KUNZMAN ASSOCIATES, INC.

COLTON'S HUB CITY CENTER SPECIFIC PLAN

TRAFFIC IMPACT ANALYSIS

May 19, 2014

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

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Prepared by:

Robert Kunzman
Perrie Ilercil, P.E.
Carl Ballard, LEED GA
William Kunzman, P.E.

William Kunzman



1111 Town & Country Road, Suite 34
Orange, California 92868
(714) 973-8383

www.traffic-engineer.com

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I. Introduction

The purpose of this report is to provide an assessment of the traffic impacts resulting from the development of the proposed Colton's Hub City Center Specific Plan project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The City of Colton is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with partial occupancy of the development in Opening Year 2016, at which time it will be generating traffic at its full potential, and for the current traffic forecast year, which is the Year 2035.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located east of Riverside Avenue between the I-10 Freeway and San Bernardino Avenue in the City of Colton. A vicinity map showing the project location is provided on Figure 1.

The project site is proposed to be developed with business park, office, residential, and retail land uses. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is mainly provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Highland Avenue, Baseline Road, Etiwanda Avenue, Foothill Boulevard (SR-66), Rialto Avenue, Merrill Avenue, Bloomington Avenue, San Bernardino Avenue, Violet Avenue, C Street, Valley Boulevard, Slover Avenue, Jurupa Avenue, Agua Mansa Road, and Columbia Avenue. The north-south roadways expected to provide local access include Cedar Avenue, Riverside Avenue/Main Street, Wildrose Avenue, Indigo Avenue, Eucalyptus Avenue, Pepper Avenue, Meridian Avenue, Hermosa Avenue, Rancho Avenue, La Cadena Drive, and Mount Vernon Avenue.

A series of scoping discussions were conducted with the City of Colton to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Associated Governments staff has also been contacted to discuss the project and its associated travel patterns.

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (project Opening Year or Year 2035) and project generated traffic volumes. The identification of the study area, and

the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments are required to be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

The City of Colton has adopted the San Bernardino Association of Governments Development Mitigation Nexus Study. Because of this, the City of Colton is exempt from the San Bernardino Association of Government Congestion Management Program Traffic Impact Analysis Guidelines requirements.

The project contributes traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway and I-215 Freeway. The project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections in the Cities of Colton/Rialto/Riverside/San Bernardino and the County of San Bernardino. This means that the City of Colton must notify the California Department of Transportation, Cities of Rialto/Riverside/San Bernardino, and the County of San Bernardino. Each of these agencies must also be provided with a copy of the traffic impact analysis, once the document is accepted by the City of Colton. (Note: The purpose of this notification is to allow the California Department of Transportation to identify opportunities to make improvements to intersections concurrent with adjacent development, at considerably less cost and disruption than would occur if it were done after-the-fact).

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2013)
- Existing Plus Project Conditions
- Project Opening Year Conditions (2020)
- Horizon Year Conditions (2035)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from April/September/November 2010, April/August/November 2011, April/May/June/July 2012, and March/July/September 2013 (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks was used in the conversion of trucks to Passenger Car Equivalent's (see Appendix C). Supplemental traffic data was available from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation.

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The distributions of the project trips were based on the select zone evening peak period trip distributions from the traffic model. The socio-economic data inputs to the traffic model are representative of the planned project development intensity.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). Traffic model plots are included in Appendix D. This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 22 years of the 27 year time frame, a factor of 0.81 (i.e., 22/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 peak hour volumes. The SBTAM traffic model used in this analysis is the most up to date traffic model available that includes all known projects in the area. Per discussions with the City of Colton staff, no additional cumulative projects are required to be analyzed in this analysis because the traffic data is included in the traffic model. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2020) traffic volumes have been interpolated from the Year 2035 traffic volumes based upon a portion of the future growth increment.

Project traffic volumes were then added to the Year 2035 SBTAM traffic model volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix E) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the Level of Service defined by the

delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies an infinite queue.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

(Curb to curb distance) / (4 feet/second) + 7 seconds.

For existing/existing plus project/Opening Year (2020) traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis. This data is from the San Bernardino County Congestion Management Plan Appendix A page 3 and Appendix C page 13.

For Year 2035 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis. This data is from the San Bernardino County Congestion Management Plan Appendix C page 13.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2035 peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The traffic mitigation needs anticipated at the time of the project opening with full occupancy and for the Year 2035 were combined into a summary of mitigation requirements and costs. The mitigation cost responsibility for the proposed development was estimated based on the percent of the increase in traffic from the existing condition to the Year 2035 that was attributed to the project generated trips.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the City of Colton requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the City of Colton General Plan. The General Plan states that peak hour intersection operations of Level

of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.

- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.

- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

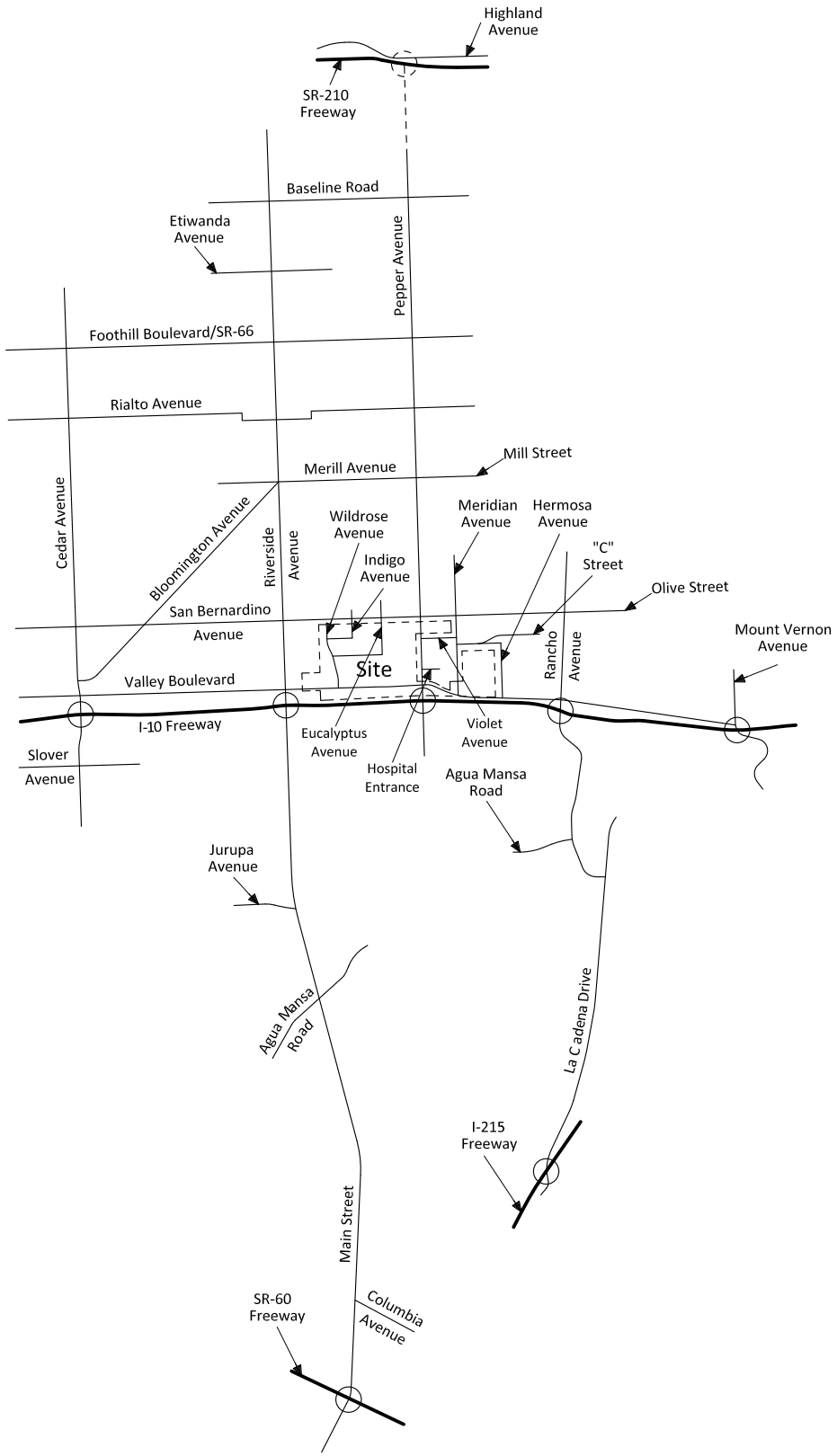
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The City of Colton General Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the City of Colton that are consistent with these documents are not considered a significant impact, so long as the project contributes its “fair share” funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the City of Colton General Plan cannot be constructed.

Figure 1
Project Location Map



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OVER 35 YEARS OF EXCELLENT SERVICE

Figure 2
Site Plan



BP = Business Park land use typically contains a combination of industrial and office uses. Industrial, research and development, and manufacturing/warehouse types of land uses will characteristically have fewer employees per acre than most other business and commercial uses, and fewer non-employee visits. There are pronounced traffic peaks as employees arrive in the morning and depart in the evening.

OMU = Office Mixed Use area is a mix of 40 percent office and 60 percent business park. The office portion is assumed to have a 40 percent floor area ratio. Offices will have pronounced peak traffic during the morning and evening peak hour periods as employees arrive and leave. Business Park land use typically contains a combination of industrial and office uses. Industrial, research and development, and manufacturing/warehouse types of land uses will characteristically have fewer employees per acre than most other business and commercial uses, and fewer non-employee visits. There are pronounced traffic peaks as employees arrive in the morning and depart in the evening.

OS/H = Open Space/Habitat consist of untouched habitat and generates very little vehicle traffic.

OS/P = Open Space/Park consist of manicured parks and generates little vehicle traffic because most persons walk to them. Of the traffic they do generate, it is usually from within the community and during off-peak traffic hours.

R = Retail consists of shopping center land use with a 25 percent floor area ratio. Retail shopping centers of this type are characterized by a large number of short duration trips throughout the day. Their typical late morning opening times produce only minor traffic volumes during the morning peak hour.

RES - M = Residential Medium Density consists of four single-family detached residential dwelling units per acre. The primary market for these units will be families with children. As a result, peak traffic volumes will occur during home-to-work and work-to-home trips. Child-related trips such as home-to-school or home-to-Little League are also a significant factor in the daily trip generation, but they have a smaller influence on peak hour volumes.

RES-M1 = Residential Medium Density - 1 consists of eleven single-family detached residential dwelling units per acre. The primary market for these units will be families with children. As a result, peak traffic volumes will occur during home-to-work and work-to-home trips. Child-related trips such as home-to-school or home-to-Little League are also a significant factor in the daily trip generation, but they have a smaller influence on peak hour volumes.

RMU = Retail Mixed Use area is a mix of approximately 25 percent shopping center, 30 percent office, and 45 percent business park land uses. The shopping center portion is assumed to have a 25 percent floor area ratio and the office portion is assumed to have a 40 percent floor area ratio. Retail shopping centers of this type are characterized by a large number of short duration trips throughout the day. Their typical late morning opening times produce only minor traffic volumes during the morning peak hour. Offices will have pronounced peak traffic during the morning and evening peak hour periods as employees arrive and leave. Business Park land use typically contains a combination of industrial and office uses. Industrial, research and development, and manufacturing/warehouse types of land uses will characteristically have fewer employees per acre than most other business and commercial uses, and fewer non-employee visits. There are pronounced traffic peaks as employees arrive in the morning and depart in the evening.

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II. Existing Conditions

A. Existing Roadway System

Figure 3 identifies the existing conditions for the study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is mainly provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Highland Avenue, Baseline Road, Etiwanda Avenue, Foothill Boulevard (SR-66), Rialto Avenue, Merrill Avenue, Bloomington Avenue, San Bernardino Avenue, Violet Avenue, C Street, Valley Boulevard, Slover Avenue, Jurupa Avenue, Agua Mansa Road, and Columbia Avenue. The north-south roadways expected to provide local access include Cedar Avenue, Riverside Avenue/Main Street, Wildrose Avenue, Indigo Avenue, Eucalyptus Avenue, Pepper Avenue, Meridian Avenue, Hermosa Avenue, Rancho Avenue, La Cadena Drive, and Mount Vernon Avenue.

B. Existing Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were obtained from the 2012 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts (see Appendix B) obtained by Kunzman Associates, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 11.5 = Daily Leg Volume.

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

Figure 5 illustrates the study area intersection reference numbers. Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from April/September/November 2010, April/August/November 2011, April/May/June/July 2012, and March/July/September 2013 (see Appendix B) and shown on Figures 6 and 7, respectively. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

C. Existing Level of Service

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the peak hours:

Cedar Avenue (NS) at:
I-10 Freeway WB Ramps (EW) - #6

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31
I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

Existing delay worksheets are provided in Appendix E.

D. Existing Traffic Signal Warrant Analysis

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

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49
I-215 Freeway NB Ramps (EW) - #50

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

E. Planned Transportation Improvements and Relationship to General Plan

The City of Colton General Plan Circulation Element is shown on Figure 8. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 8. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Colton General Plan roadway cross-sections are illustrated on Figure 9.

The General Plan Circulation Elements for the following surrounding jurisdictions are included in Appendix G:

- City of Rialto
- City of Riverside
- City of San Bernardino
- County of San Bernardino

The Year 2035 number of through travel lanes has been obtained from the Development Mitigation Nexus Study by the San Bernardino Associated Governments.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	27.3-C	44.7-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	39.1-D	29.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	27.6-C	26.5-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	16.8-B	18.7-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	37.4-D	38.2-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	19.4-B	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	20.7-C	30.4-C	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	33.7-C	30.1-C	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	34.3-C	34.4-C	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.3-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	33.7-C	37.4-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	35.0-D	37.2-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	20.0-B	20.1-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	31.9-C	32.0-C	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	32.6-C	35.9-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	14.3-B	16.3-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	16.7-B	16.7-B	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	15.1-B	15.3-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	26.7-C	37.2-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	20.9-C	21.2-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.9-B	18.3-B	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	16.2-B	16.4-B	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	14.6-B	15.8-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	9.2-A	10.6-B	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	11.7-B	12.7-B	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	11.0-B	11.1-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	20.7-C	22.2-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	24.7-C	25.2-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	18.3-B	18.9-B	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	17.0-B	14.9-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	14.6-B	16.4-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	36.5-D	33.0-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	27.3-C	15.4-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	99.9-F	57.3-E	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	10.5-B	15.1-C	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	13.8-B	62.9-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.6-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	79.7-F	10.6-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	10.0-A	10.3-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	31.2-C	31.8-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	15.6-B	14.0-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	14.7-B	22.9-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	18.8-B	17.7-B	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	12.3-B	27.0-D	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	13.1-B	17.3-C	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	11.1-B	13.5-B	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	48.1-D	57.6-E	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	39.7-D	51.4-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

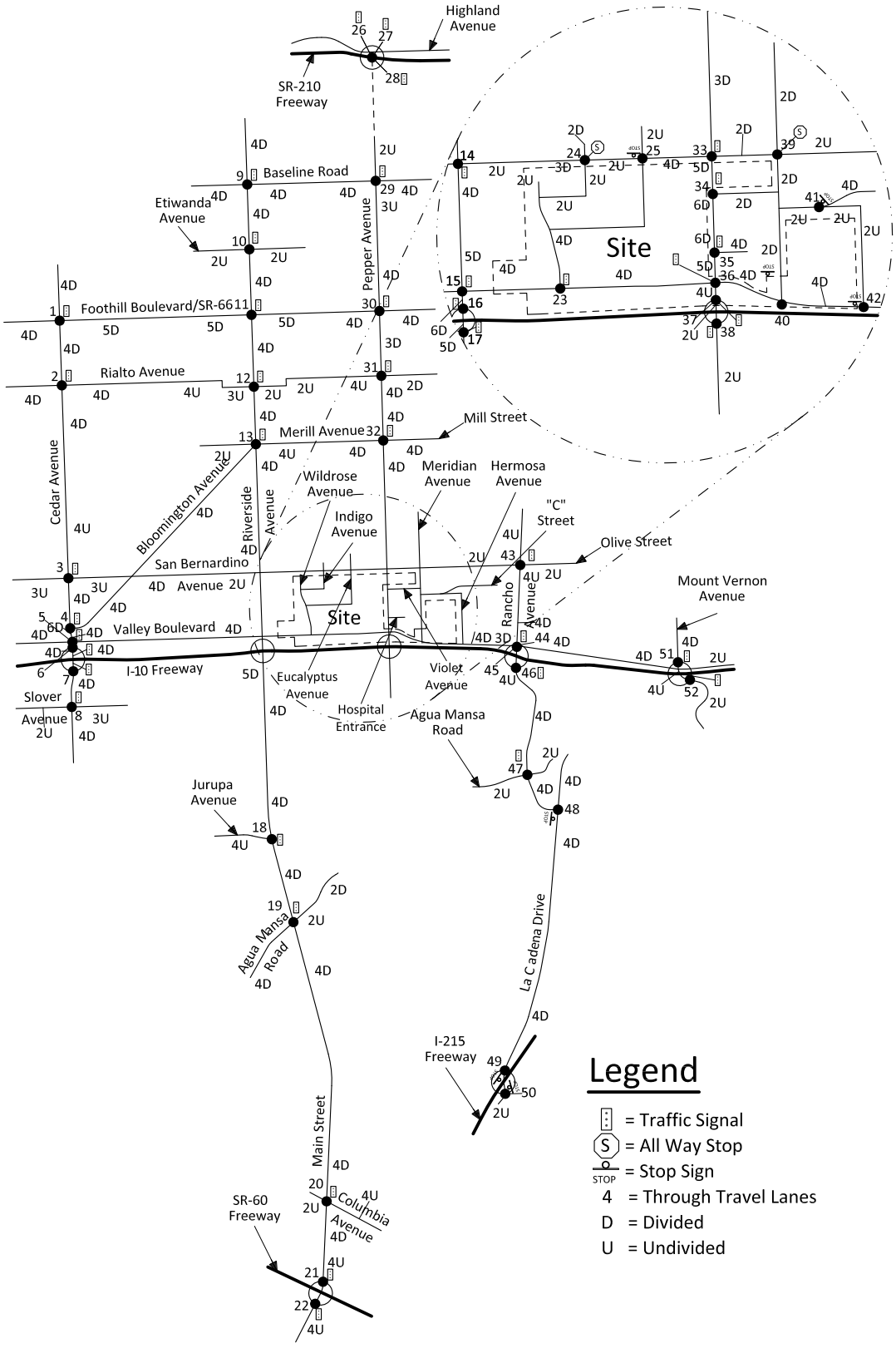
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level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

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

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

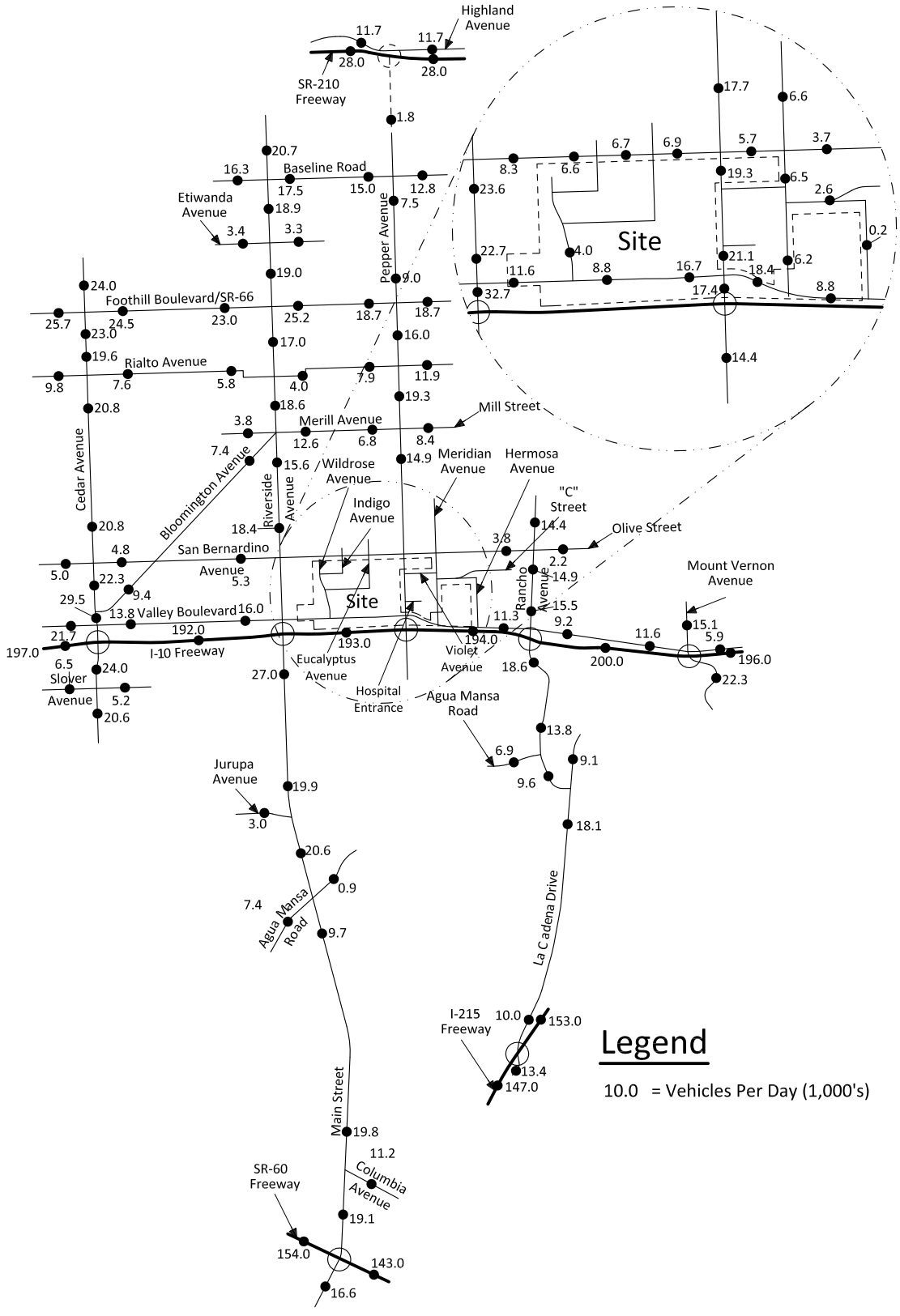
[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Figure 3
Existing Through Travel Lanes and Intersection Controls



