential wastewater based on 2010 census data, design flows of 250 gallons per unit per day and an average of 2.8 people per unit.

As per YVWD design standards, industrial and commercial flows are handled on a case by case basis and therefore difficult to estimate. However, neighboring wastewater service providers use a flow of 0.0022 cfs/acre for average commercial and industrial flows (City of Redlands Public Works Department, 1991). Using a peaking factor of 4 and converting to gallons per day, results in an estimated average wastewater generation rate of 5687.2 gallons per day per acre. Table 1.2-1 summarizes generation rates for under existing conditions.

Table 1.2-1: Estimated Wastewater Generation under Existing Conditions

Land Use	Population or Acres	Wastewater Generation, gallons per day	
		Per Person or Ac	Total
Residential (Pop.)	47,839	90	4,305,510
Industrial/Commercial (Ac)	63.15	5,687.2	359,161
		Total	**4,664,671**

1.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would have a significant effect on the environment if the project:

U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-3 Would result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's demand in addition to the provider's existing commitments.

1.2.3 ENVIRONMENTAL IMPACTS

Impact Analysis

Full Buildout Under Current General Plan

Full buildout under the current General Plan is estimated to generate about 6.9 MGD of residential wastewater from within the City of Yucaipa, as shown in Table 1.2-2. Sewer service would be expanded within the current city limits and existing septic tank users would be connected to the systems in place.

Using the estimated flow rates as described above for industrial and commercial flows, an additional 1.1 MGD of wastewater is anticipated under full buildout of the current plan. Additional sewer connections would be added as industrial and commercial sites are developed. This is an estimated flow and individual results are expected to vary dependant on the types of industrial and commercial developments. Due to the variable nature of future development (wastewater flow rates generated by a storage facility vs those from a restaurant) it would be speculation to extrapolate beyond current estimates.

The combined residential and industrial/commercial flows are estimated to exceed 7.9 MGD as shown in Table 1.2-2. The combination of residential and commercial/industrial flows will exceed the current capacity at the WRWRF. Facility upgrades and possibly additional facilities would be necessary.

Table 1.2-2: Estimated Wastewater Generation under Current General Plan

Land Use	Population or Acres	Wastewater Generation, gallons per day	
		Per Person or Ac	Total
Residential (Pop.)	76,174	90	6,855,660
Industrial/Commercial (Ac)	195.83	5,687.2	1,113,730
		Total	**7,969,390**

Full Buildout Under Proposed General Plan

Full buildout under the proposed General Plan is estimated to generate about 7.0 MGD of residential wastewater from within the City of Yucaipa, as shown in Table 1.2-3. Sewer service would be expanded within the current city limits and existing septic tank users would be connected to the systems in place.

Again, using the estimated flow rates as described above for industrial and commercial flows, an additional 1.25 MGD of wastewater is anticipated under full buildout of the proposed plan. Additional sewer connections would be added as industrial and commercial sites are developed. This is an estimated flow and individual results are expected to vary dependant on the types of industrial and commercial developments. Due to the variable nature of future development (wastewater flow rates generated by a storage facility vs those from a restaurant) it would be speculation to extrapolate beyond current estimates.

The combined residential and industrial/commercial flows are estimated to exceed 8.2 MGD as shown in Table 1.2-3. Existing capacity and available expansion at the Wochholz Regional Water Reclamation Facility (WRWRF) would be exceeded and expansion of the WRWRF or additional wastewater treatment facilities would be necessary.

Table 1.2-3: Estimated Wastewater Generation under Proposed General Plan

Land Use	Population or Acres	Wastewater Generation, gallons per day	
		Per Person or Ac	Total
Residential (Pop.)	77,328	90	6,959,520
Industrial/Commercial (Ac)	219.95	5687.2	1,250,909
		Total	**8,210,429**

1.2.4 GENERAL PLAN POLICIES

Existing policies within the current General Plan allow for the following:

- Require that new development pay a proportional fair share of the costs to provide infrastructure facilities required to service the development.
- Require that new development install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism to reimburse the original development for the amount in excess of the development's fair share cost
- Use recycled water to reduce new water demands.
- Develop programs with the responsible authorities to require major industrial or commercial developments to use recycled water and/or provide offsets for consumed water via purchase of imported water.
- Cooperate with local wastewater/sewering authorities to monitor future development to ensure development will proceed only when sufficient capacity or approved alternate wastewater systems can be provided.
- Promote activities and/or measures that facilitated the reclamation and re-use of wastewater.
- Apply measures which will prevent surface and groundwater pollution and establish uniform standards for wastewater discharge.

1.2.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon compliance with the current General Plan policies, full buildout of the current General Plan would be less than significant.

1.2.6 MITIGATION MEASURES

Buildout of the proposed General Plan would require significant capacity upgrades to the district's wastewater systems, including treatment and conveyance facilities. Compliance with the policies listed above would ensure that the impact of full buildout would be mitigated by limiting growth until adequate facilities were available.

1.2.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant under the proposed General Plan Update.

1.3 Storm Drainage Systems

1.3.1 ENVIRONMENTAL SETTING

Existing Conditions

The City of Yucaipa owns and operates the storm drain system within the city limits. Runoff is managed by a combination of open and closed drainage channels and several detention facilities. These channels generally follow the existing ground and slope from east to west and from north to south. Refer to Figure 1.3-1 for a system schematic.

Two major watersheds exist within the City of Yucaipa. These are the Wilson Creek Watershed and Wildwood Creek Watershed. The Wilson Creek Watershed is divided into 4 distinct sub-sheds; Wilson Creek, Oak Glen, Dunlap and Chicken Springs. Wildwood Creek Watershed consists of the Wildwood Creek and Yucaipa Creek sub-sheds.

Wilson Creek generally runs from the northeast to the southwest of the city. Large parts of the channel banks are lined, either with concrete or an ArmorFlex lining. As Wilson Creek proceeds through the city collecting runoff it is joined by Oak Glen Wash around 2nd Street, Gateway Wash around Chapman Heights, Chicken Springs Wash near Kentucky Street and the Dunlap Channel at 14th Street.

Wildwood Creek runs from the west side of the City of Yucaipa to the east along the southern edge of the city. Wildwood Creek utilizes riprap lining along with soil cement to stabilize the channel banks. Wildwood Creek collects Yucaipa Creek near Interstate 10 prior to joining Wilson Creek just outside the city limits.

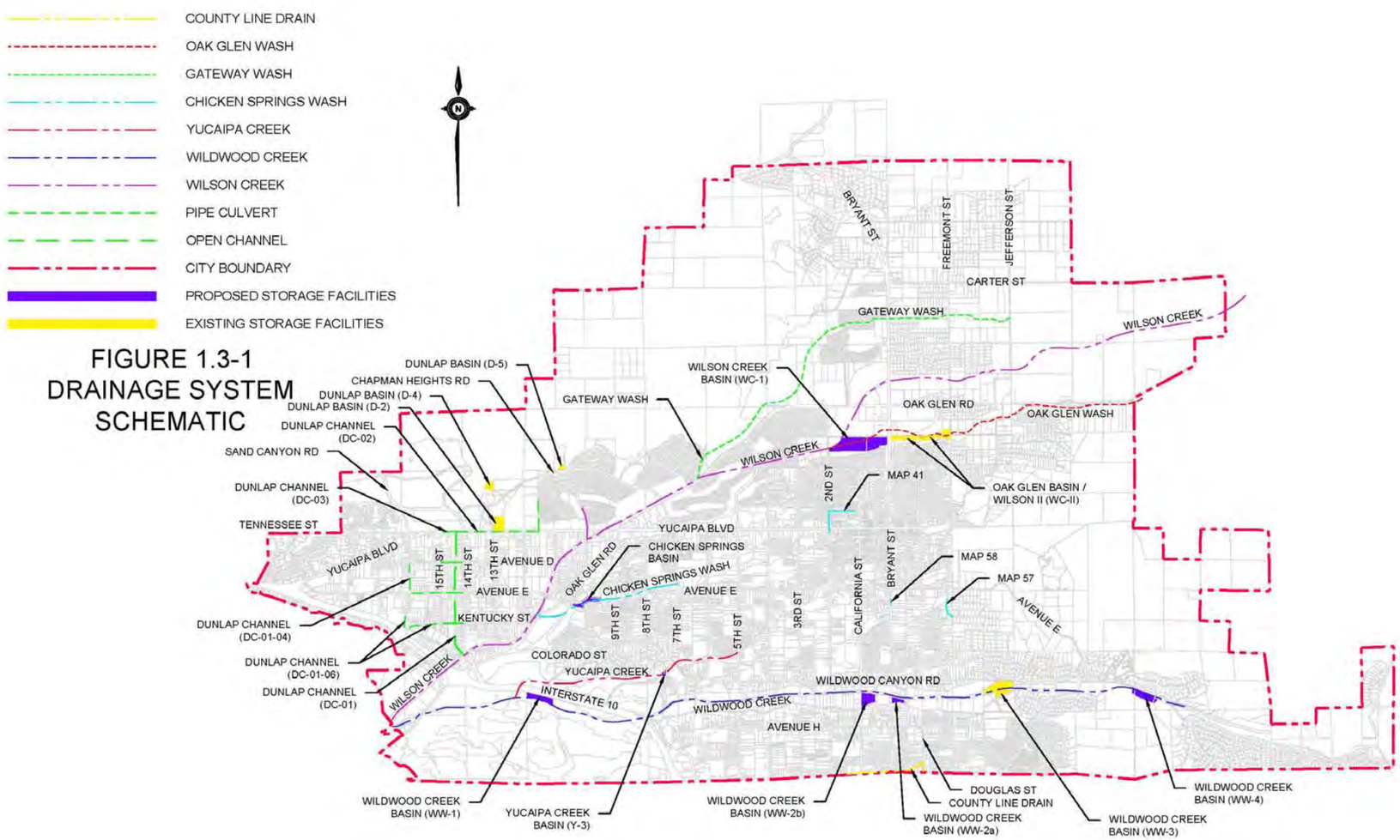
The Master Plan of Drainage (MPD) for the City of Yucaipa was updated in 2011 to include additional detention facilities and revised flows as a result of the facilities. The implementation of the proposed and modified facilities was intended to “mitigate the potential for flooding within existing facilities and alleviate overburdened downstream mainline structures” (RBF Consulting, 2011). Capacities for the detention facilities can be found in Table 1.3-1, below.