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Figure 4
Existing Average Daily Traffic Volumes

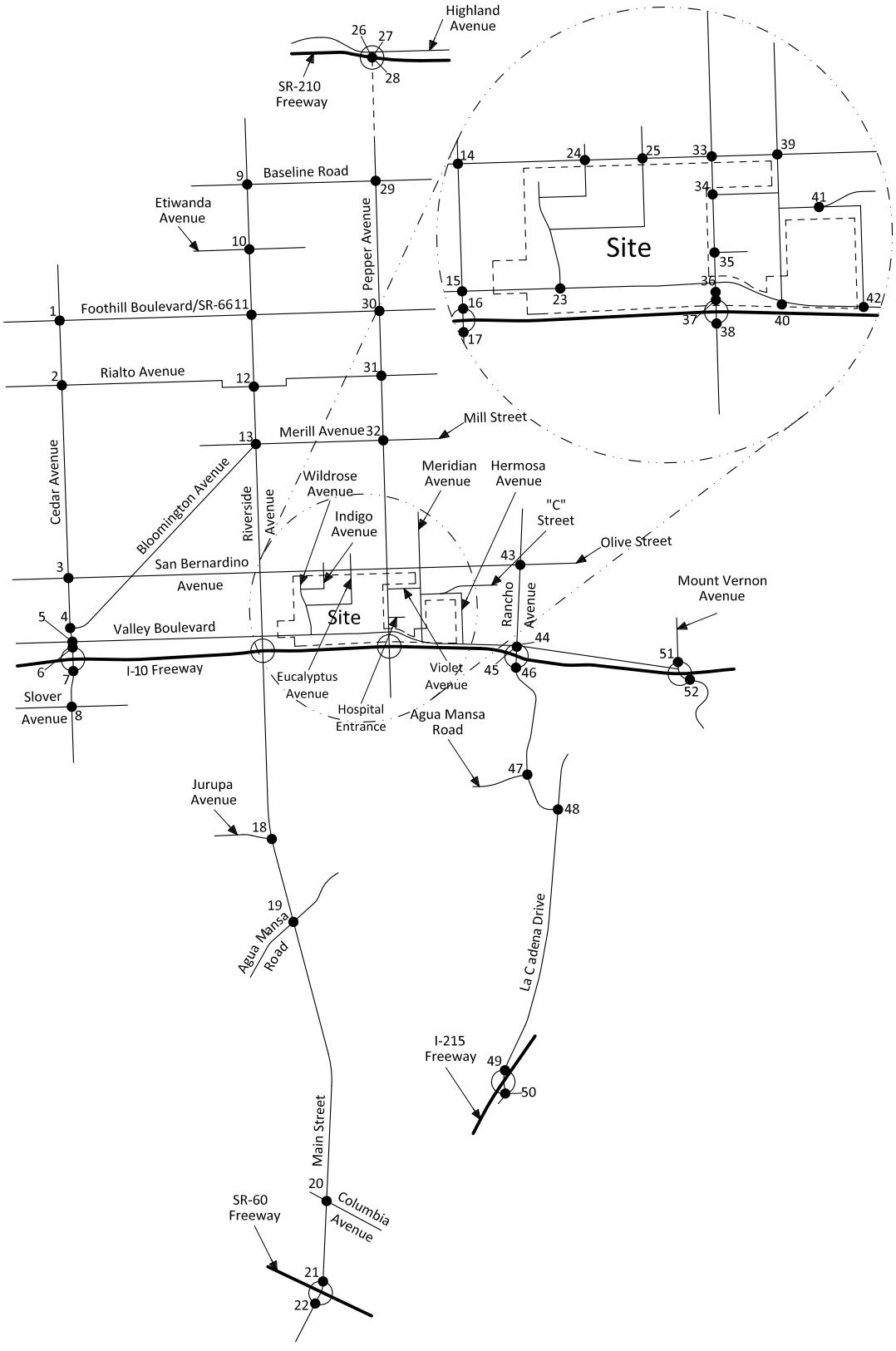


4147d/4

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OVER 35 YEARS OF EXCELLENT SERVICE

Figure 5
Study Area Intersection Reference Numbers

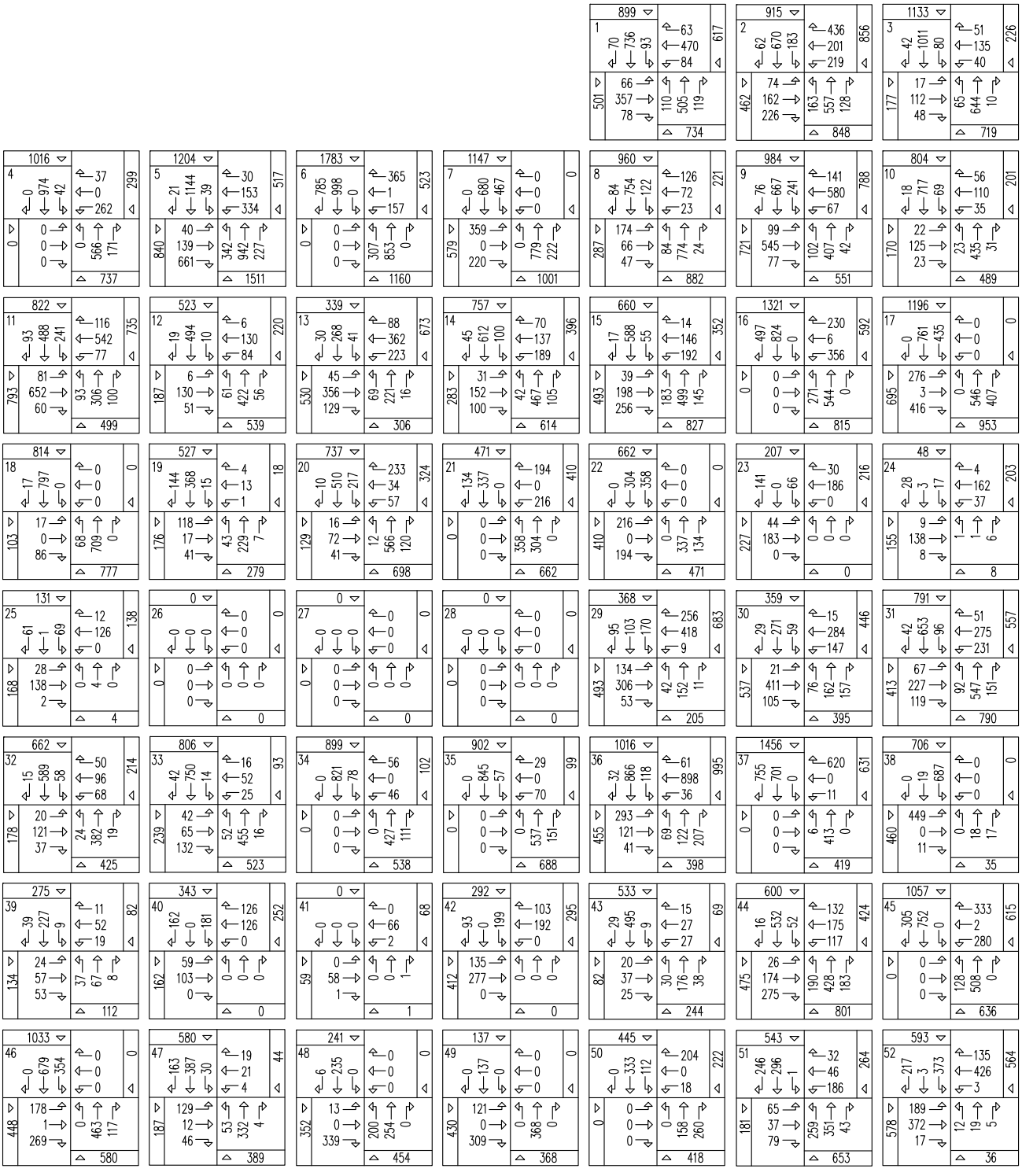


4147d/5

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 6
Existing Morning Peak Hour Intersection Turning Movement Volumes

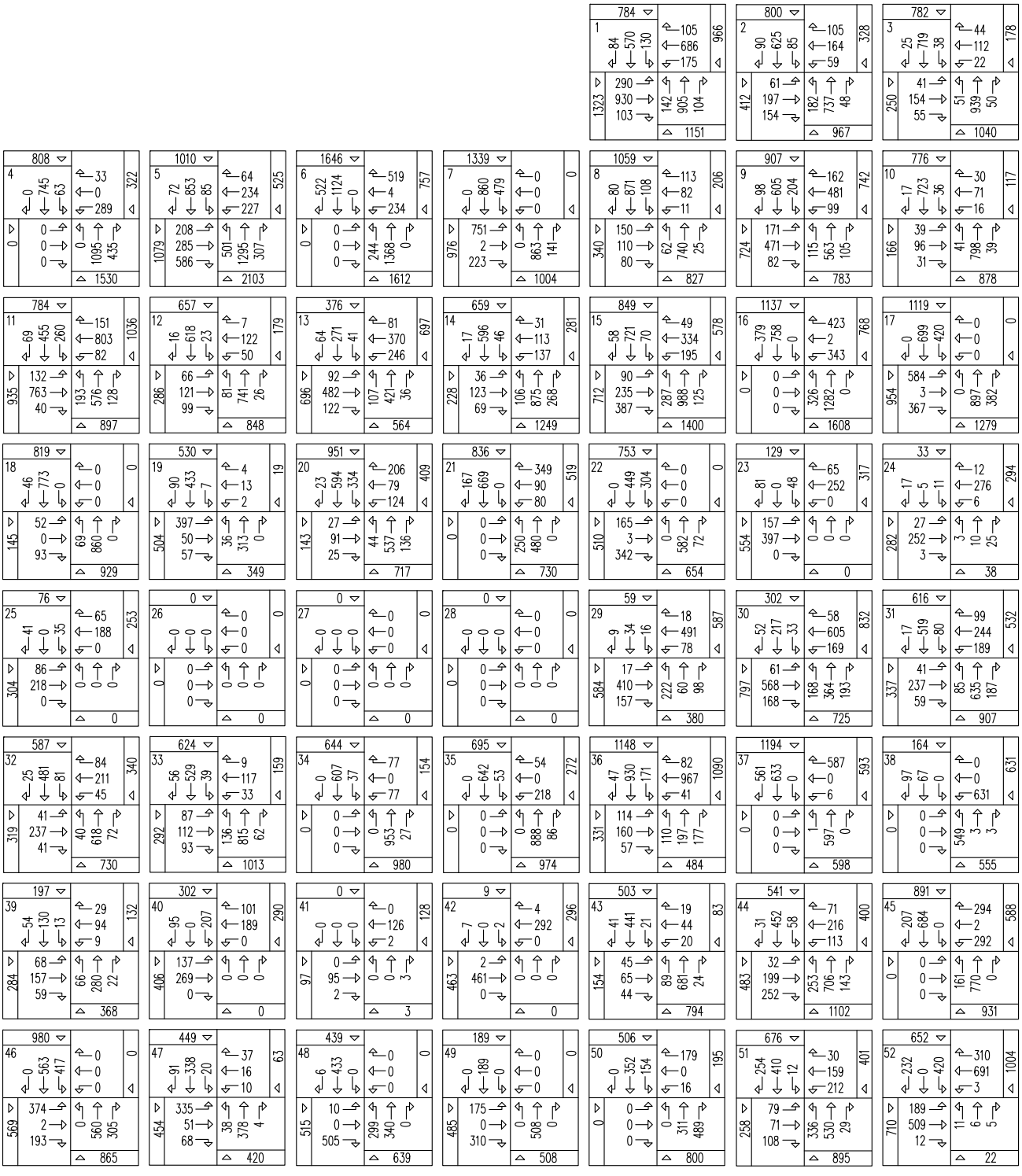


4147d/6

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
Existing Evening Peak Hour Intersection Turning Movement Volumes

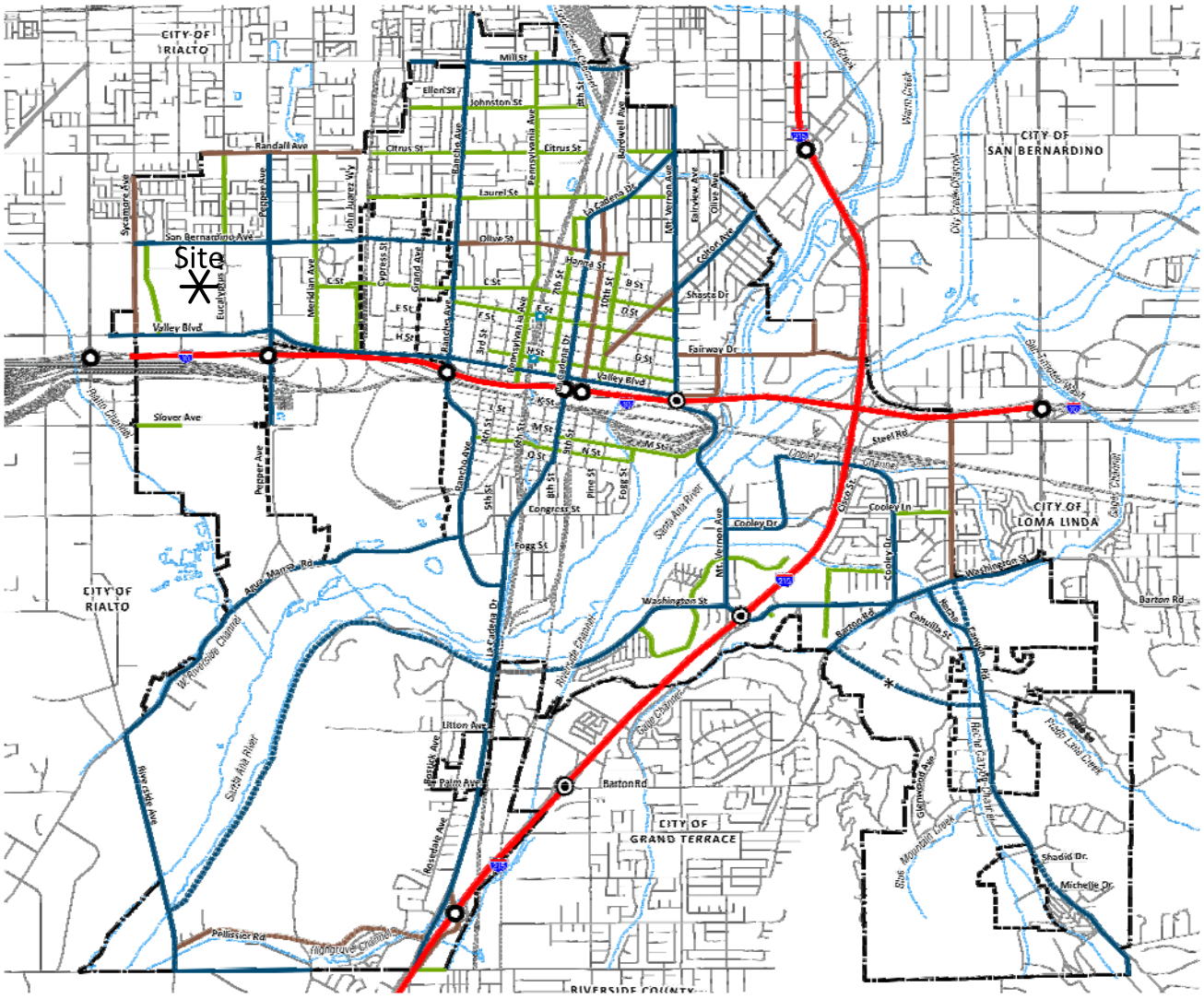


4147d/7

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

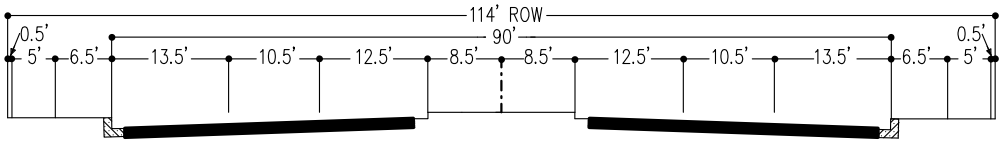
Figure 8
City of Colton General Plan Circulation Element



Source: City of Colton

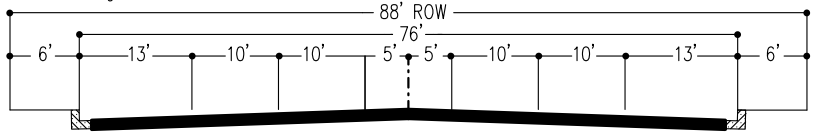
4147d/8

Figure 9
City of Colton General Plan Roadway Cross-Sections



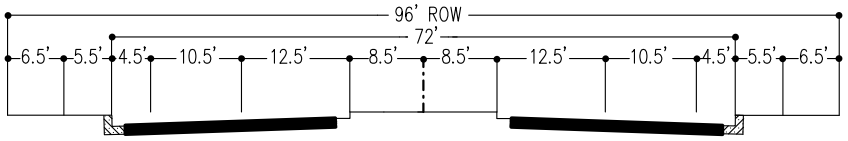
Note: No Parking Permitted

1a



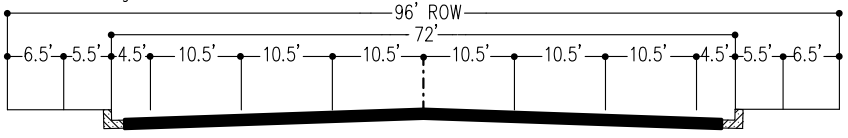
1

Notes: (1) No Parking Permitted
(2) The Area Designated as a Public Utility Easement (or Public Access Easement Shall be Obtained as Deemed Necessary by tbe City Engineer.



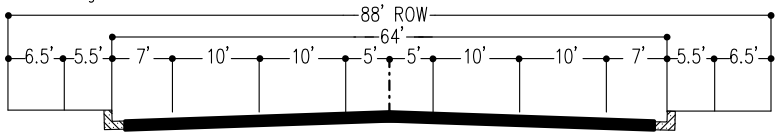
Note: No Parking Permitted

2a



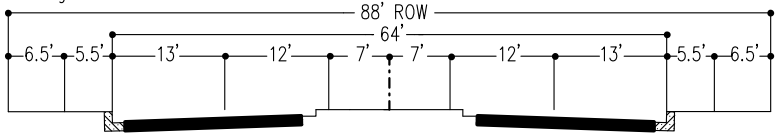
Note: No Parking Permitted

2a



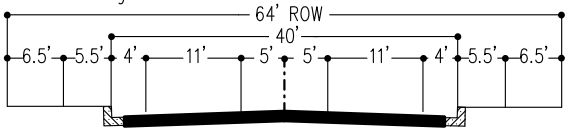
Note: Parking Permitted

2



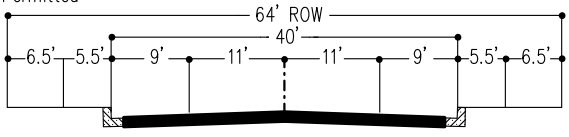
Note: Add 8' to ROW for Parking

2



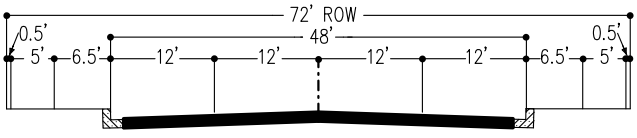
Note: No Parking Permitted

3



Note: Parking Permitted

3



Note: Parking Permitted

4

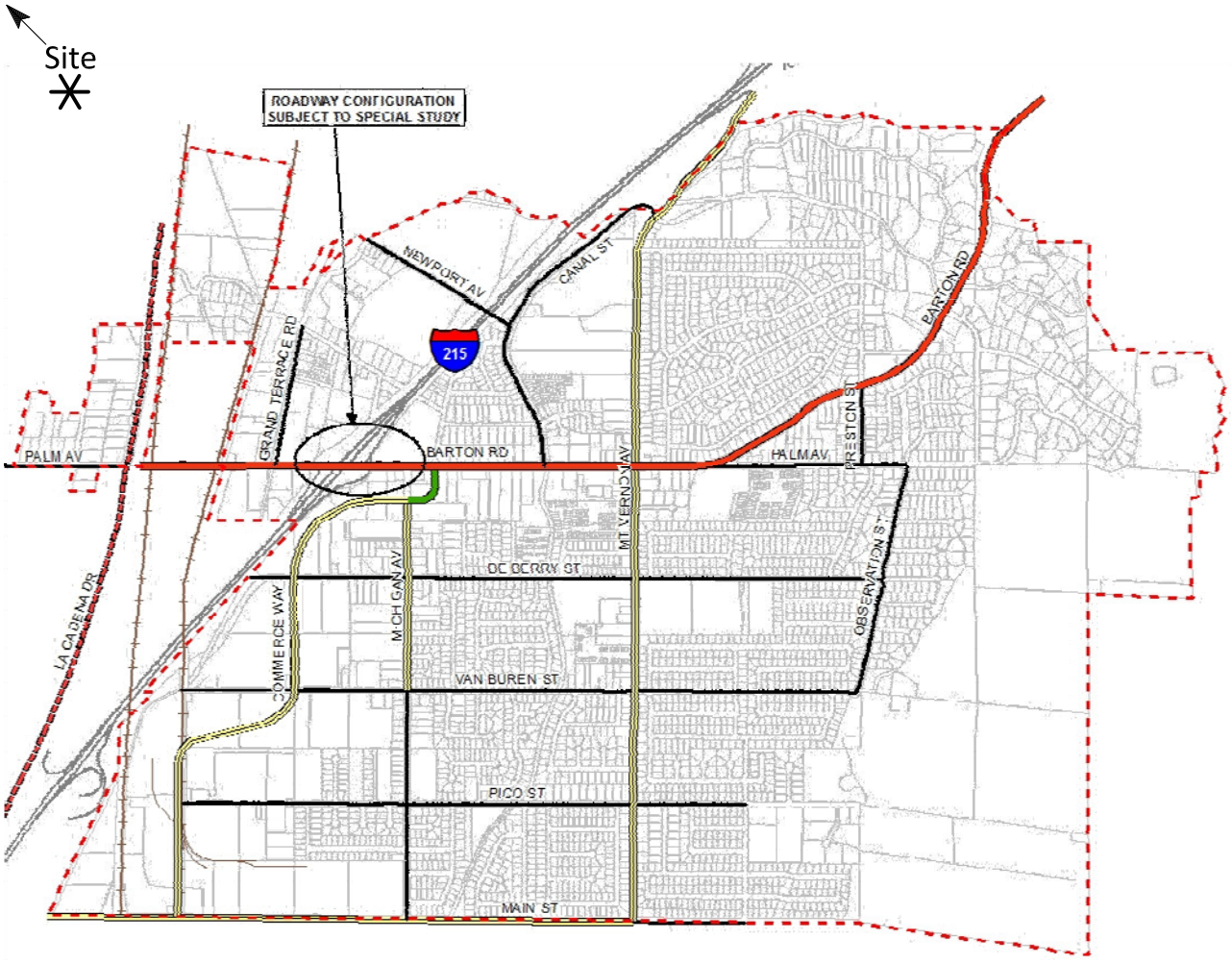
4147d/9

KUNZMAN ASSOCIATES, INC.