It is important to note that localized flooding and damage to existing infrastructure can occur during larger storm events. Many areas within the city rely on surface drainage to direct water into local channels. Additionally, recent fires within and around the City of Yucaipa have damaged undergrowth and created areas susceptible to flood risk. This problem has been compounded by recent droughts in the area.

Recommended facility upgrades contained within the MPD are being implemented to address the current flooding concerns. Additionally, nine (9) Low Water Crossing projects were identified within the City of Yucaipa’s Flood Plan Annex that would help protect local infrastructure (roads, utilities, etc) during large storm events. Of the nine (9), seven (7) were identified as high priority projects, based on the grading criteria. (City of Yucaipa, 2014) These projects are summarized in Table 1.3-2 along with their priority and estimated costs.

UTILITY SYSTEMS

Figure 1.3-1: Drainage System Schematic



Compiled from City of Yucaipa Master Plan of Drainage Update, Addemdum1 (RBF Consulting, 2011)

Table 1.3-1: Detention Facility Capacities

Facility Name	Status	Capacity (Ac-ft)
Chicken Springs Basin	Proposed	35
Dunlap Basin (D-2)	Existing	15
Dunlap Basin (D-4)	Existing	20
Dunlap Basin (D-5)	Existing	15
Oak Glen Basin/Wilson II (WC-II)	Existing	45
Wildwood Creek Basin (WW-1)	Proposed	50
Wildwood Creek Basin (WW-2a)	Proposed	20
Wildwood Creek Basin (WW-2b)	Proposed	35
Wildwood Creek Basin (WW-3)	Existing	78
Wildwood Creek Basin (WW-4)	Proposed	25
Wilson Creek Basin (WC-1)	Proposed	45
Yucaipa Creek Basin (Y-3)	Proposed	45

* Capacities based on information obtained from the City of Yucaipa Drainage Application (RBF)

Table 1.3-2: Low Water Crossing Projects

Low Water Crossings		
Location	**Priority**	**Estimated Cost**
Wilson Creek at 10th St	High	$ 1,884,152
Wildwood Creek at Live Oak Canyon	Medium	$ 1,800,000
Wilson Creek at Ave. "D"	High	$ 1,800,000
Wilson Creek at 13th St	High	$ 1,800,000
Wildwood Creek at 3rd St	High	$ 1,876,184
Wildwood creek at 6th Pl.	High	$ 1,800,000
Wilson Creek at Freemont St.	High	$ 1,800,000
Pendleton Drive	High	$ 1,800,000
Wilson Creek at Live Oak Canyon Rd.	Low	$ 3,534,000