Source: City of Colton

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 10
City of Grand Terrace General Plan Circulation Element



Legend

- Railroad
- City Boundary
- Collector
- Divided Major Highway
- Major Highway
- Secondary Highway
- Potential Major Highway

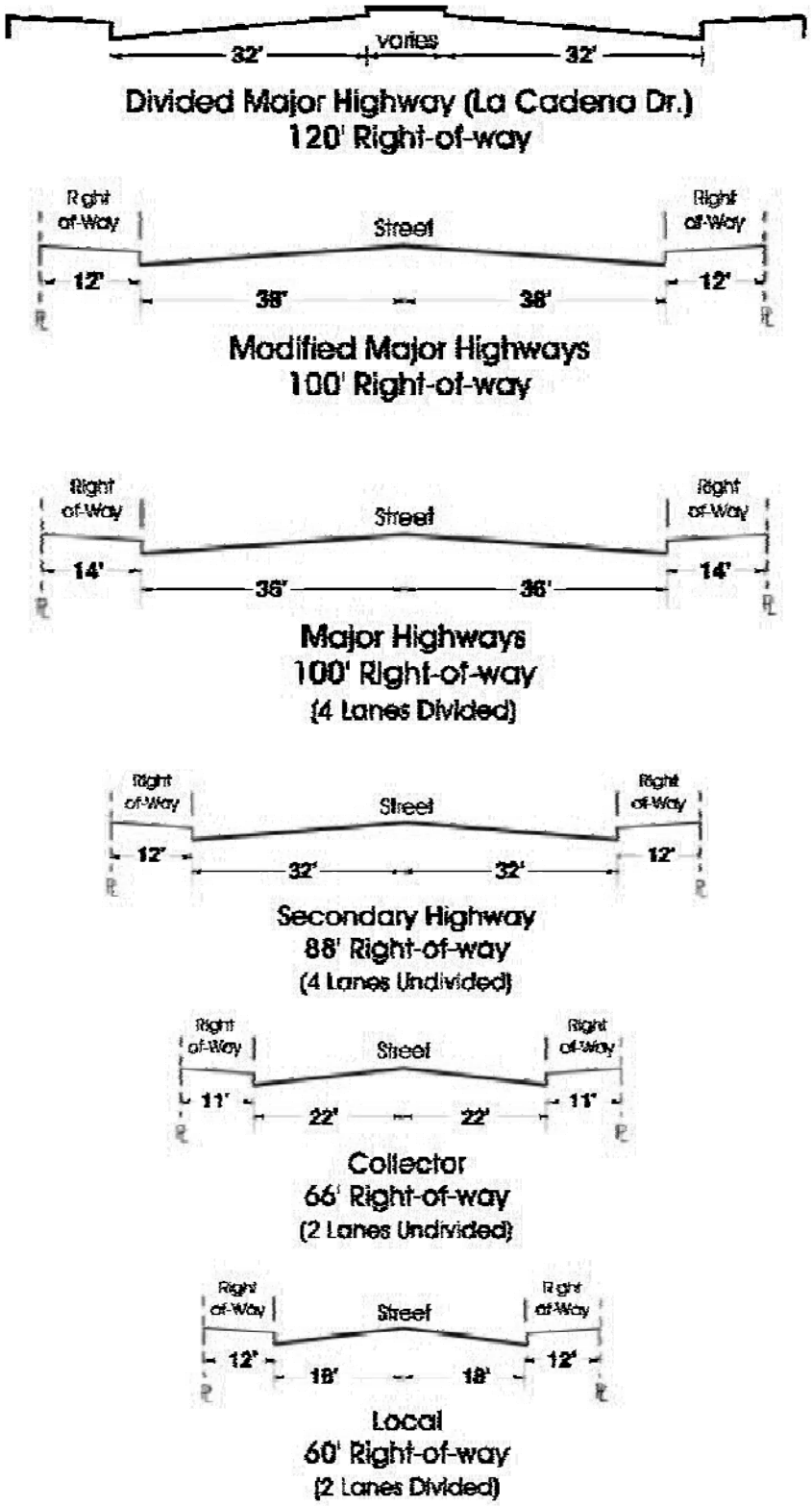
N

NTS

Source: City of Grand Terrace

4147d/10

Figure 11
City of Grand Terrace General Plan Roadway Cross-Sections



Source: City of Grand Terrace

4147d/11

III. Project Traffic

A. Project Description

The project site is proposed to be developed with business park, office, residential, and retail land uses.

B. Trip Generation

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

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The project trip generation is based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

As shown in Table 2, the proposed development is projected to generate a total of approximately 67,424 daily vehicle trips, 3,949 of which will occur during the morning peak hour and 6,832 of which will occur during the evening peak hour.

Traffic volumes shown in Table 2 consist of the total trips generated for each project land use. As a residential trip generated by the project will also be making trips to a school/commercial/business park/office land use within the project, a double counting of those trips occurs. In order to analyze a "conservative" scenario in terms of the assignment of traffic, the traffic volumes from the project site have not been reduced as a result of the internal interaction between the proposed land uses.

It should be noted that for commercial retail land use, a portion of the project trips would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system. In order to analyze a "conservative" scenario in terms of the assignment of traffic, the traffic volumes from the project have not been reduced as a result of pass-by trips (see Appendix I).

C. Trip Distribution

The distributions of the project trips were based on the select zone evening peak period trip distributions from the traffic model. The socio-economic data inputs to the traffic model are representative of the planned project development intensity. Figures 10 to 44 contain the directional distributions of the project trips for the proposed land uses.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site and other additional information on future development and traffic impacts in the area were reviewed.

D. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figure 45. Figure 46 illustrates the study area intersection reference numbers. Morning and evening peak hour intersection turning movement volumes expected from the project are shown on Figures 47 and 48, respectively.

E. Project Traffic Contribution Test

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (project Opening Year or Year 2035) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments have been included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways. Figure 49 graphically depicts the project traffic contribution test volumes on all of the roadway segments adjacent to the potential intersection analysis locations until the project volume contribution has clearly dropped below the 50 trip threshold and 100 trip threshold.

The project contributes traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway and I-215 Freeway. The project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections in the Cities of Colton/Rialto/Riverside/San Bernardino and the County of San Bernardino. This means that the City of Colton must notify the California Department of Transportation, Cities of Rialto/Riverside/San Bernardino, and the County of San Bernardino. Each of these agencies must also be provided with a copy of the traffic impact analysis, once the document is accepted by the City of Colton. (Note: The purpose of this notification is to allow the California Department of Transportation to identify opportunities to make improvements to intersections concurrent with adjacent development, at considerably less cost and disruption than would occur if it were done after-the-fact).

Table 2

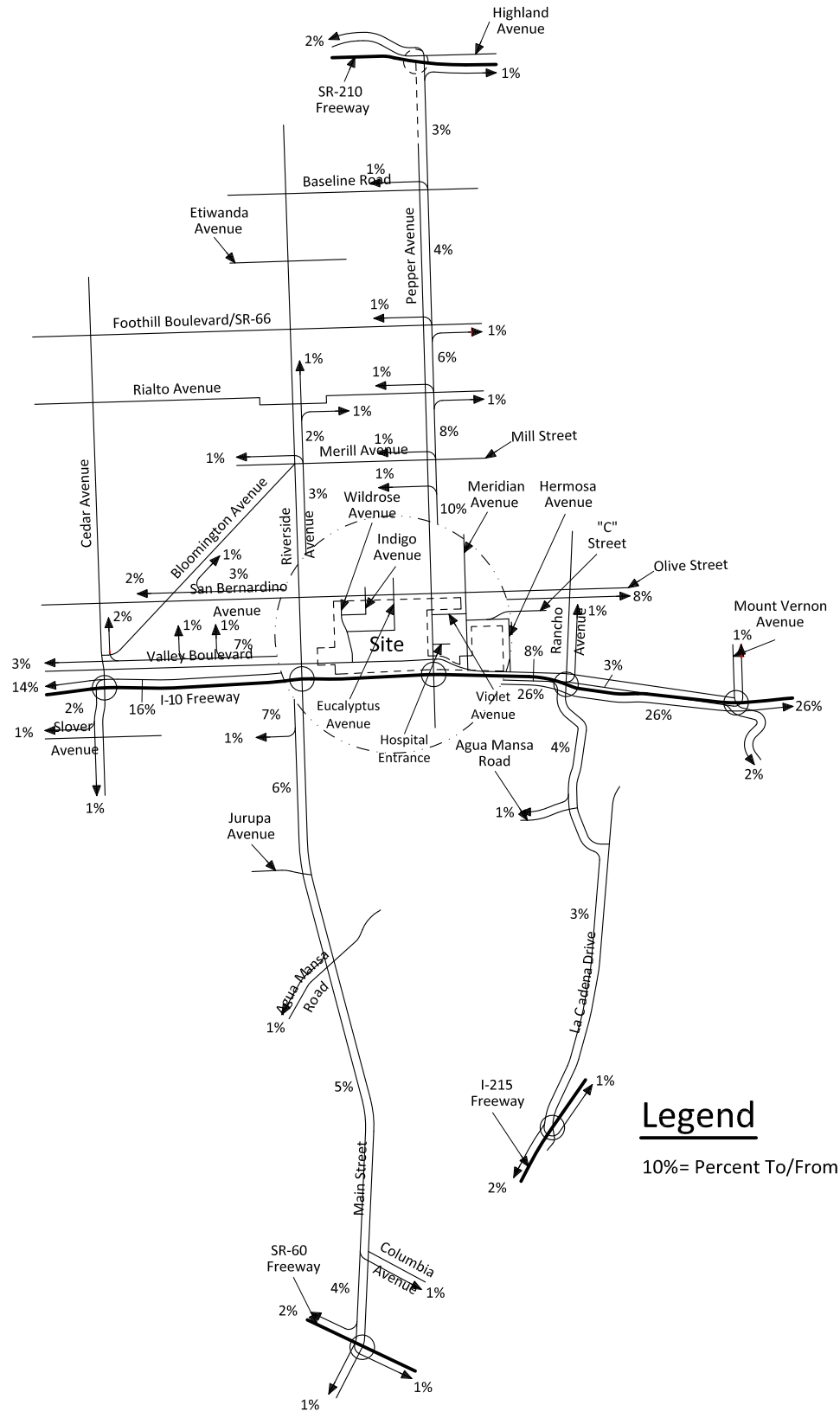
Project Trip Generation[1]

Planning Area	Land Use	Quantity	Units[2]	Description	Peak Hour						Daily
					Morning			Evening			
					Inbound	Outbound	Total	Inbound	Outbound	Total	
1	Business Park	9.00	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	144	25	169	30	121	151	1,348
2	Single-Family Detached Housing	43	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	8	24	32	27	16	43	409
3	Open Space/Habitat	2.60	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Trips	0	0	0	0	0	0	0
4	Single-Family Detached Housing	62	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	12	35	47	39	23	62	590
5	Business Park	14.90	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	239	42	281	50	201	251	2,232
6	Open Space/Habitat	6.40	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Trips	0	0	0	0	0	0	0
7	Single-Family Detached Housing	46	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	9	26	35	29	17	46	438
8	Single-Family Detached Housing	59	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	11	33	44	37	22	59	562
9	Shopping Center	68.063	TSF	Rates	1.12	0.69	1.81	3.26	3.54	6.80	77.69
				Trips	76	47	123	222	241	463	5,288
	Office	130.680	TSF	Rates	1.60	0.21	1.81	0.29	1.43	1.72	12.31
				Trips	209	27	236	38	187	225	1,609
	Business Park	11.25	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	180	32	212	38	152	190	1,685
	Subtotal				465	106	571	298	580	878	8,582
10	Business Park	15.70	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	252	44	296	53	211	264	2,352
11	Open Space/Habitat	12.20	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Trips	0	0	0	0	0	0	0
12	Open Space/Park	3.91	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	1.89
				Trips	0	0	0	0	0	0	7
13	Single-Family Detached Housing	38	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	7	21	28	24	14	38	362
14	Open Space/Park	0.60	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	1.89
				Trips	0	0	0	0	0	0	1
15	Single-Family Detached Housing	27	DU	Rates	0.19	0.56	0.75	0.63	0.37	1.00	9.52
				Trips	5	15	20	17	10	27	257
16	Shopping Center	741.609	TFS	Rates	0.44	0.27	0.71	1.48	1.61	3.09	33.68
				Trips	326	200	526	1,098	1,194	2,292	24,977
17	Business Park	12.10	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	194	34	228	41	163	204	1,812
18	Open Space/Habitat	27.20	AC	Rates	0.00	0.00	0.00	0.00	0.00	0.00	0.00
				Trips	0	0	0	0	0	0	0
19	Office	73.878	TSF	Rates	1.79	0.24	2.03	0.37	1.81	2.18	14.12
				Trips	132	18	150	27	134	161	1,043
	Business Park	6.36	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	102	18	120	21	86	107	953
	Subtotal				234	36	270	48	220	268	1,996
20	Shopping Center	80.586	TFS	Rates	1.05	0.65	1.70	3.09	3.35	6.44	73.24
				Trips	85	52	137	249	270	519	5,902
21	Office	69.696	TSF	Rates	1.81	0.24	2.05	0.39	1.87	2.26	14.32
				Trips	126	17	143	27	130	157	998
	Business Park	6.00	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	96	17	113	20	81	101	899
	Subtotal				222	34	256	47	211	258	1,897
22	Shopping Center	40.293	TFS	Rates	1.39	0.84	2.23	3.87	4.19	8.06	93.34
				Trips	56	34	90	156	169	325	3,761
23	Office	20.909	TSF	Rates	2.30	0.33	2.63	0.81	4.07	4.88	19.13
				Trips	48	7	55	17	85	102	400
	Business Park	1.80	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	29	5	34	6	24	30	270
	Subtotal				77	12	89	23	109	132	670
24	Shopping Center	119.246	TSF	Rates	0.91	0.55	1.46	2.72	2.94	5.66	63.85
				Trips	109	66	175	324	351	675	7,614
	Office	228.951	TSF	Rates	1.43	0.20	1.63	0.25	1.21	1.46	10.76
				Trips	327	46	373	57	277	334	2,464
	Business Park	19.71	AC	Rates	16.03	2.83	18.86	3.37	13.47	16.84	149.79
				Trips	316	56	372	66	265	331	2,952
	Subtotal				752	168	920	447	893	1,340	13,030
Total					3,042	907	3,949	2,557	4,275	6,832	67,424

[1] Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 210, 411, 710, 770, and 820.

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

Figure 12
Project Trip Distribution - Business Park (External)

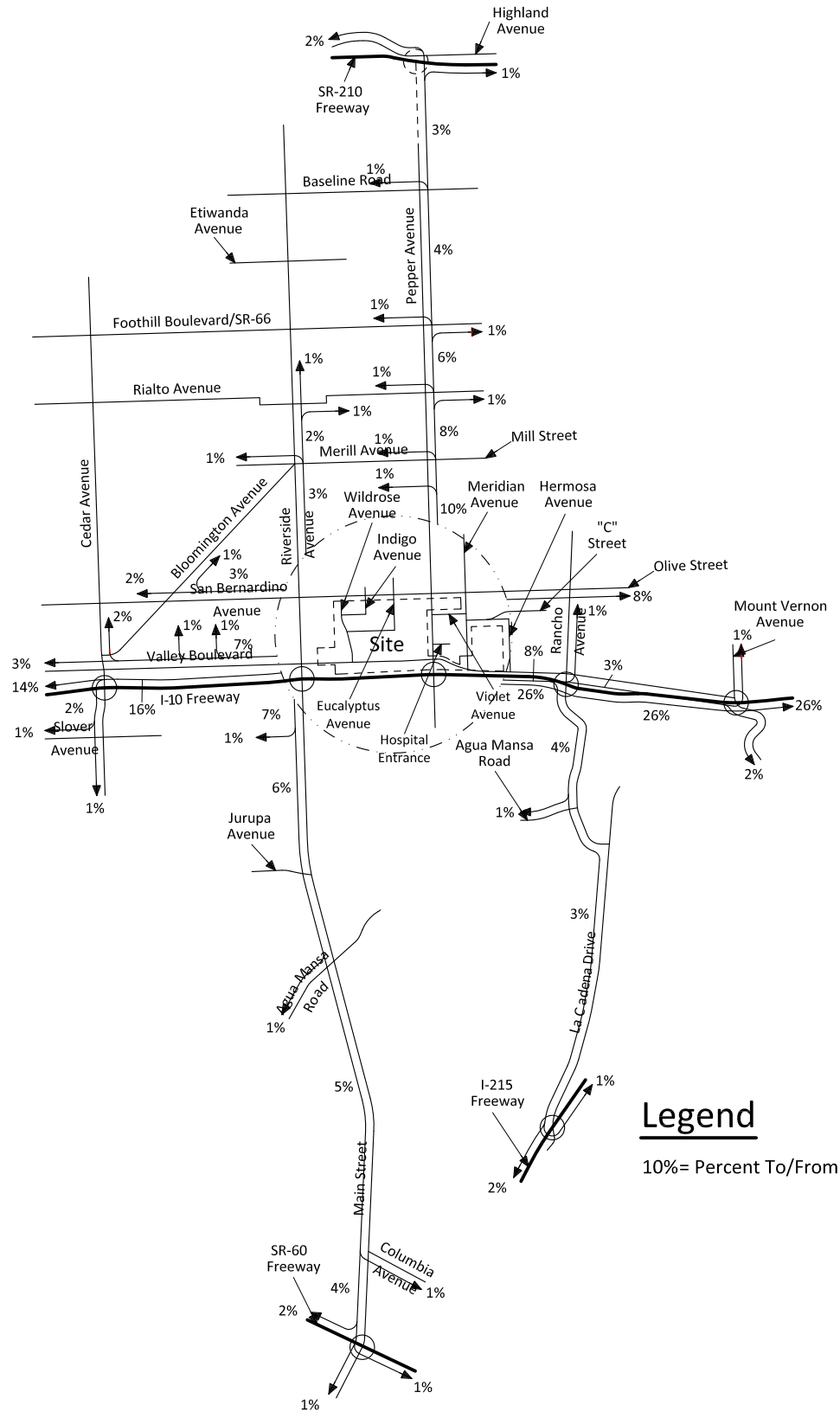


4147d/12

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 13
Project Trip Distribution - Office (External)

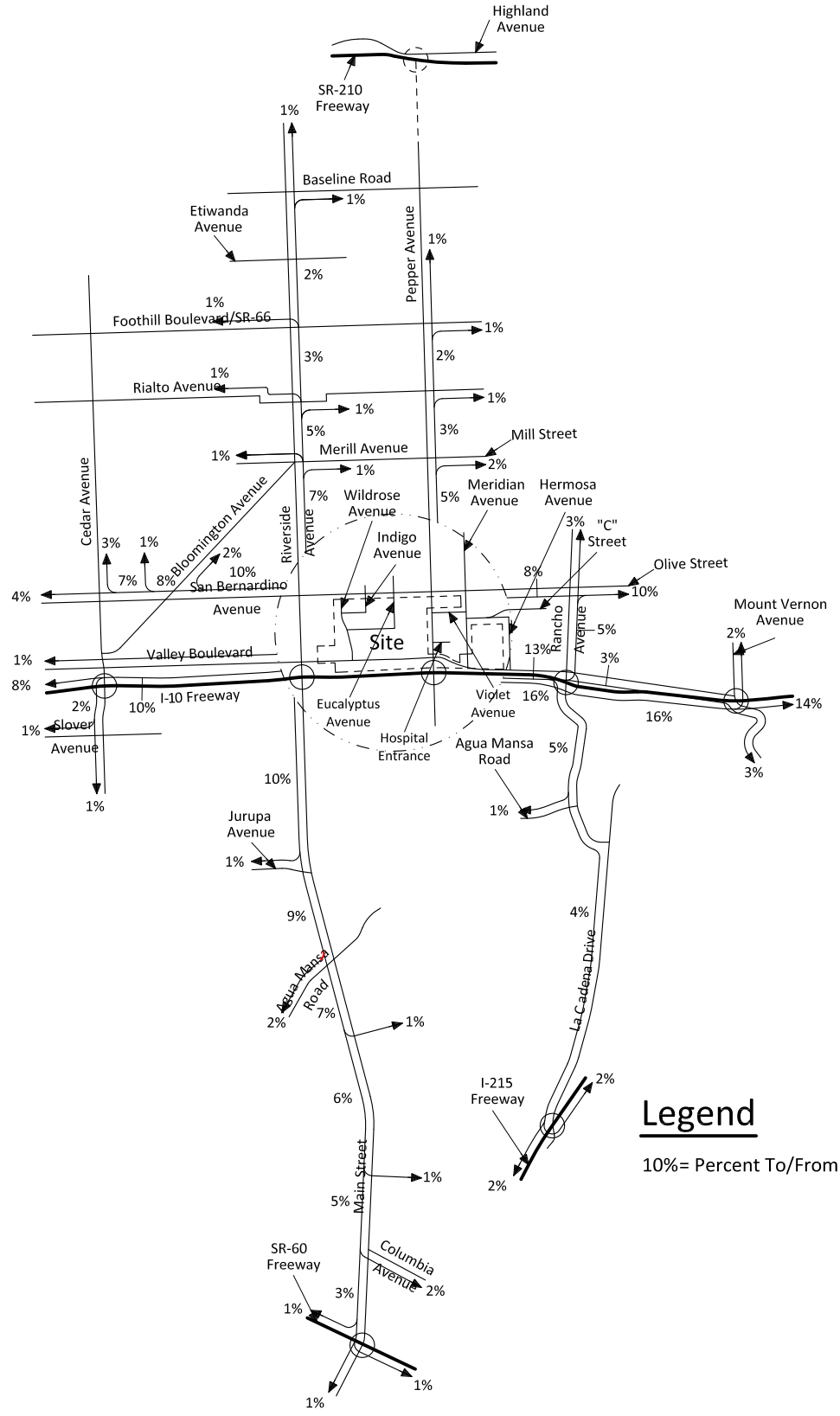


4147d/13

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 14
Project Trip Distribution - Residential (External)