Compiled from the City of Yucaipa Draft Flood Plan, 2014

1.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-3 Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

1.3.3 ENVIRONMENTAL IMPACTS

2011 Master Plan of Drainage Update

The 2011 MPD update implemented revised flows due to proposed detention facilities resulting in lower overall flow through the major drainage channels. Recommended channel sizes and estimated costs were also provided for deficient segments. Detailed hydraulic calculations should be prepared to accurately size each facility prior to the final design of the facility.

Impact Analysis

Full Buildout Under Proposed General Plan

Implementation of the General Plan Update will align land use areas with current use. No additional flows are anticipated, with the exception of the Dunlap Acres area. Changes in land use within the Dunlap Acres area will increase available densities. The existing runoff coefficient is estimated to be 0.53. Under the General Plan Update the runoff coefficient will be increased to 0.59.

Care should be taken as improvements are proposed within the Dunlap Acres community. Dunlap Acres is currently one of the areas susceptible to localized flooding during larger storm events. This is due in part to a general lack of infrastructure within the community. Many areas lack curb and gutter to capture runoff within the right-of-way. Additionally, per the 2011 MPD Update 1, the existing storm drain infrastructure is at capacity. Larger storm events currently surcharge existing storm pipes, causing ponding within the right-of-way. Locations where the ponding spreads into areas without curb and gutter are prone to localized flooding, as previously discussed.

Individual future developments built according to the Proposed General Plan Update will require an assessment of how the project will affect the existing and proposed storm drain system. Specific system improvements have been identified in the current General Plan (Tab 9, Sections 4 & 5) and updated in the 2011 Master Plan of Drainage update. Necessary storm system improvements should be identified for each project during the assessment. These policies along with periodic updates to the General Plan by the City and implementation of improvements recommended within the Master Plan of Drainage and Flood Plan Annex would reduce the potential impacts of development on the drainage system within the City of Yucaipa.

Infrastructure needs should be re-evaluated as the currently proposed system upgrades are implemented in order to determine the efficiency of these upgrades and identify any remaining deficiencies. Additional infrastructure needs within the Dunlap Acres community should be evaluated to determine the most effective solutions to address current system deficiencies within the community.

1.3.4 GENERAL PLAN POLICIES

Existing policies within the current General Plan allow for the following:

- Require that new development pay a proportional fair share of the costs to provide infrastructure facilities required to service the development.
- Require that new development install onsite or offsite facilities that are in excess of a development's fair share. However, the City shall establish a funding mechanism to reimburse the original development for the amount in excess of the development's fair share cost
- Periodically update the Master Plan of Drainage and require new developments to meet current master plans.

1.3.5 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

After construction of facilities recommended within the 2011 Master Plan of Drainage Addendum 1, full buildout under the proposed General Plan would be less than significant.

1.3.6 MITIGATION MEASURES

No mitigation measures are required.

1.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant under the proposed General Plan update.

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Appendix J Buildout Methodology Memorandum

Appendices

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MEMORANDUM

DATE	September 30, 2014
TO	Joe Lambert, Director of Development Services
FROM	Mark Hoffman, Associate Principal, PlaceWorks
SUBJECT	General Plan and EIR Buildout Methodology
PROJECT	YUCAIPA GENERAL PLAN

This technical memorandum outlines the methodology used to establish the buildout for the Yucaipa General Plan that serves as the baseline for analyzing potential impacts in the Environmental Impact Report (EIR). This memorandum also serves as a general reference for City staff, elected officials, and the public.

Background

All California cities are required to provide a "buildout analysis" in their general plan. The buildout analysis refers to the total development and impacts associated with the land uses adopted in a general plan. This includes three comparisons—the amount of development the "proposed plan" allows, the amount of development on the ground (existing conditions/baseline), and the amount of development allowed by the current general plan. The analysis considers housing units, households, residents, jobs, and nonresidential square footage. A buildout estimate is important for several reasons; in particular, it allows a city to adequately plan for roads, water service, parks, recreation, and other infrastructure and services.

The General Plan Environmental Impact Report (EIR) is the tool that analyzes impacts associated with land uses and development allowed by the General Plan and provides programs to avoid undesirable impacts. The EIR analyzes a general plan buildout to determine the impacts associated with the maximum (theoretical) amount of development that could occur under the general plan. However, it should be noted that communities rarely if ever achieve maximum buildout. Regulatory constraints, physical constraints, and foreseeable market conditions often result in less development than allowed. However, in accordance with state law, the EIR is required to analyze the impacts of full theoretical buildout.

Yucaipa's buildout methodology uses generally accepted methods that are consistent with traffic, noise, air quality, and other assessments in the General Plan EIR, while allowing for unique differences within the community. Yucaipa's buildout methodology is based on data from a variety of sources and contemporary planning experience. These include federal and state sources (U.S. Census, American Community Survey, and Department of Finance, to name a few) coupled with City staff input. Yucaipa's buildout analysis is also consistent with: 1) projections with SCAG, water service, sewer providers, and others; 2) regional housing needs allocations; 3) historical growth patterns; and 4) approved specific plans and other projects.

The following pages outline in greater detail the process and methods for calculating Yucaipa's buildout.

Existing Conditions

For the purpose of the California Environmental Quality Act (CEQA) the City's existing conditions (existing number of units, households, population, nonresidential building square footage, and employment) serve as the baseline for the General Plan EIR analysis. The methodology follows.

EXISTING LAND USE, UNITS, HOUSEHOLDS, POPULATION, UNITS, AND JOBS

PlaceWorks and the City prepared an Existing Land Use Inventory to serve as the EIR's baseline conditions. Sixteen land use categories are identified based on information from the Southern California Association of Government's (SCAG) Existing Land Use Database, aerial photography, site visits, and local knowledge. Building square footage is derived from the County Assessor's Office and PlaceWorks. Every City parcel is designated a specific land use category and associated acreage. The following generalized four-step process is used to calculate existing residential units, households, population, and jobs.

1. Confirm existing residential units from the Existing Land Use Inventory

Any parcel identified as Rural Residential or Single Family Residential is assumed to have one unit per parcel. For parcels designated with a Mobile Home Overlay, unit count information is derived from the California Department of Housing and Community Development. Existing housing unit counts for parcels designated for multi-family residential are, where possible, based on actual project unit counts. In cases where project unit counts are not available, an average density of 8 units per acre is assumed based on a representative sample of built projects.

2. Calculate existing households in Yucaipa: [unit] x [occupancy rate]

At any given time, a percentage of existing housing units in Yucaipa are occupied; the others are vacant (referred to as the occupancy and vacancy rates, respectively). In terms of this buildout methodology, "households" represent the number of units that were occupied. Based on pre-recession figures provided by the California Department of Finance (2000–2009), an estimated 94 percent of the units are assumed occupied. The number of occupied units are multiplied by the estimated occupancy rate to arrive at the number of households residing in Yucaipa during the base year.

3. Calculate existing population in Yucaipa:[households] x [persons per household]

According to the 2010 U.S. Census, the average persons per household (pph) is 2.79 pph, which includes 2.75 pph for owner-occupied units and 2.89 pph for renter-occupied units. To customize the population estimates, all single-family units are assumed to have 2.75 pph (e.g., owner-occupied) and multi-family units are assumed to have 2.89 pph. An exception applies to parcels designated with the Mobile Home Overlay 2 (senior mobile homes), because senior households are smaller than other types. Based on the 2010 U.S. Census, the average senior household has 1.6 pph.

4. Calculate existing jobs: [nonresidential building square footage] / [employment generation factor]

The U.S. Census Longitudinal Employer-Household Dynamics data and County Assessor's data are used to estimate the average number of nonresidential square footage per employee. The employment generation factors are: 650 square feet/employee for General Office uses, 500 square feet/employee for Commercial and Service uses, and 1,000 square feet/employee for Industrial uses. As example, a 20,000 square-foot General Office building is assumed to generate 31 jobs (20,000/650). Additionally, actual employment for schools are drawn from 2013 School Accountability Report Cards, and counts from major employers (Crafton Hills College, Sorenson, and City of Yucaipa).