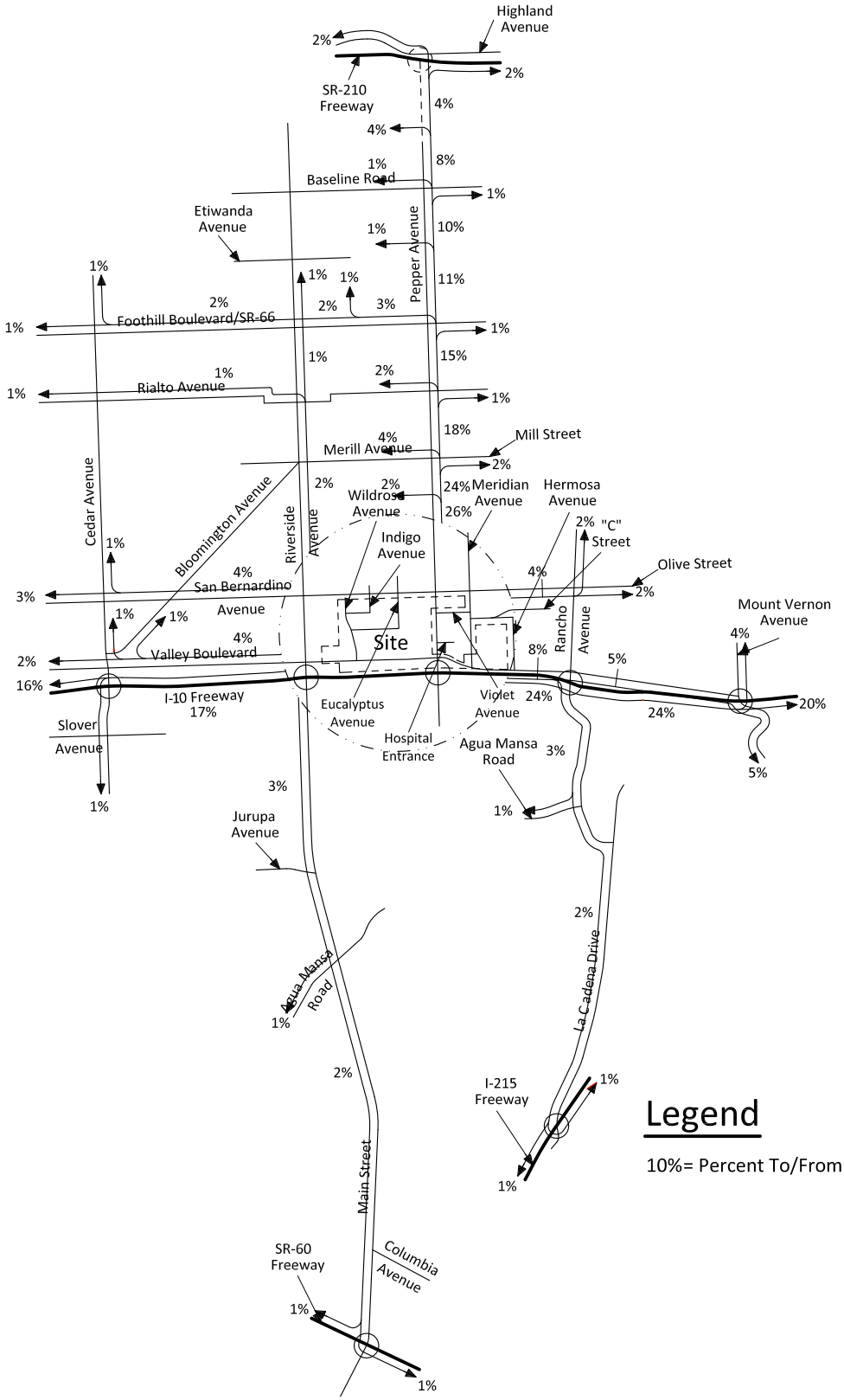
Legend

10%= Percent To/From Project

NTS

4147d/14

Figure 15
Project Trip Distribution - Retail (External)

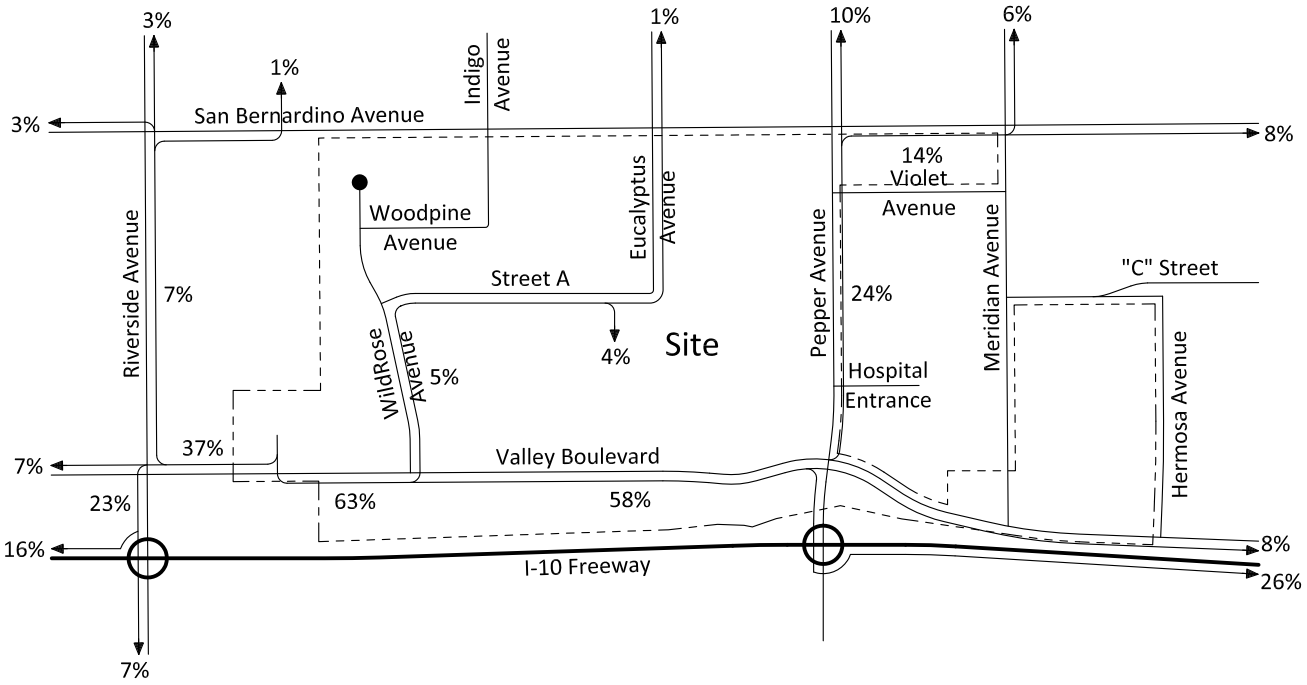


4147d/15

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 16
Project Trip Distribution - Business Park (PA-1)



Legend

10%= Percent To/From Project

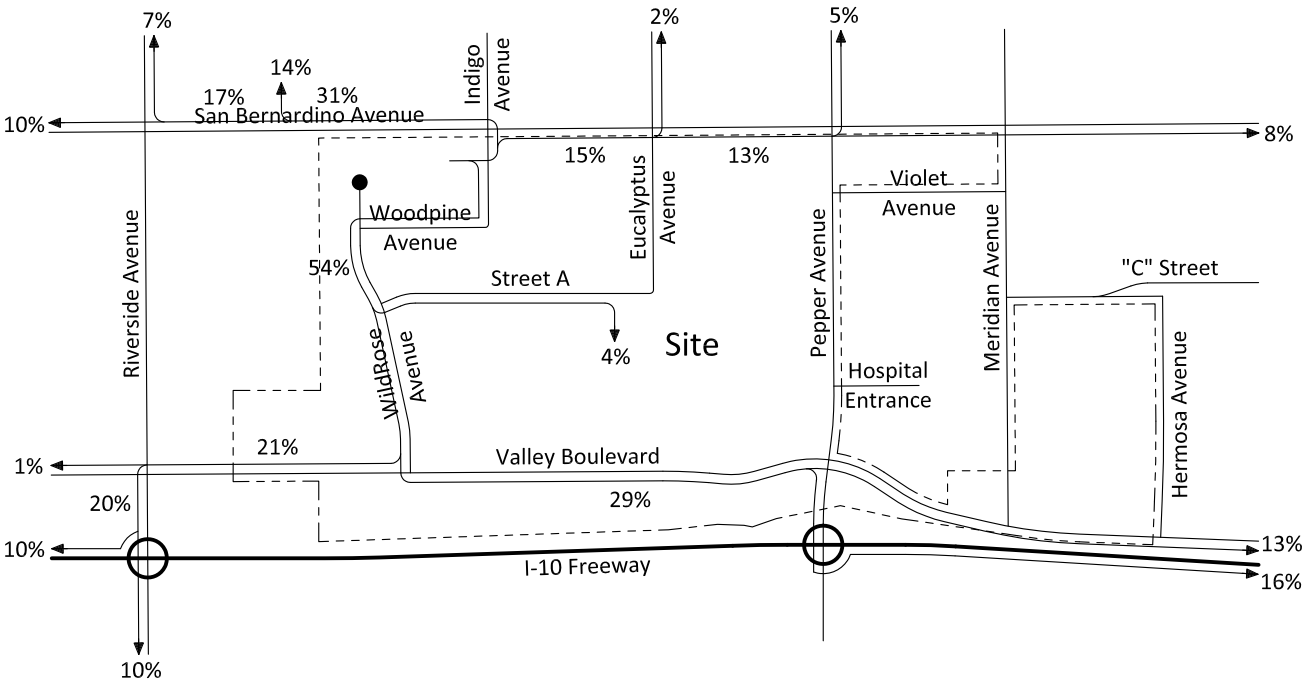
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/16

Figure 17
Project Trip Distribution - Residential (PA-2)



Legend

10%= Percent To/From Project

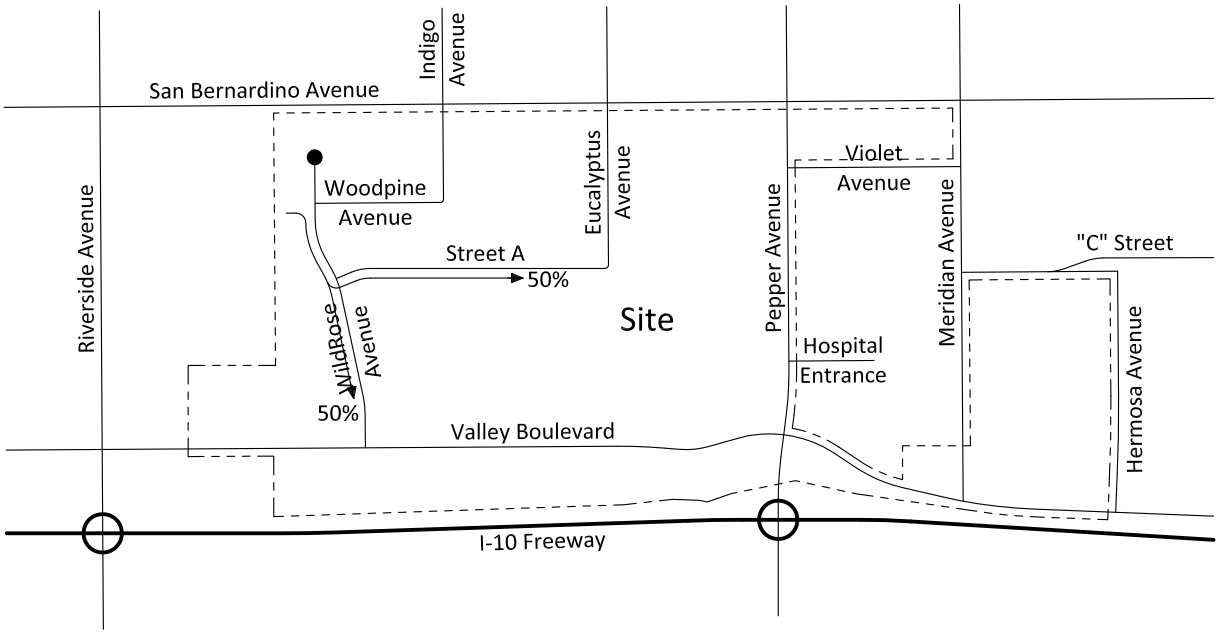
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/17

Figure 18
Project Trip Distribution - Open Space/Habitat (PA-3)



Legend

10%= Percent To/From Project

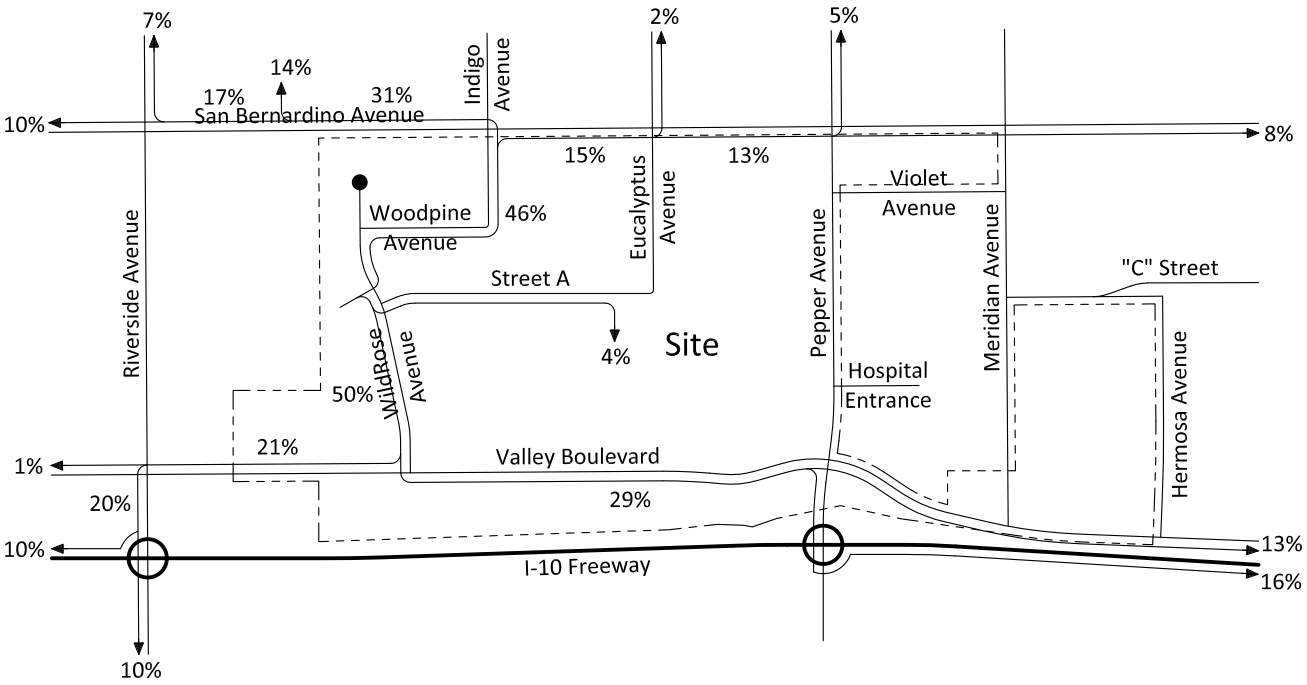
NTS

4147d/18

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 19
Project Trip Distribution - Residential (PA-4)



Legend

10%= Percent To/From Project

N

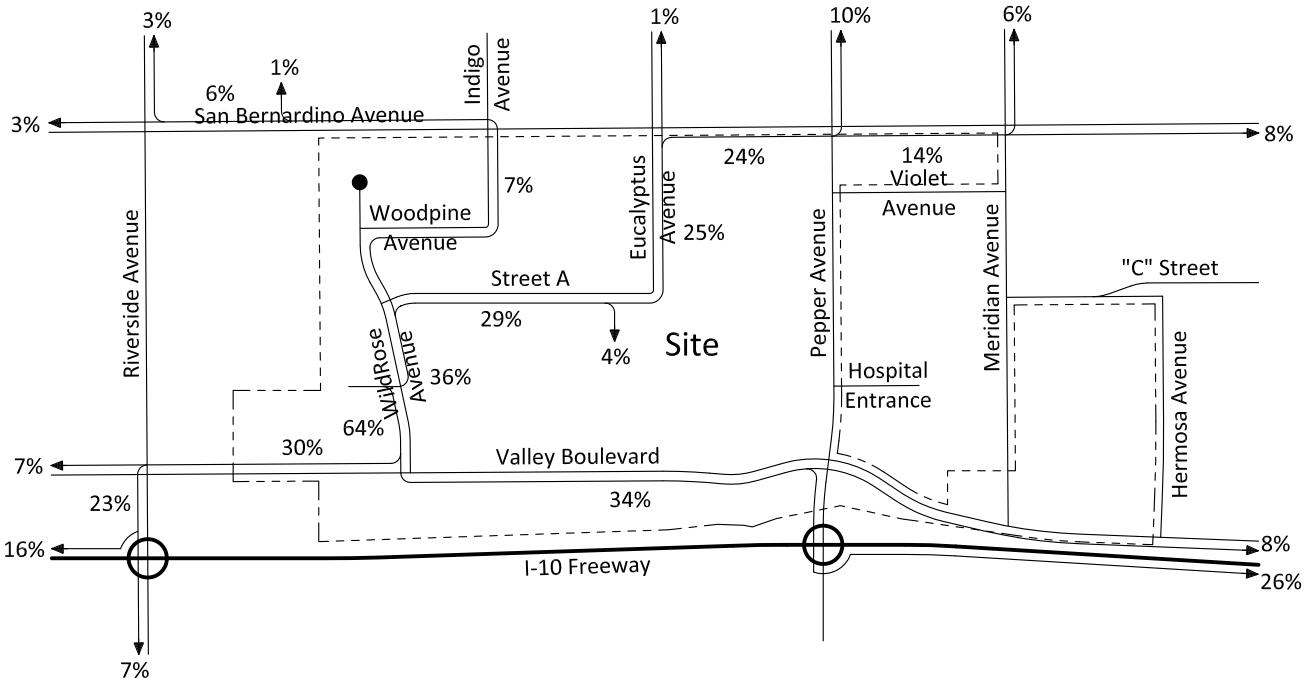
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/19

Figure 20
Project Trip Distribution - Business Park (PA-5)



Legend

10%= Percent To/From Project

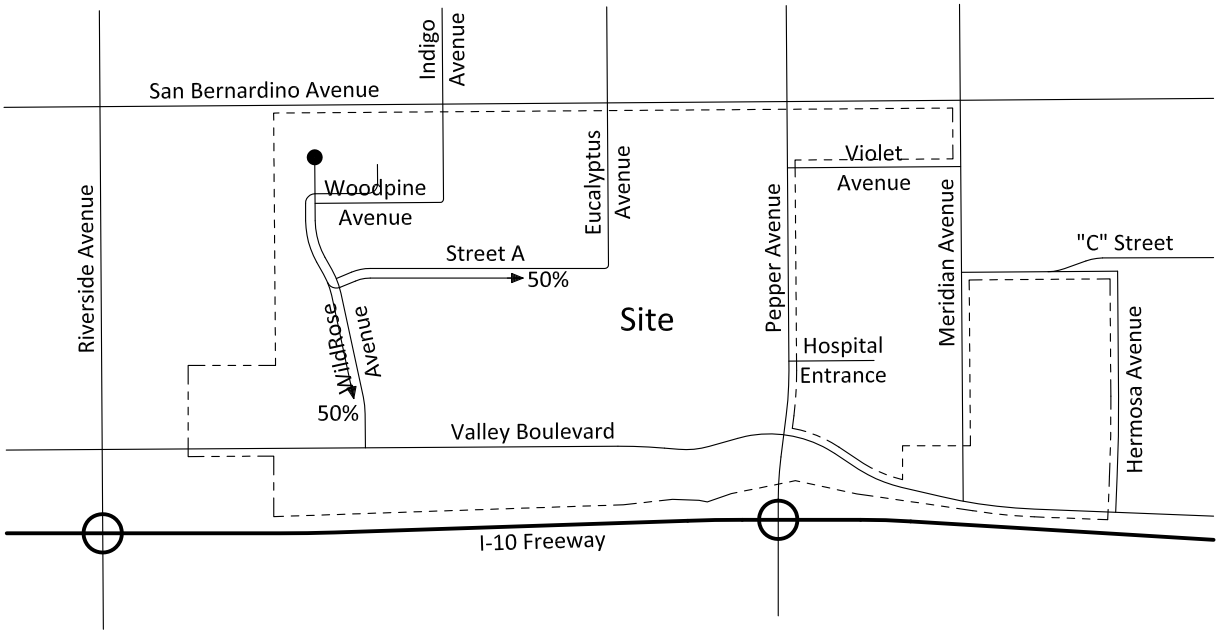
NTS

4147d/20

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Project Trip Distribution - Open Space/Habitat (PA-6)



Legend

10%= Percent To/From Project

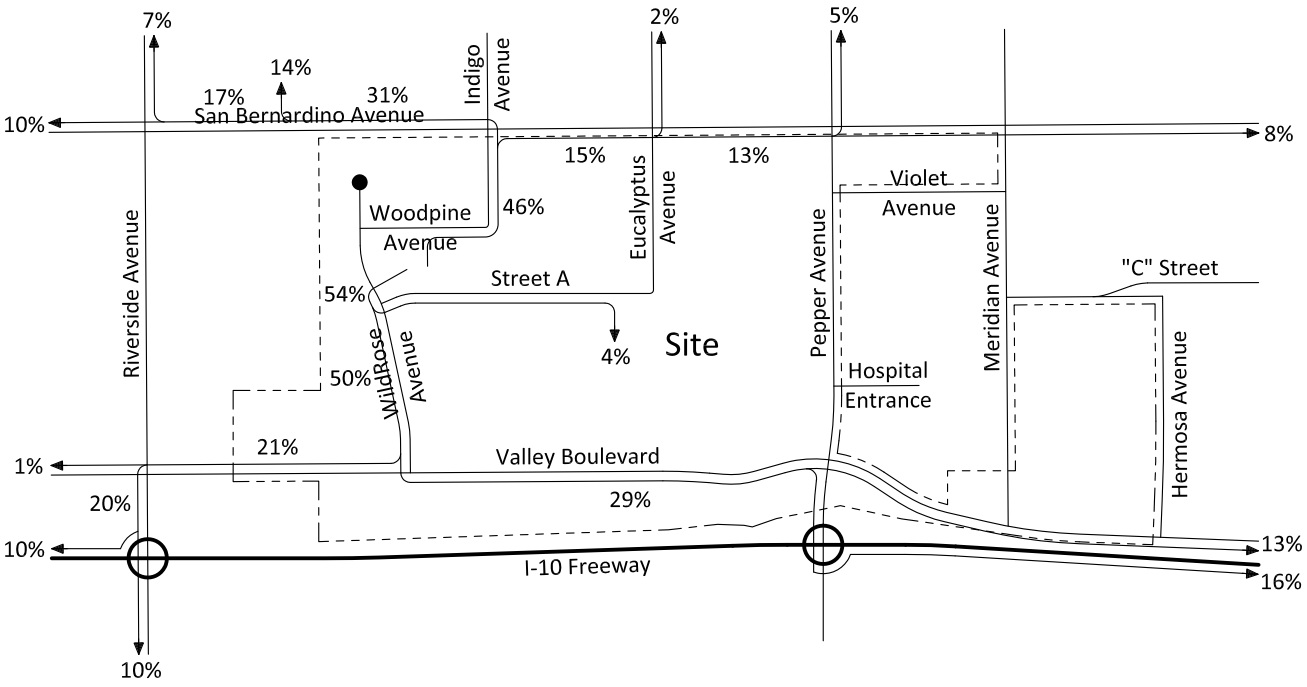
NTS

4147d/21

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 22
Project Trip Distribution - Residential (PA-7)



Legend

10%= Percent To/From Project

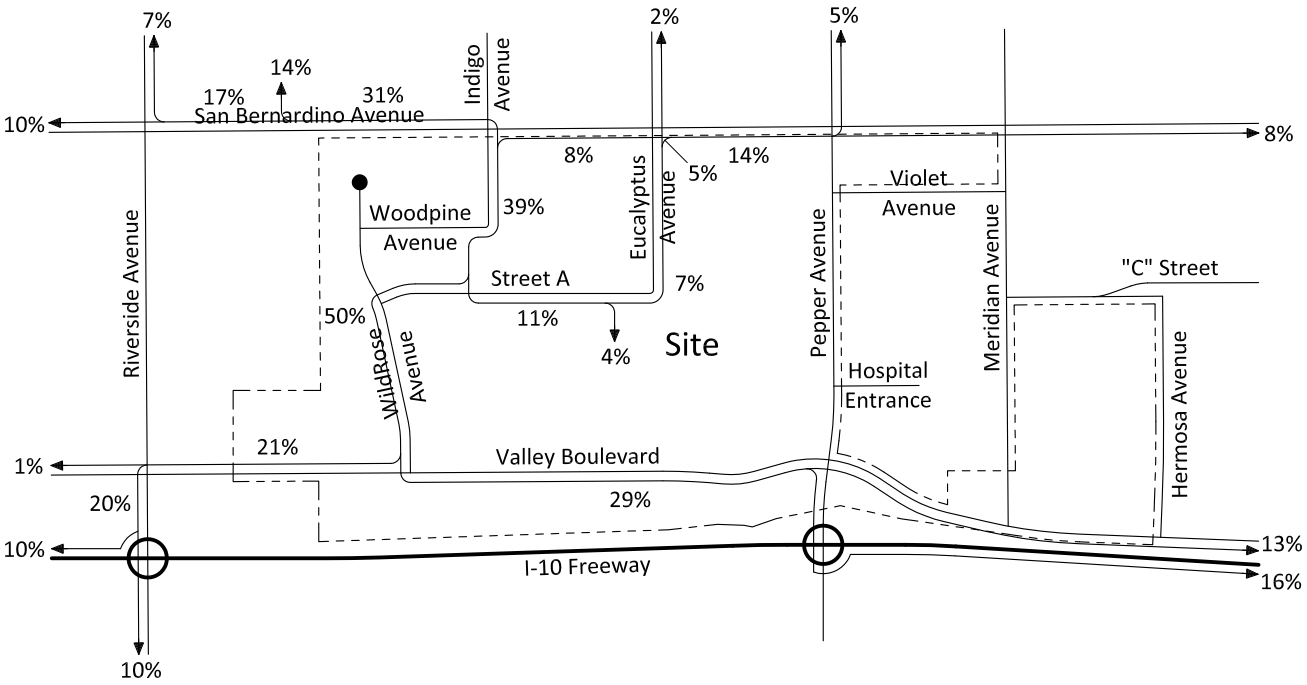
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/22

Figure 23
Project Trip Distribution - Residential (PA-8)



Legend

10%= Percent To/From Project

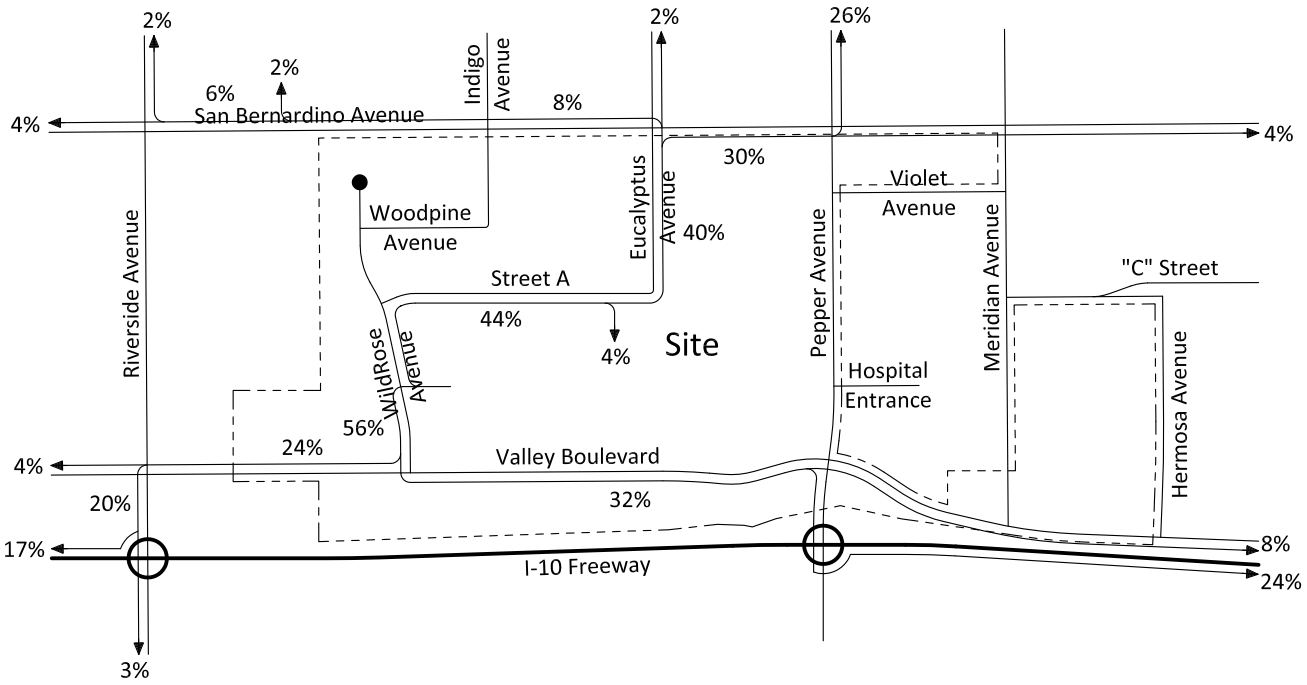
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/23

Figure 24
Project Trip Distribution - Retail (PA-9)



Legend

10%= Percent To/From Project

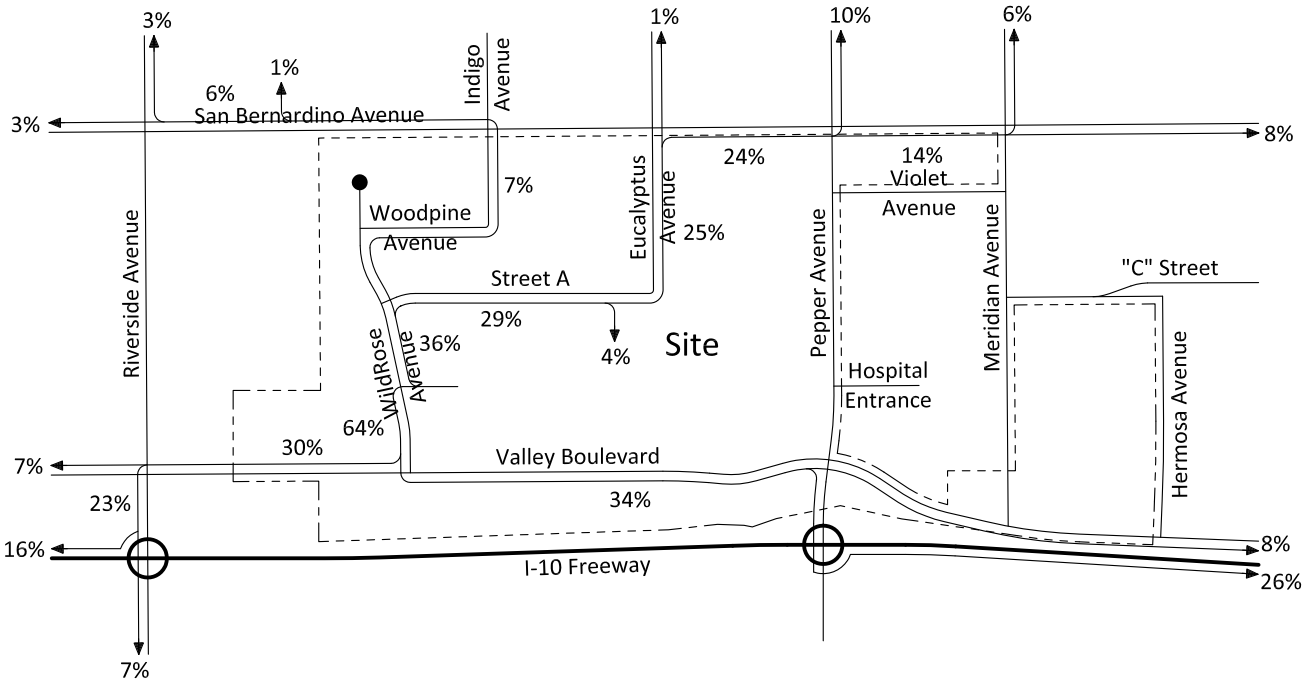
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/24

Figure 25
Project Trip Distribution - Office (PA-9)



Legend

10%= Percent To/From Project

N

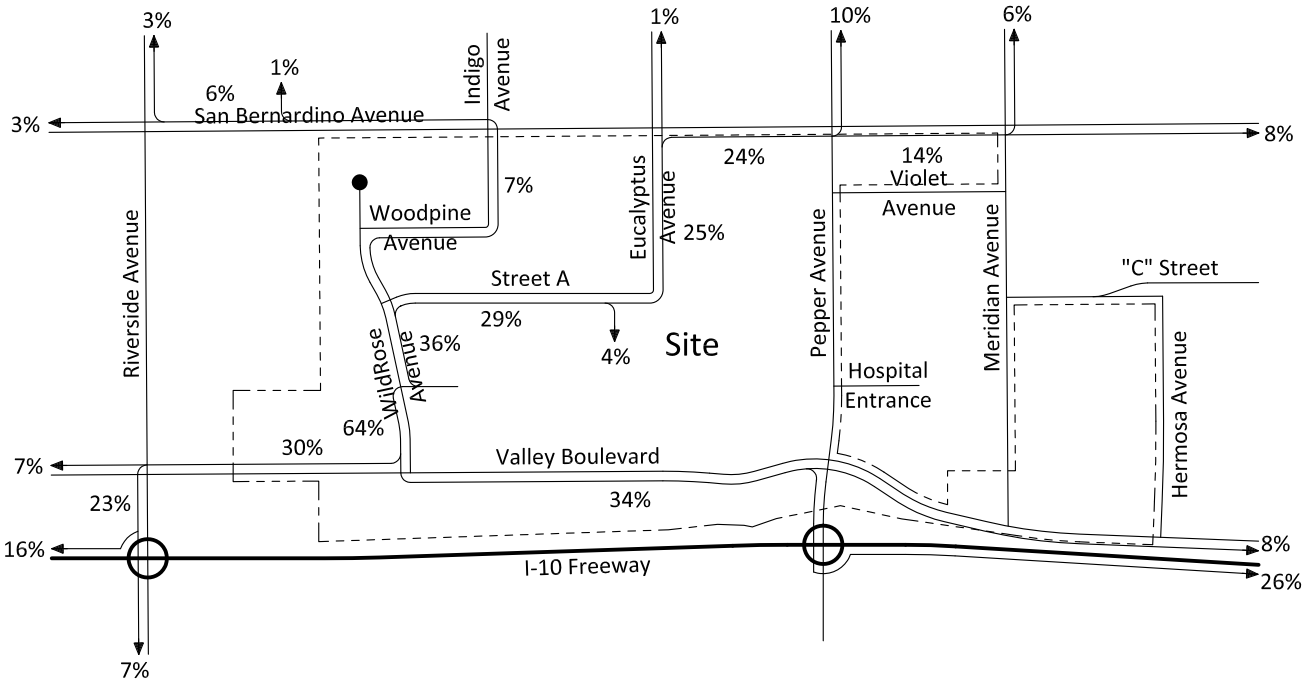
NTS

4147d/25

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Project Trip Distribution - Business Park (PA-9)



Legend

10%= Percent To/From Project

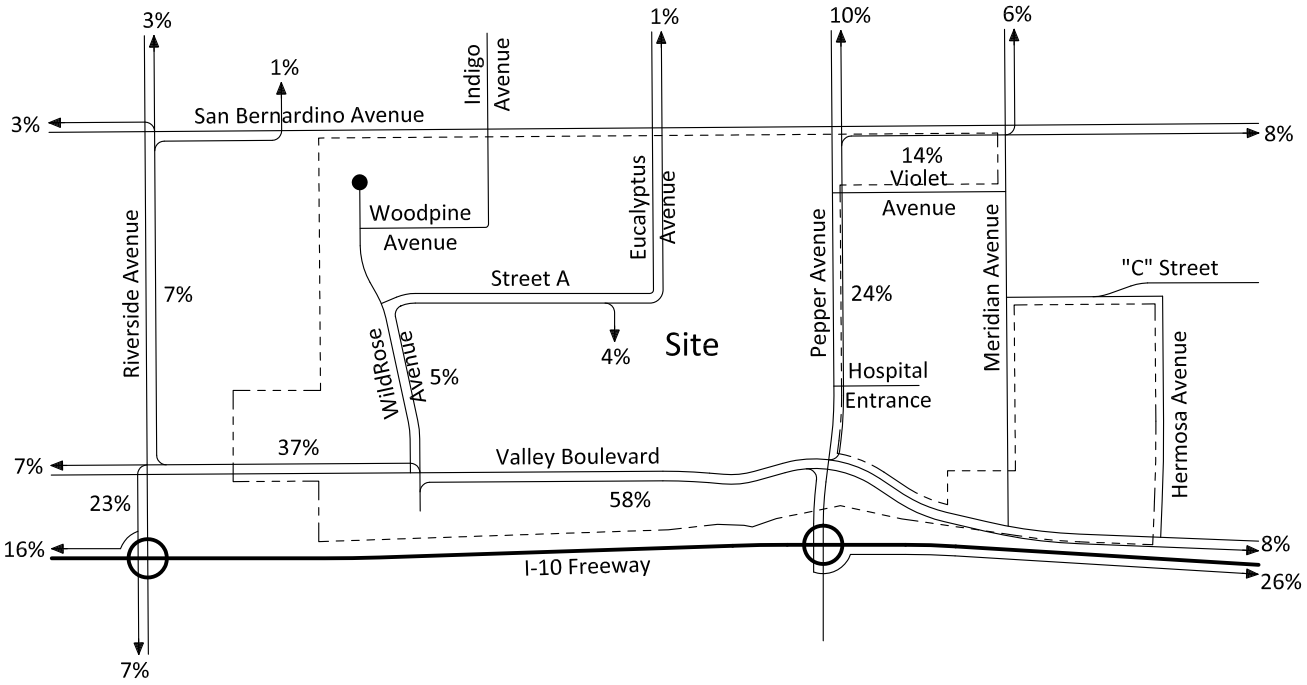
NTS

4147d/26

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Project Trip Distribution - Business Park (PA-10)



Legend

10%= Percent To/From Project

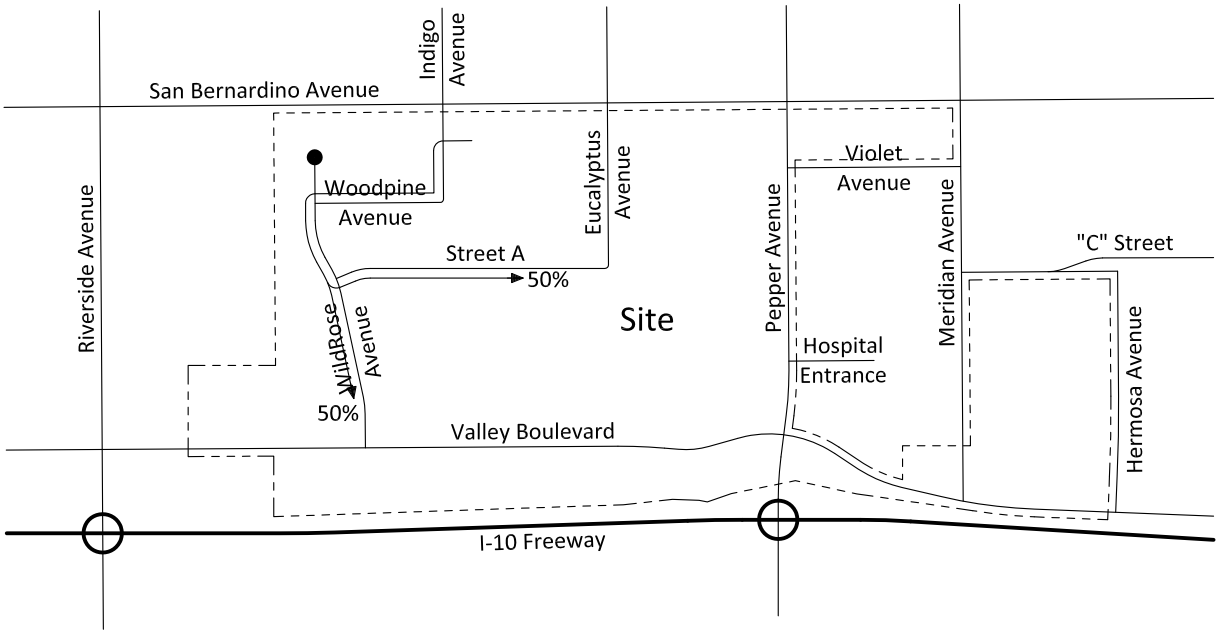
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/27

Figure 28
Project Trip Distribution - Open Space/Habitat (PA-11)



Legend

10%= Percent To/From Project

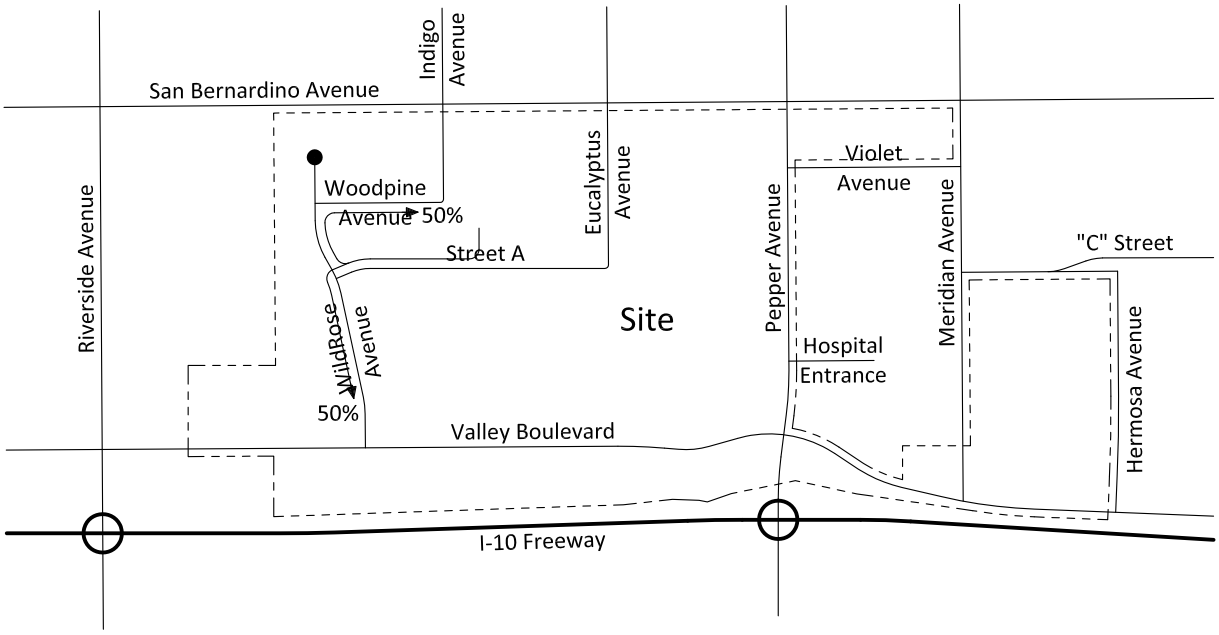
NTS

4147d/28

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 29
Project Trip Distribution - Open Space/Park (PA-12)