Yucaipa General Plan Land Use Plan

CURRENT LAND USE PLAN

Yucaipa's 2004 General Plan defines 26 land uses: 16 residential land uses, 5 nonresidential land uses, and 4 other land uses (Table 1). In addition, the General Plan also contains a Planned Development land use, which can represent a mix of residential and nonresidential uses. Yucaipa's current general plan land use designations reflect historic land use designations and the presence of historic constraints to residential and nonresidential development (e.g., flood plains).

Table 1. Current and Proposed Land Use Designations

RURAL LIVING (RL-)	SINGLE RESIDENTIAL (R-, RS-)	MULTIPLE RESIDENTIAL (RM-)	NONRESIDENTIAL	OTHER
» 40 ac min	» 1 du/ac	» 10,000 sf min	» Regional Commercial	» Planned Development
» 20 ac min	» 2 du/ac	» 7,200 sf min	» General Commercial	» Community Institutional
» 10 ac min	» 20,000 sf min	» 24 du/ac	» Service Commercial	» Institutional
» 5 ac min	» 4 du/ac		» Business Park	» Public Facilities
» 2.5 ac min	» 10,000 sf min		» Neighborhood Commercial	» Park (new)
» 1 ac min	» 7,200 sf min			» Open Space
	» 8 du/ac			» Open Space Planned Development (new)

PROPOSED CHANGES

More than 95 percent of the City's parcels remain unchanged from their present categories. However, changes were made to more closely reflect their intended use. For instance, 507 acres were designated open space planned development; these acres were originally designated open space within a planned development. To reflect their intended use, a new general plan land use designation was created. Second, parks that were formerly designated as an institutional land use were redesignated with a new parks land use designation. This applies to all 617 acres of parks, including the Yucaipa Regional Park. These changes ensure that the intended land use is reflected with a more descriptive land use category.

Additional changes were made in Dunlap Acres. Approximately 360 acres were redesignated within the Dunlap Acres to a slightly higher allowable density consistent with surrounding neighborhoods. These parcels were originally designated for rural densities because of their location within a federally designated floodplain that precluded residential development at densities typical for much of central Yucaipa. With the completion of the Wilson Creek improvements, these residential areas were no longer subject to risk from 100-year floods and thus were redesignated to different general plan land use categories. This results in slightly more than a 1 percent increase in the total number of housing units in Yucaipa.

The final series of changes to the General Plan land use map involved the institutional land use category. In response to the purchase of parcels to complete Wilson Creek Flood Control improvements, several parcels were redesignated from residential use to institutional use. This allows for the completion of channels, basins, or other infrastructure needed to reduce the risk of flooding and inundation.

Yucaipa General Plan Buildout

Yucaipa's General Plan buildout refers to the maximum realistic buildout under its land use plan. Historically, most parcels are not built out to accommodate allowed maximum development capacity. A parcel or group of parcels is often built at a lower density or intensity due to physical site constraints, zoning requirements, development regulations, and product type. As a result, the buildout represents the likely development that could occur based on average levels of density and intensity for each land use category. The following process is used to determine the buildout for the Yucaipa General Plan.

1. Calculate current/proposed units: [parcel acreage] x [assumed density for land use designations]

   Dwelling unit projections are estimated by multiplying the acreage of each parcel by the assumed density for different land use designations. Yucaipa's residential land use designations are defined by a minimum lot size, minimum density, or target density. To determine buildout, a residential density assigned for each land use designation is multiplied by the acreage of each parcel to determine the total number of housing units that exist or could be accommodated.

2. Calculate current and proposed households: [units] x [occupancy rate]

   The housing occupancy rate assumed for the current and proposed plan is consistent with that assumed for Existing Land Use: 94.3 percent based on prerecession data collected from the California Department of Finance (2000–2009). A standard assumption is used because it will accurately reflect the averages of economic recession and booms. As mentioned above, the number of housing units is derived by multiplying the acreage of individual parcels by the assumed density allowed within a particular land use designation.

3. Calculate current and future population: [households] x [persons per household]

   Separate average household size figures are used to determine population for different residential land use designations associated with differences in tenure and age of residents. For example, in senior mobile homes (designated with Mobile Home Overlay 2), the persons per household numbers are lower than in the remainder of Yucaipa, largely due to the many retirees and empty nesters. Based on data from the U.S. Census, the persons per household factors used to estimate population for the current and proposed plans are included in Table 2.