Legend

10%= Percent To/From Project

N

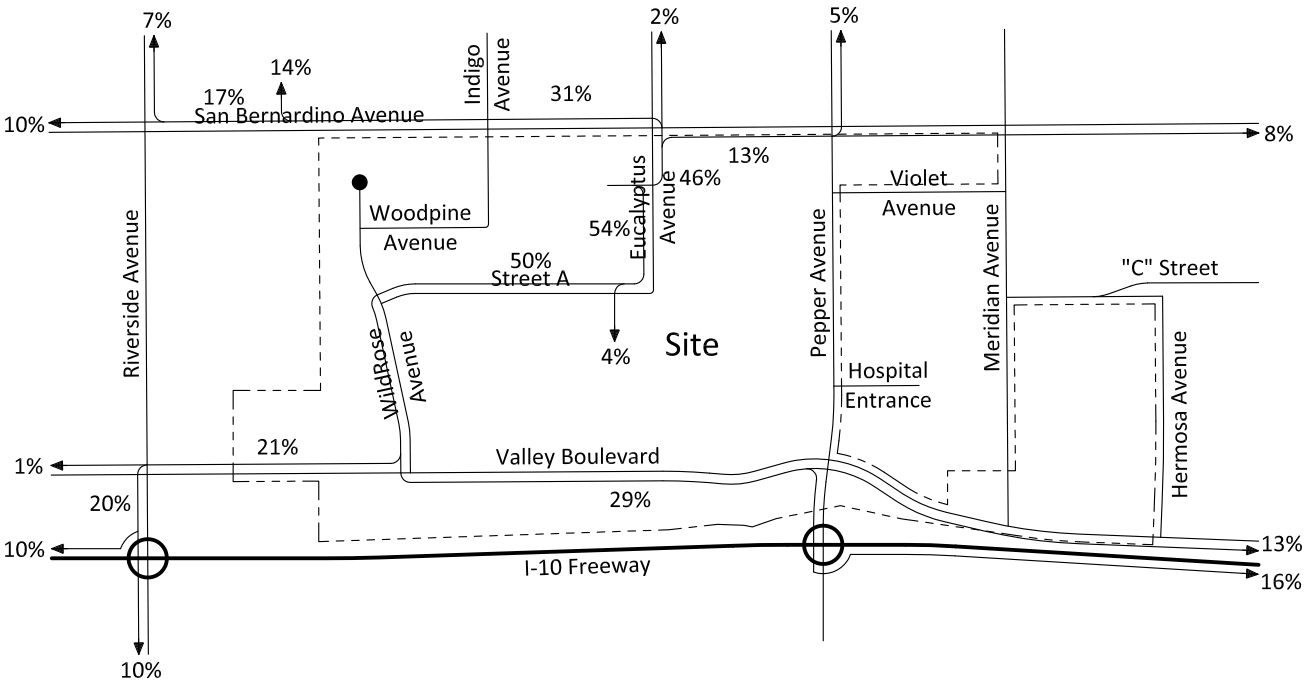
NTS

4147d/29

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 30
Project Trip Distribution - Residential (PA-13)



Legend

10%= Percent To/From Project

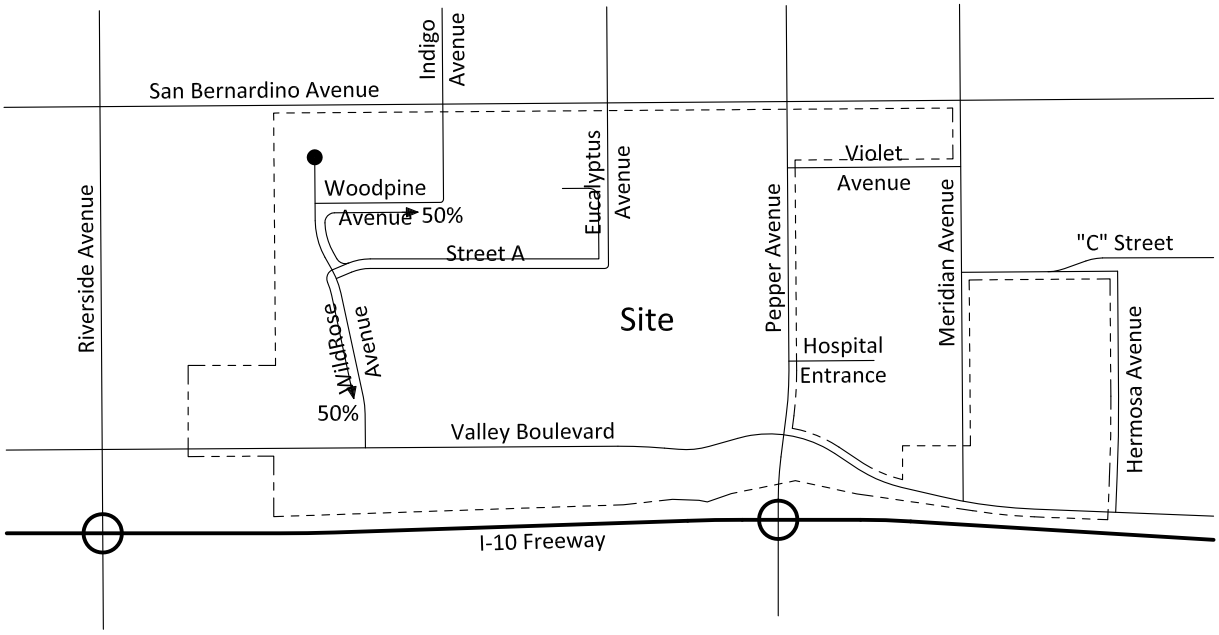
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/30

Figure 31
Project Trip Distribution - Open Space/Park (PA-14)



Legend

10%= Percent To/From Project

N

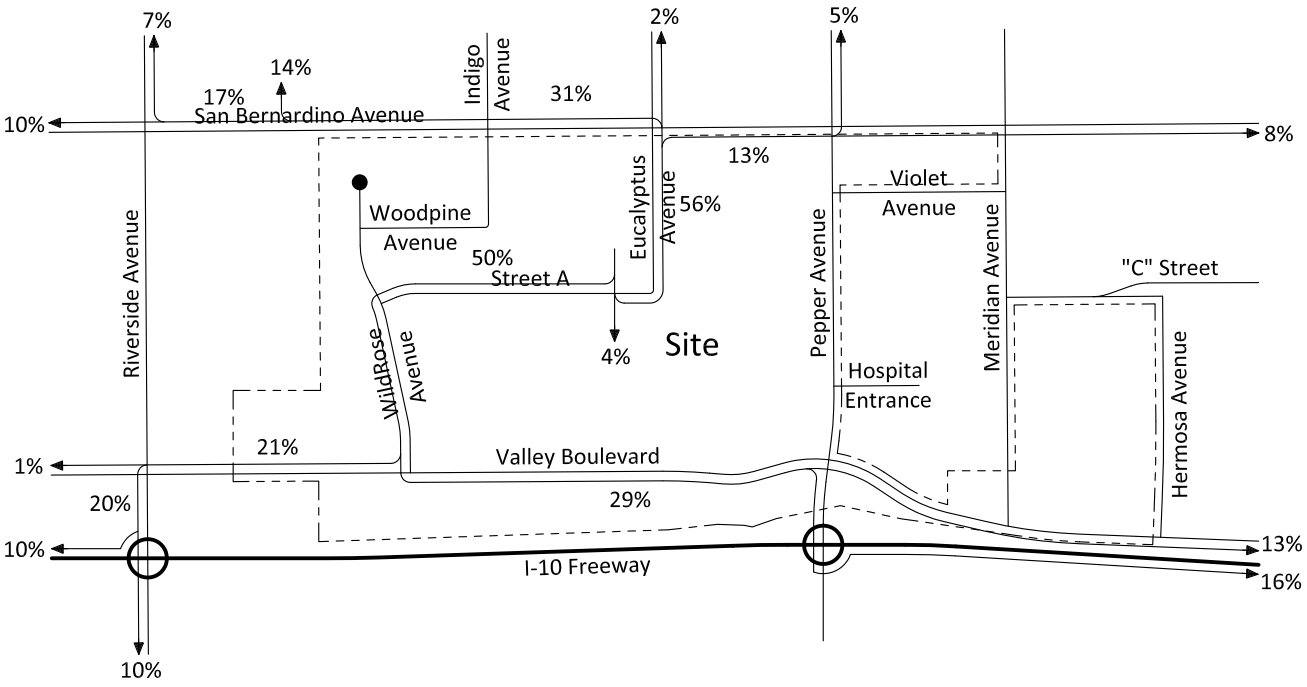
NTS

4147d/31

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 32
Project Trip Distribution - Residential (PA-15)



Legend

10%= Percent To/From Project

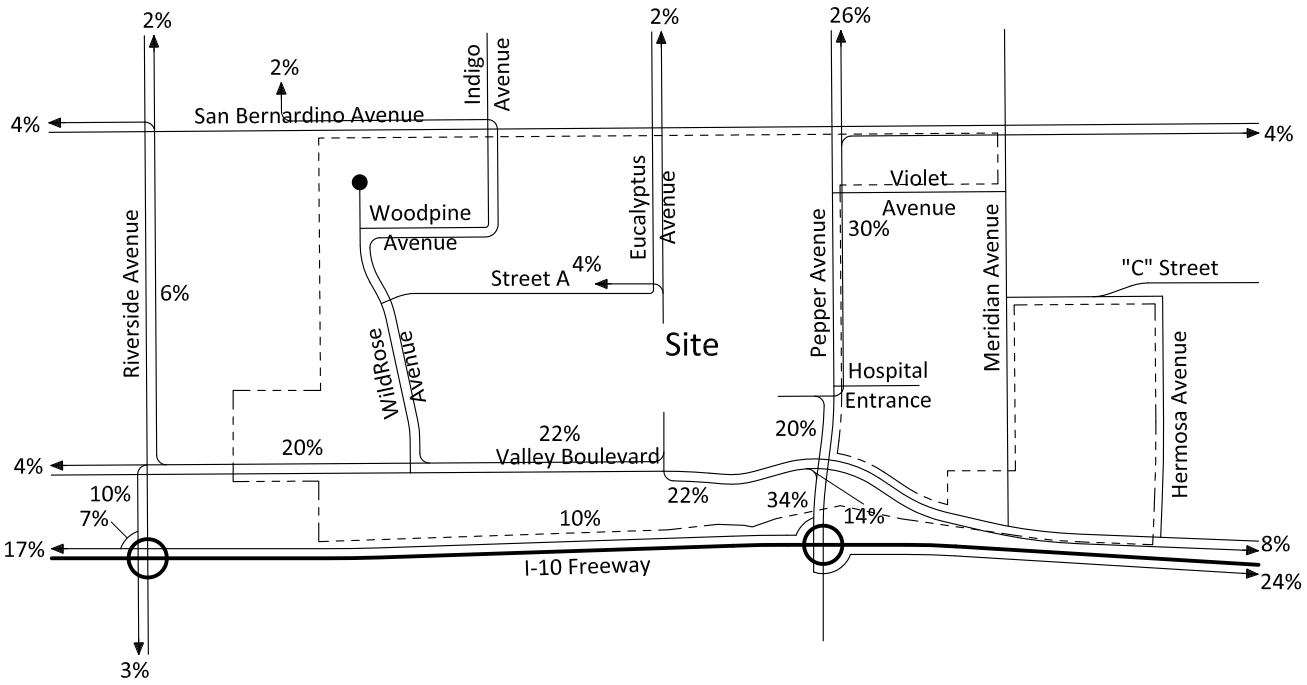
NTS

4147d/32

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 33
Project Trip Distribution - Retail (PA-16)



Legend

10%= Percent To/From Project

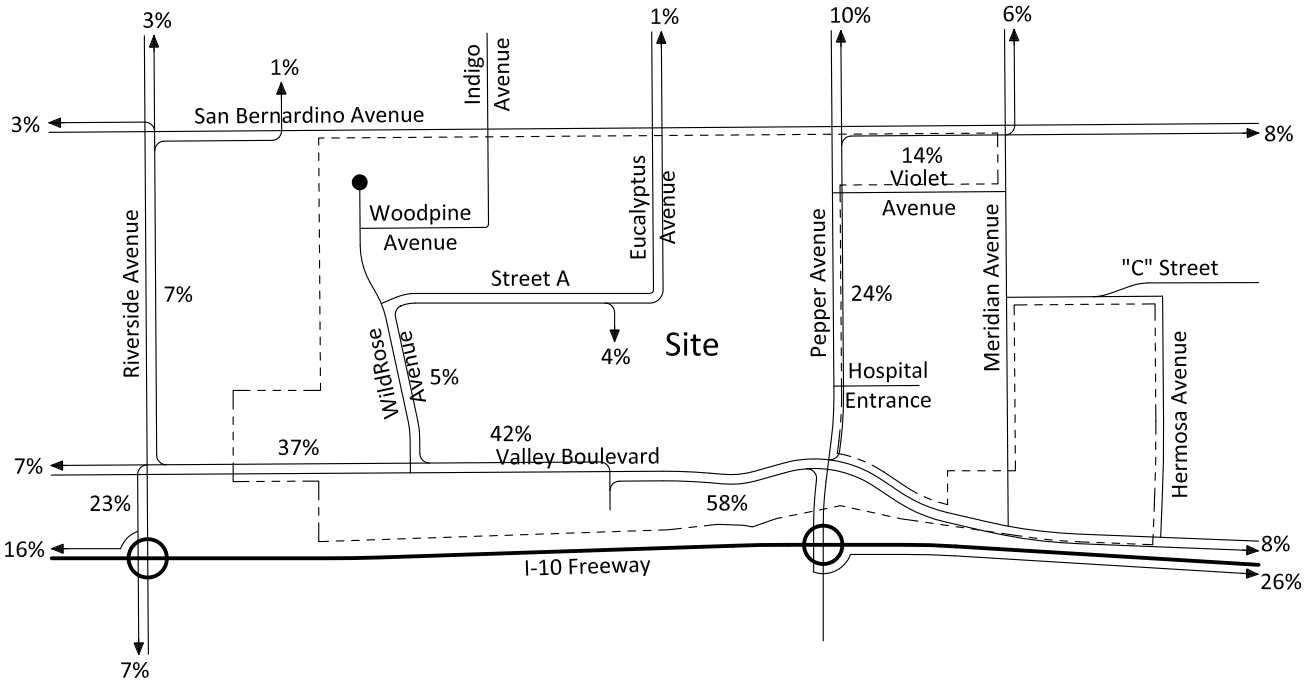
NTS

4147d/33

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 34
Project Trip Distribution - Business Park (PA-17)



Legend

10%= Percent To/From Project

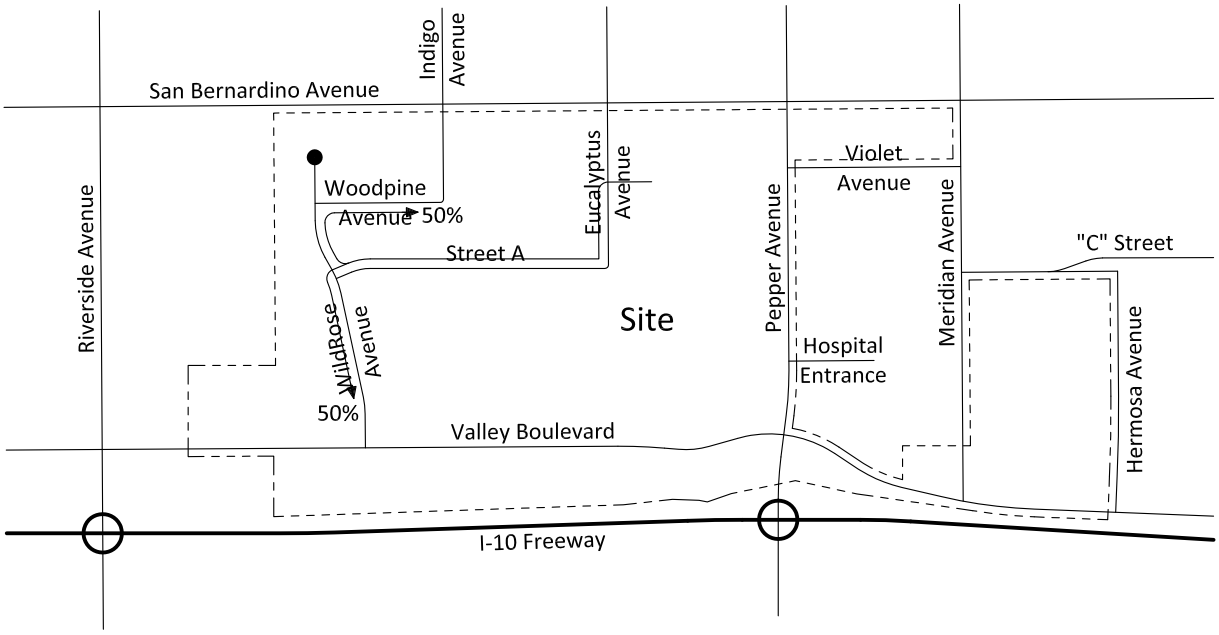
NTS

4147d/34

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 35
Project Trip Distribution - Open Space/Habitat (PA-18)



Legend

10%= Percent To/From Project

N

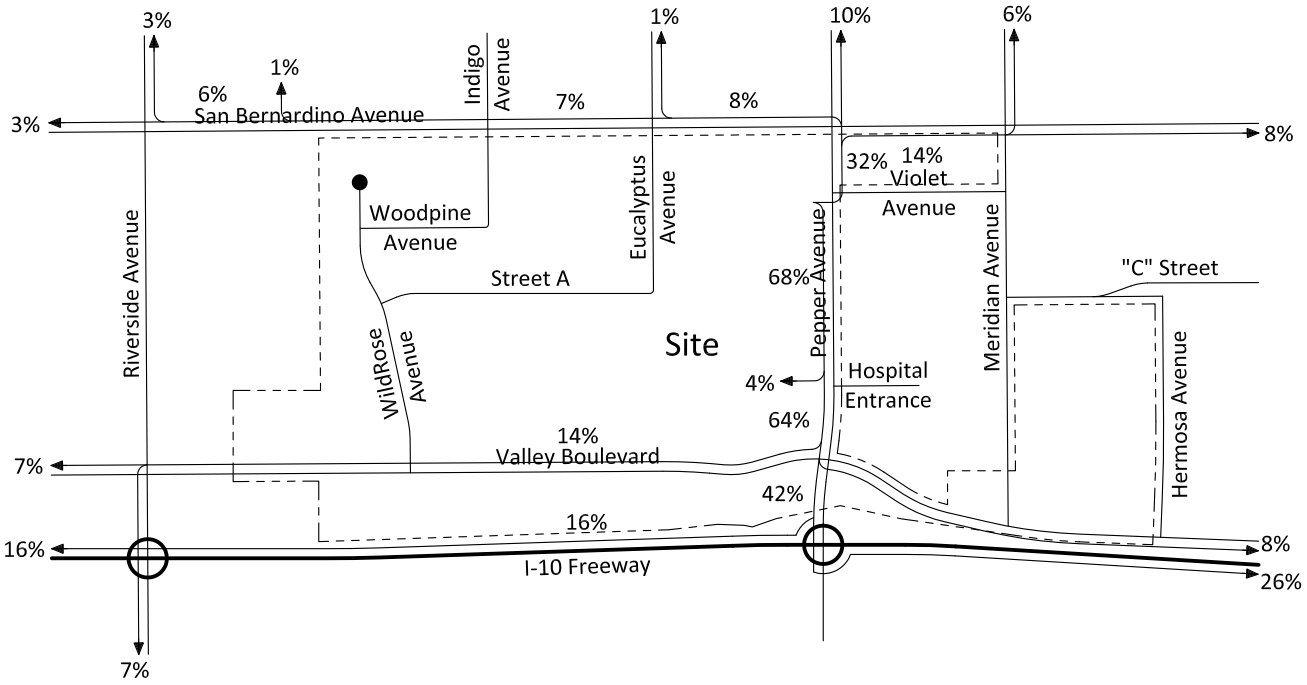
NTS

4147d/35

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 36
Project Trip Distribution - Office (PA-19)



Legend

10%= Percent To/From Project

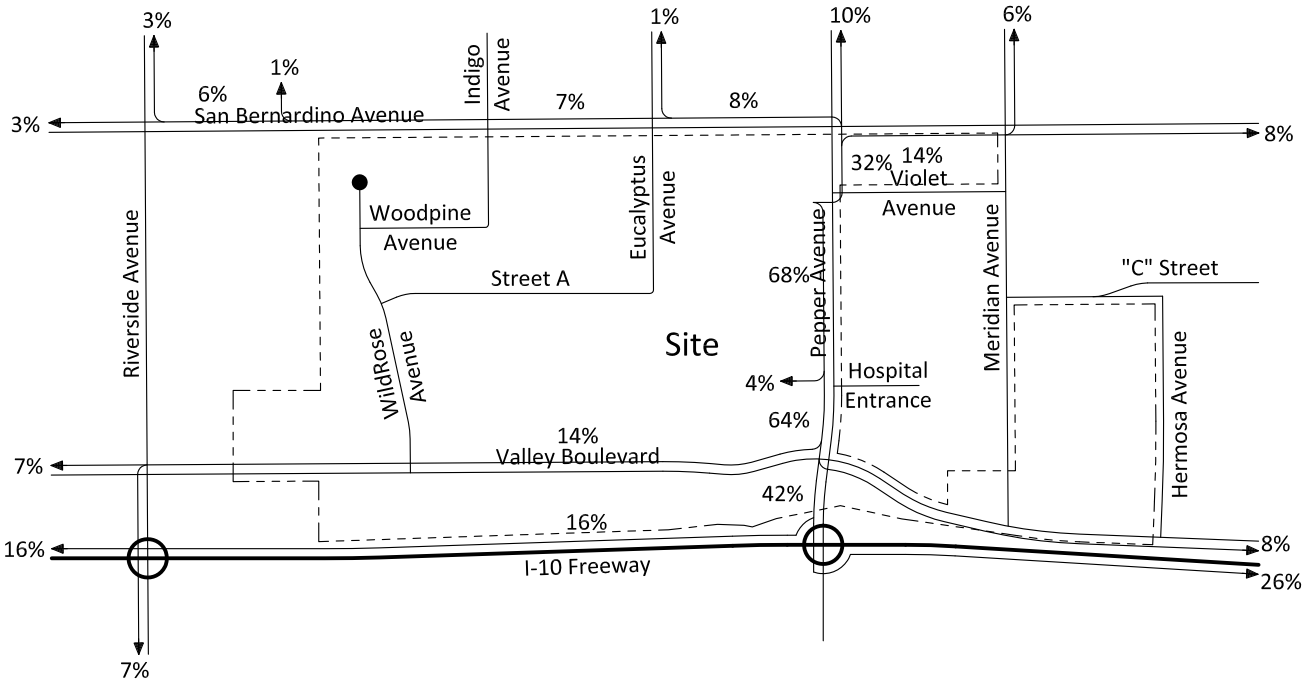
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/36

Figure 37
Project Trip Distribution - Business Park (PA-19)



Legend

10%= Percent To/From Project

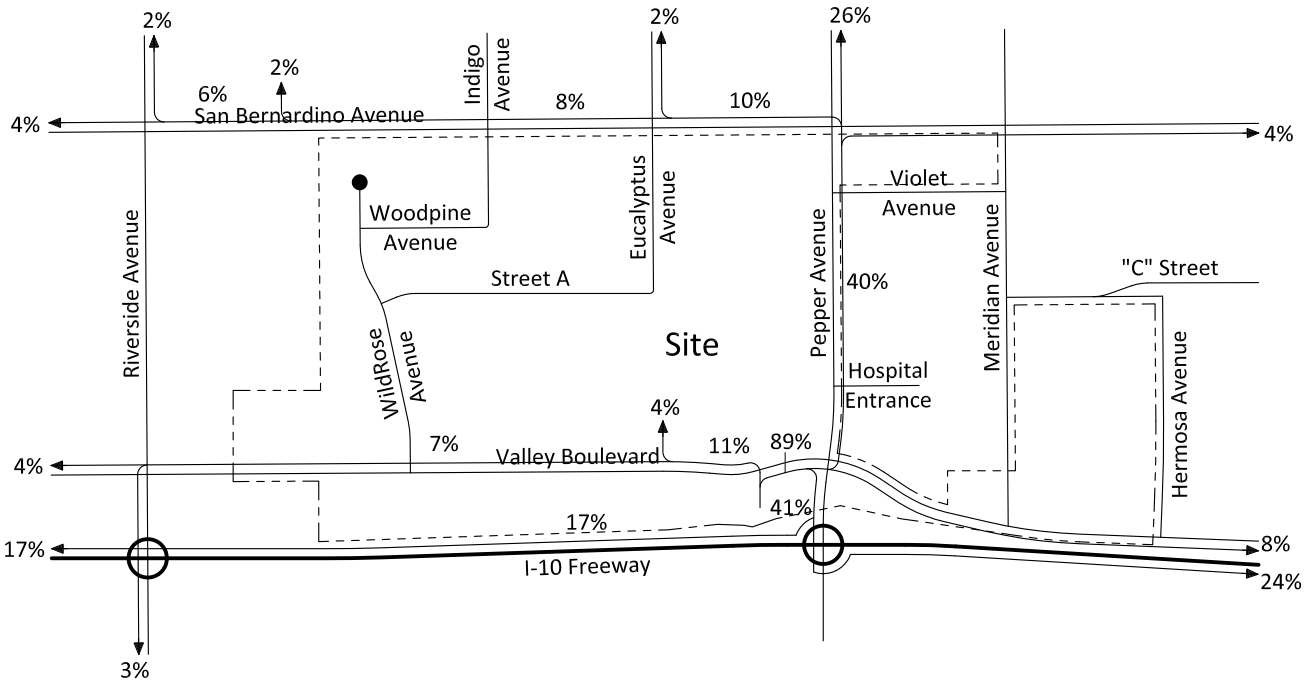
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/37

Figure 38
Project Trip Distribution - Retail (PA-20)



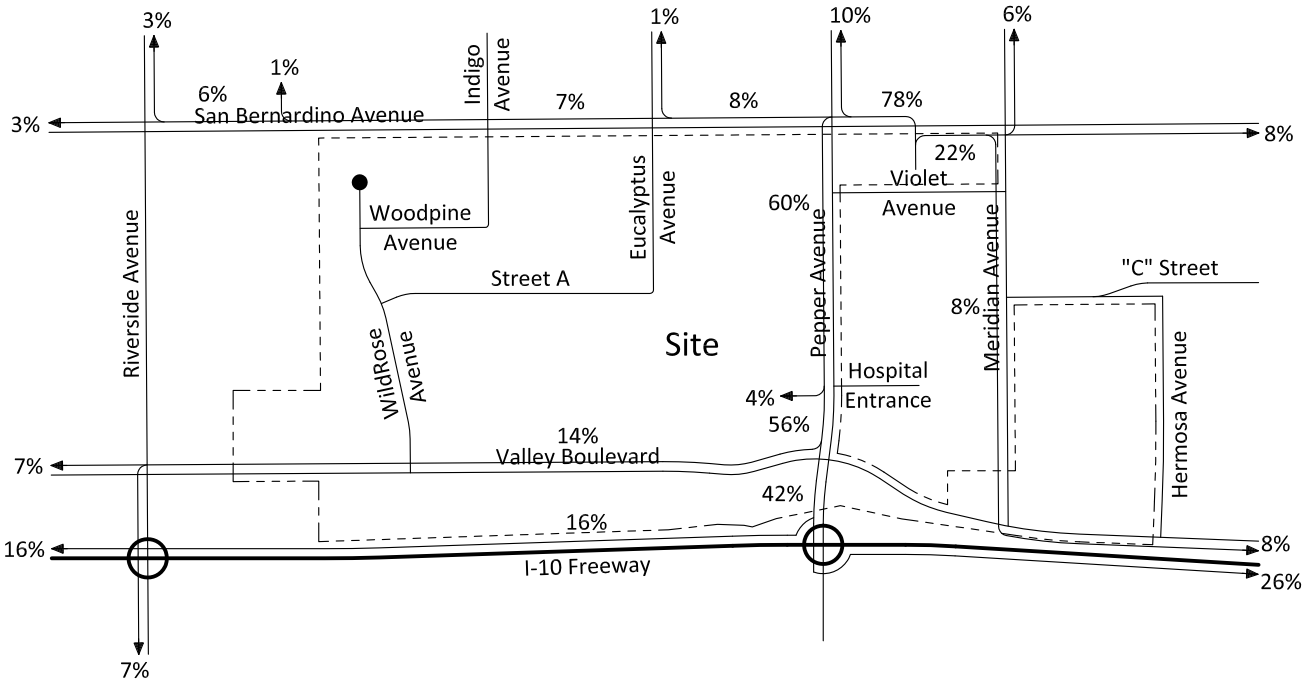
Legend

10%= Percent To/From Project

NTS

4147d/38

Figure 39
Project Trip Distribution - Office (PA-21)



Legend

10%= Percent To/From Project

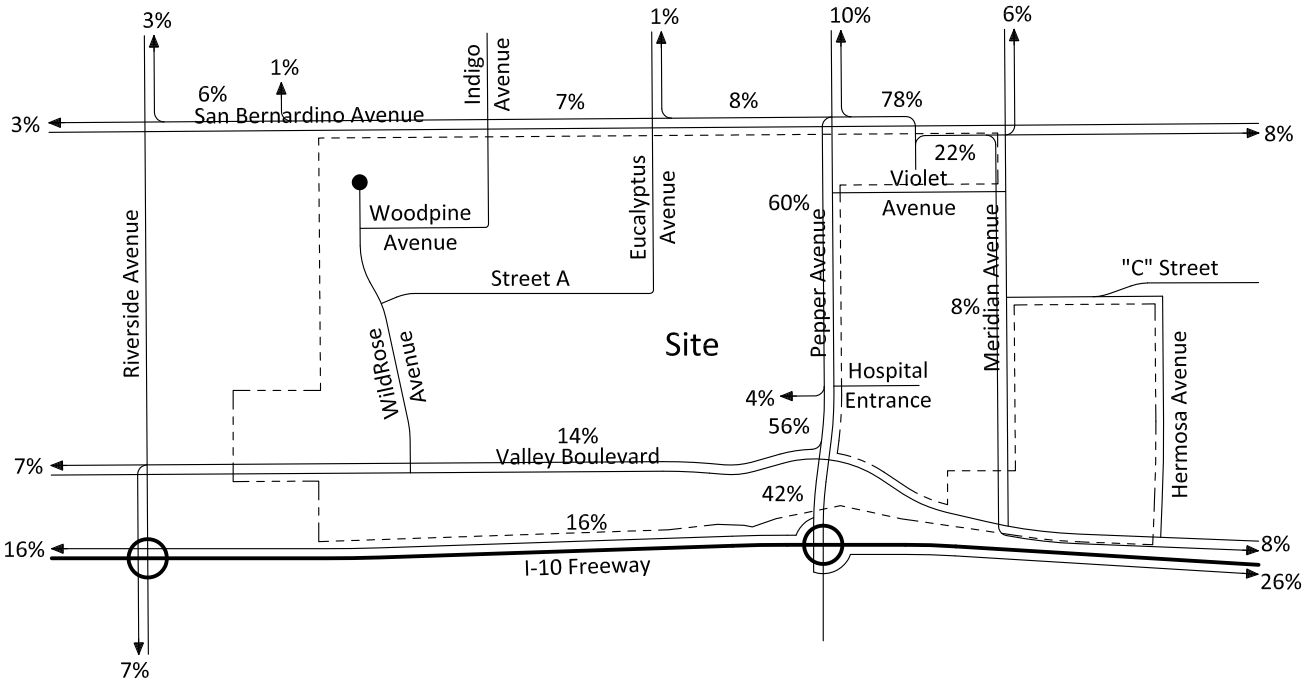
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/39

Figure 40
Project Trip Distribution - Business Park (PA-21)



Legend

10%= Percent To/From Project

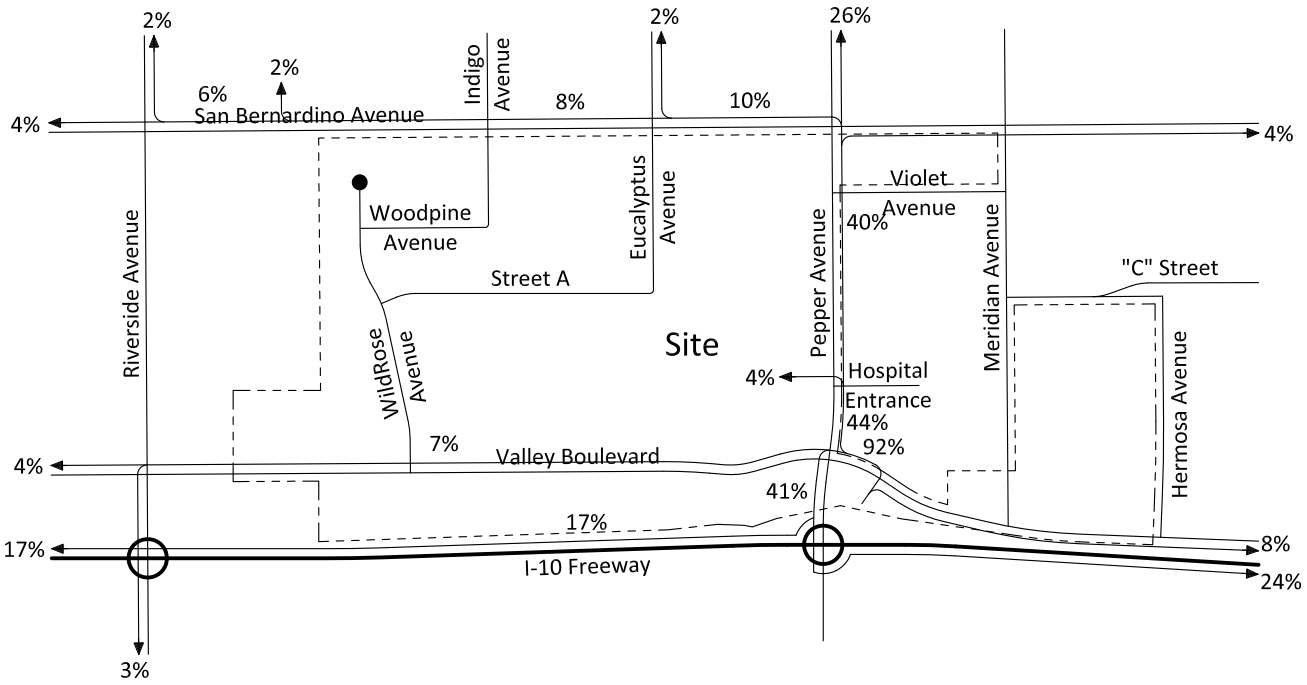
NTS

4147d/40

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 41
Project Trip Distribution - Retail (PA-22)



Legend

10%= Percent To/From Project

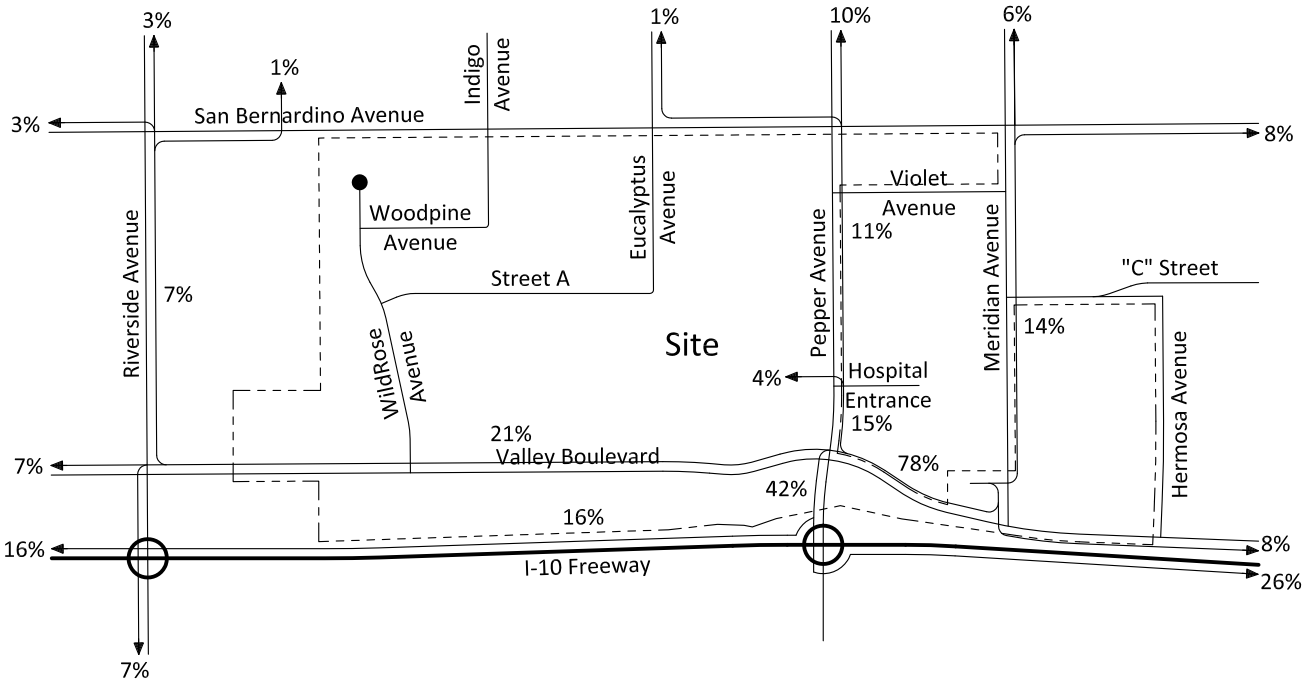
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/41

Figure 42
Project Trip Distribution - Office (PA-23)



Legend

10%= Percent To/From Project

N

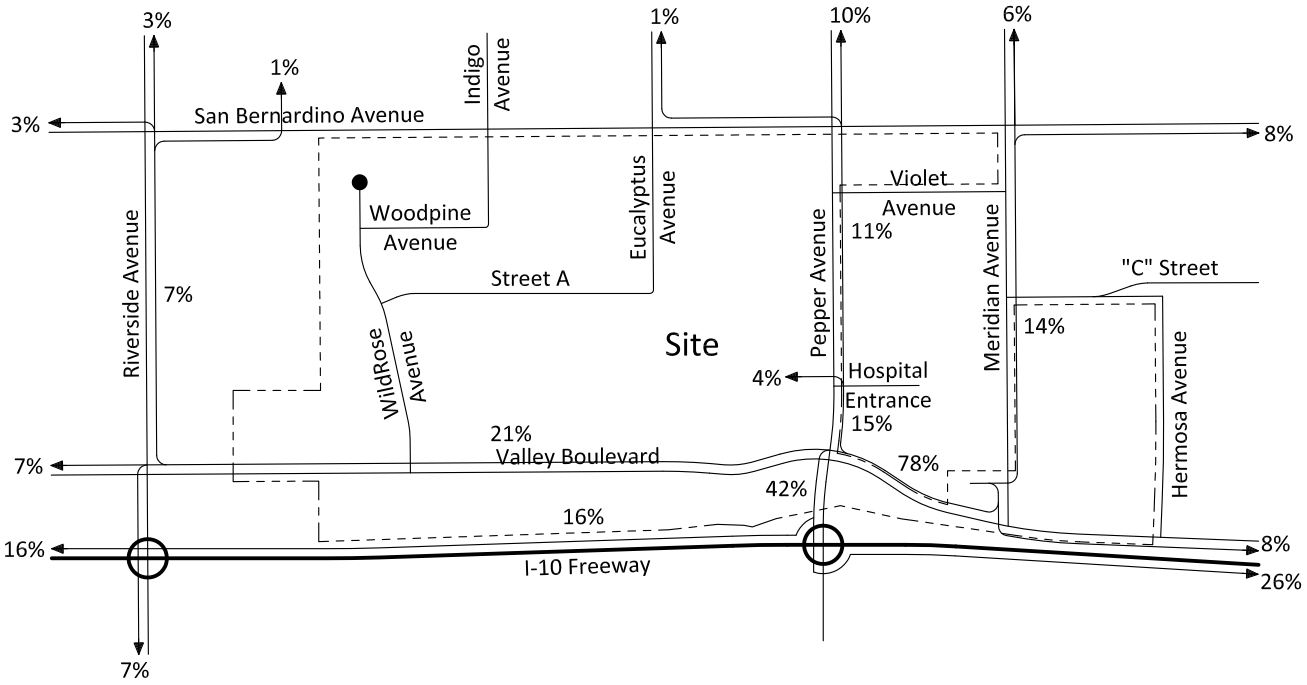
NTS

4147d/42

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 43
Project Trip Distribution - Business Park (PA-23)



Legend

10%= Percent To/From Project

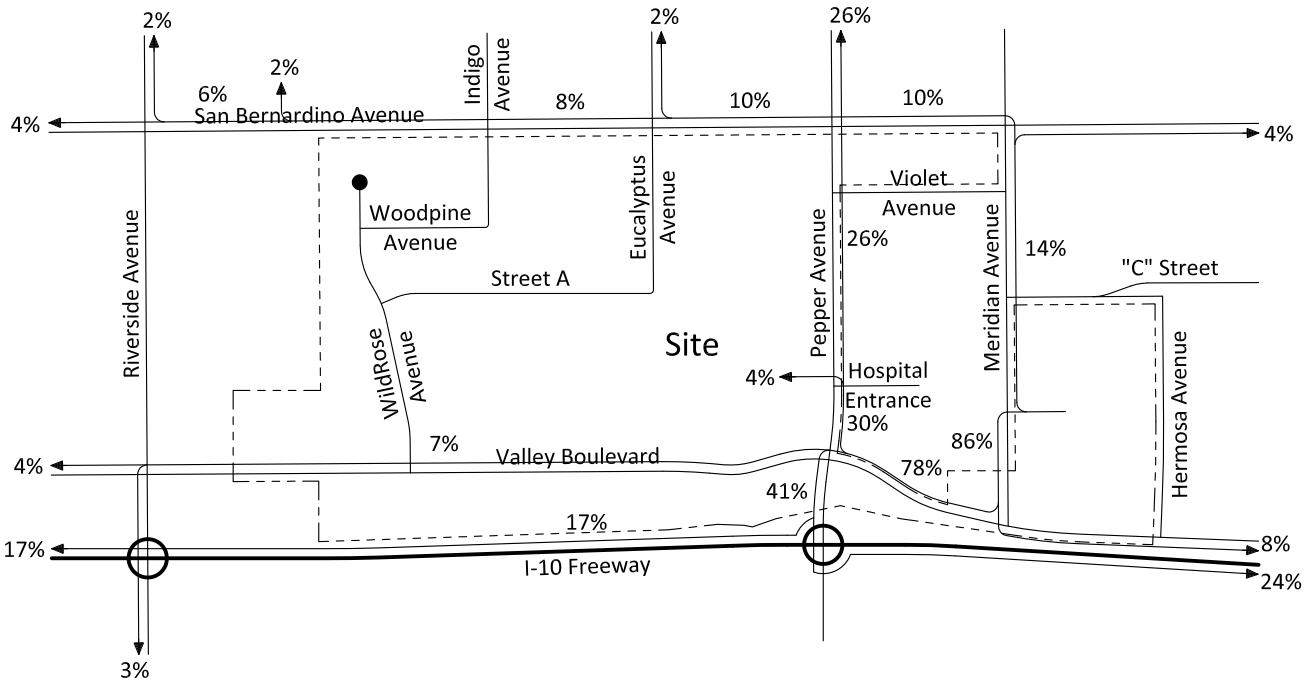
NTS

4147d/43

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 44
Project Trip Distribution - Retail (PA-24)