4. Calculate nonresidential building square footage: [parcel square footage] x [assumed FAR]

   Building intensities for nonresidential uses are measured by floor area ratio (FAR). FAR refers to the ratio of the total floor area of a building (building footprint times number of building stories) to the total square footage of that parcel. FAR calculations do not include floor areas for parking structures or outdoor open storage. Yucaipa's nonresidential designations include a maximum FAR (also referred to as building coverage); no minimum threshold is required. To determine future buildout projections for Yucaipa, a FAR is assigned to each nonresidential designation that represents the anticipated intensity for each different land use designation.

5. Calculate employment : [nonresidential building square footage] / [employment generation factor]

   Employment generation factors represent the average amount of building square footage typically required per employee and are customized based on the land use designation; dividing the nonresidential building square footage by the employment generation factor results in an estimate of the number of jobs at buildout. The resulting employment number represents a count of the total number of jobs associated with a given amount of building square footage. This includes both full- and part-time jobs and is not a full-time equivalent measure.

Summary Land Use Assumptions

Table 2 summarizes assumptions for the buildout calculations for the Yucaipa General Plan. These assumptions are used to estimate the current and future number of households, population, housing units, nonresidential building square footage, and total number of jobs in Yucaipa.

Table 2. Proposed Density and Intensity Assumptions

PROPOSED LAND USE DESIGNATION	LAND USE CODE	MINIMUM OR TARGET DENSITY	ASSUMED DENSITY	PERSONS PER HOUSEHOLD
Rural Living 40 ac min	RL-40	1 du/40 acres	0.025 du/ac	2.75
Rural Living 20 ac min	RL-20	1 du/20 acres	0.05 du/ac	2.75
Rural Living 10 ac min	RL-10	1 du/10 acres	0.10 du/ac	2.75
Rural Living 5 ac min	RL-5	1 du/5 acres	0.20 du/ac	2.75
Rural Living 2.5 ac min	RL-2.5	1 du/2.5 acres	0.40 du/ac	2.75
Rural Living 1 ac min	RL-1	1 du/acre	1.0 du/ac	2.75
Single Residential 1 du/ac	R-1	1 du/acre	1.0 du/ac	2.75
Single Residential 2 du/ac	R-2	2 du/acre	2.0 du/ac	2.75
Single Residential 20,000 sf min	RS-20M	1 du/20,000 sf	2.2 du/ac	2.75
Single Residential 4 du/ac	R-4	4 du/acre	4 du/ac	2.75
Single Residential 10,000 sf min	RS-10M	1 du/10,000 sf	4.4 du/ac	2.75
Single Residential 7,200 sf min	RS-72C	1 du/7,200 sf	6 du/ac	2.75
Single or Multiple Residential	R-8	8 du/acre	8 du/ac	2.75
Multiple Residential 10,000 sf min	RM-10M	1 du/10,000 sf	4.4 du/ac	2.89
Multiple Residential 7,200 sf min	RM-72C	1 du/7,200 sf	6 du/ac	2.89
Multiple Residential 24 du/ac	RM-24	24 du/acre	24 du/ac	2.89
Multiple Residential 24 du/ac	R-24	24 du/acre	24 du/ac	2.89
PROPOSED LAND USE DESIGNATION	**LAND USE CODE**	**MAXIMUM FAR**	**ASSUMED INTENSITY**	**SQUARE FOOTAGE PER EMPLOYEE**
Regional Commercial	CR	0.60	0.32	820
General Commercial	CG	0.60	0.20	500
Neighborhood Commercial	CN	0.40	0.15	450
Service Commercial	CS	0.65	0.20	450
Business Park	BP	0.60	0.50	1,000
Community Industrial	IC	0.70	0.10	1,000

Notes: Planned Development residential parcels are assumed to have a PPH of 2.75; Mobile Home Overlay 1 parcels have an assumed PPH of 2.40; Mobile Home Overlay 2 parcels have an assumed PPH of 1.60.

Previously adopted specific plans or planned developments were incorporated into the buildout analysis as originally calculated when those plans were adopted by the City Council.

The final tables showing existing and future buildout of Yucaipa and its population, households, housing units, nonresidential building square footage, and jobs are included the General Plan and EIR.