Legend

10%= Percent To/From Project

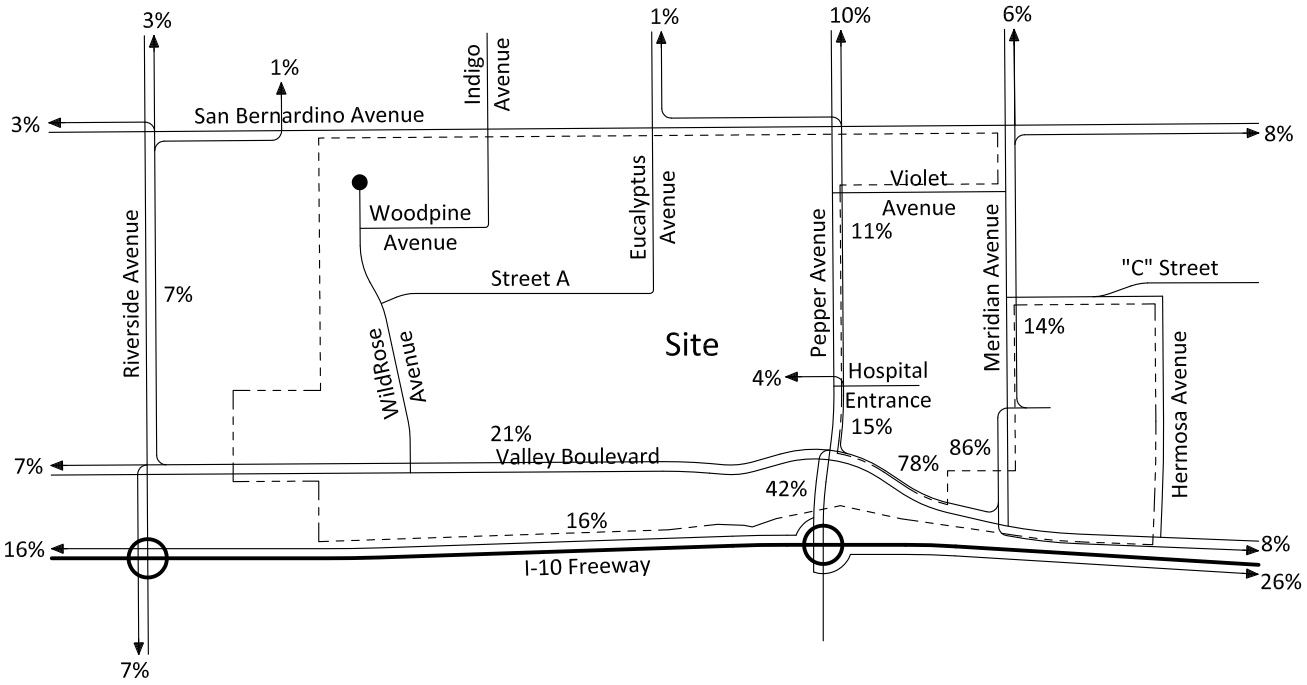
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/44

Figure 45
Project Trip Distribution - Office (PA-24)



Legend

10%= Percent To/From Project

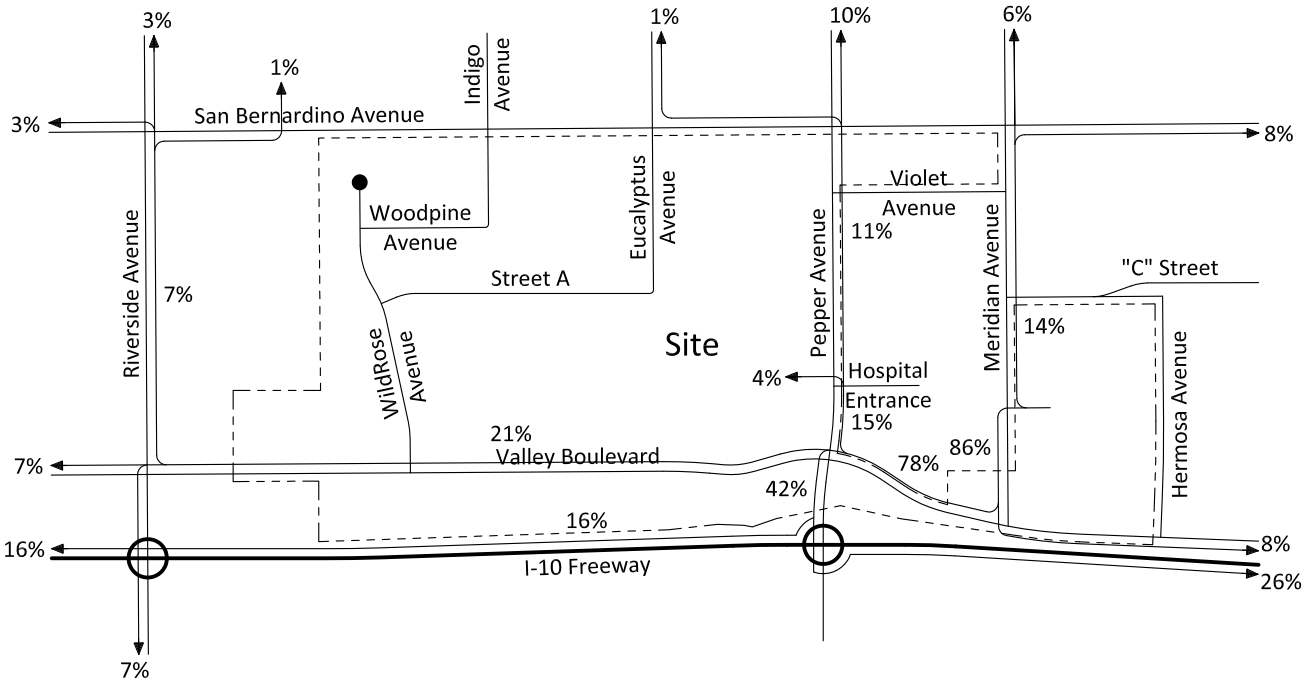
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

4147d/45

Figure 46
Project Trip Distribution - Business Park (PA-24)



Legend

10%= Percent To/From Project

N

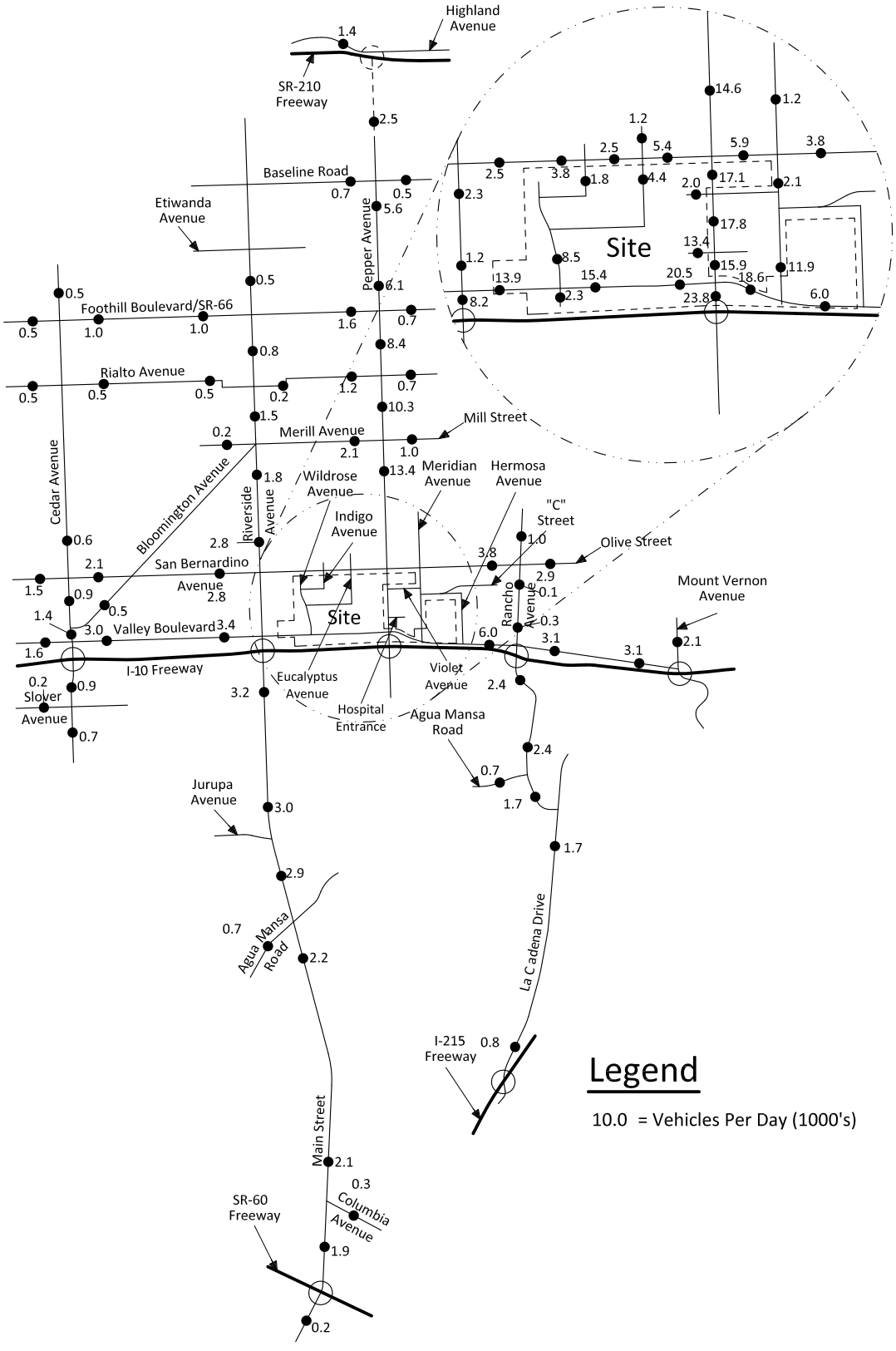
NTS

4147d/46

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 47
Project Average Daily Traffic Volumes

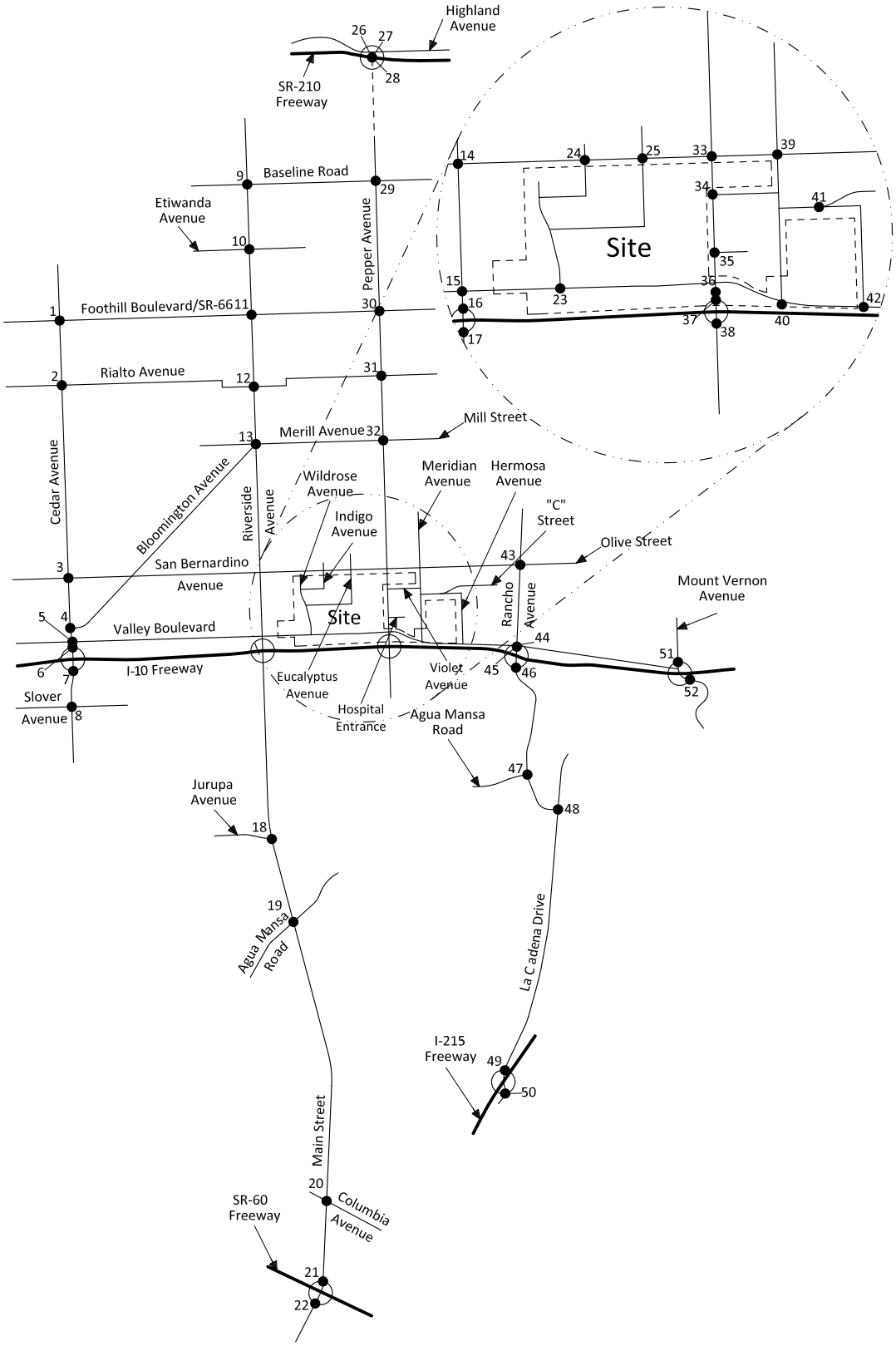


4147d/47

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 48
Study Area Intersection Reference Numbers

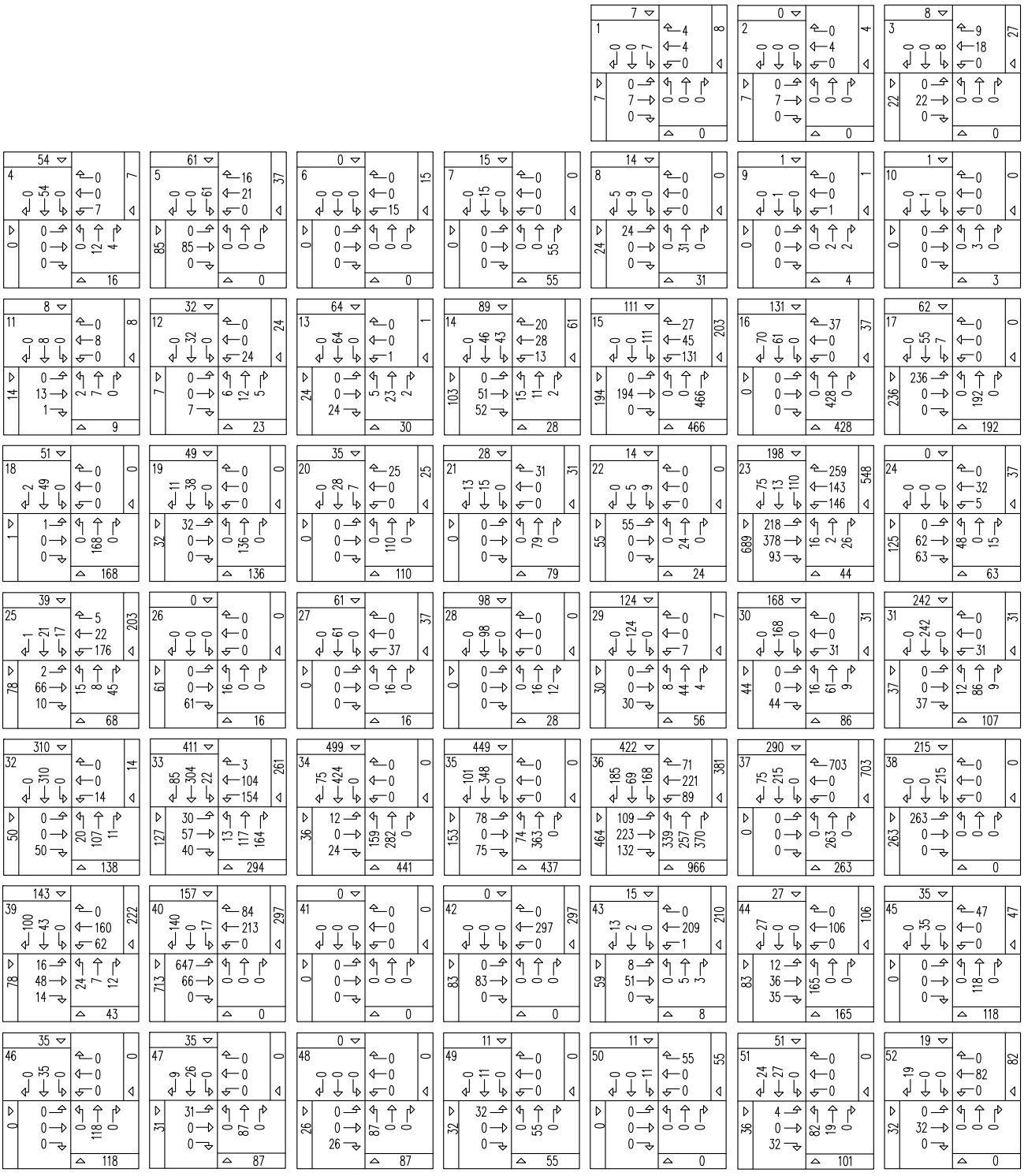


4147d/48

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 49
Project Morning Peak Hour Intersection Turning Movement Volumes

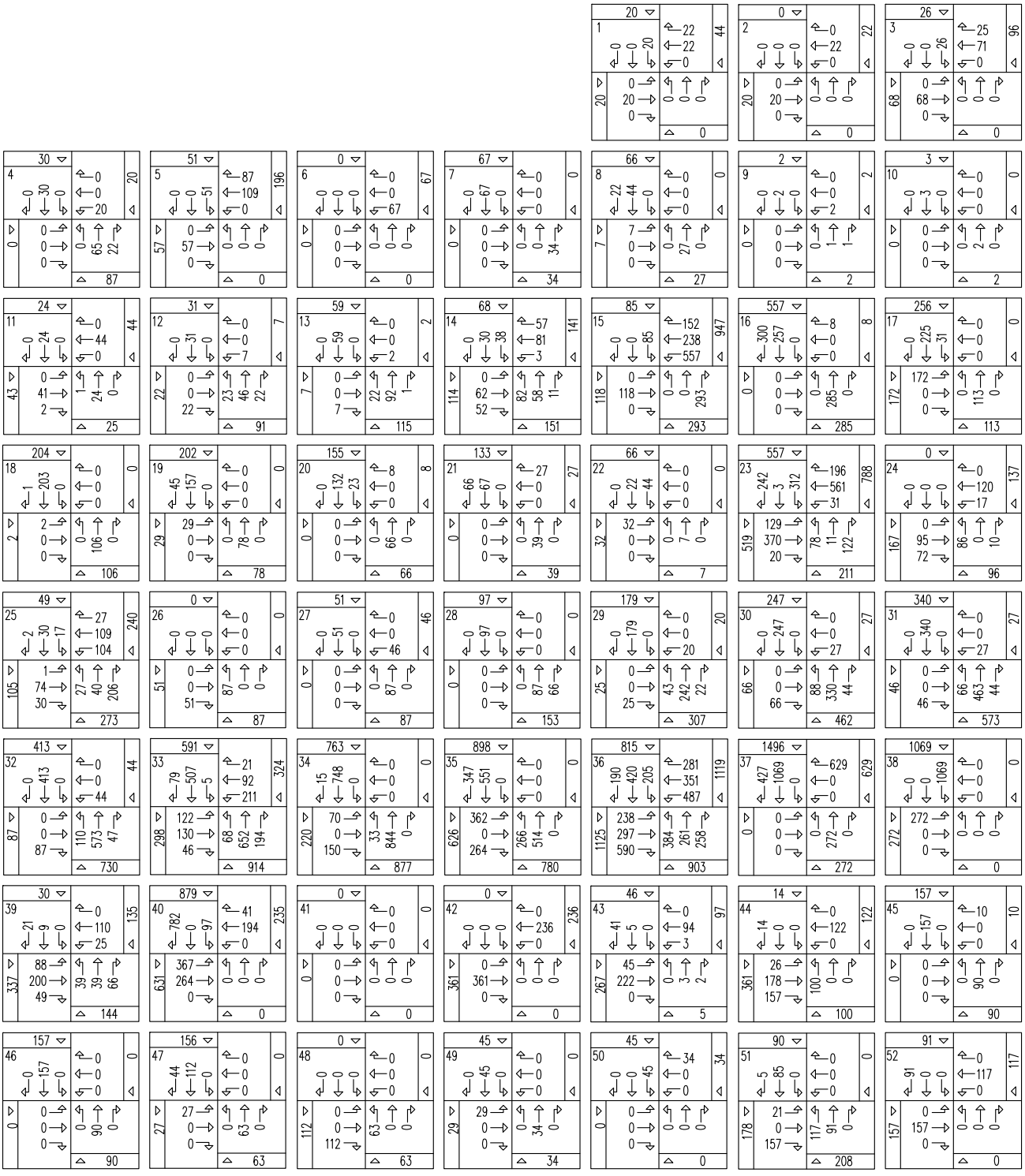


4147d/49

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 50
Project Evening Peak Hour Intersection Turning Movement Volumes

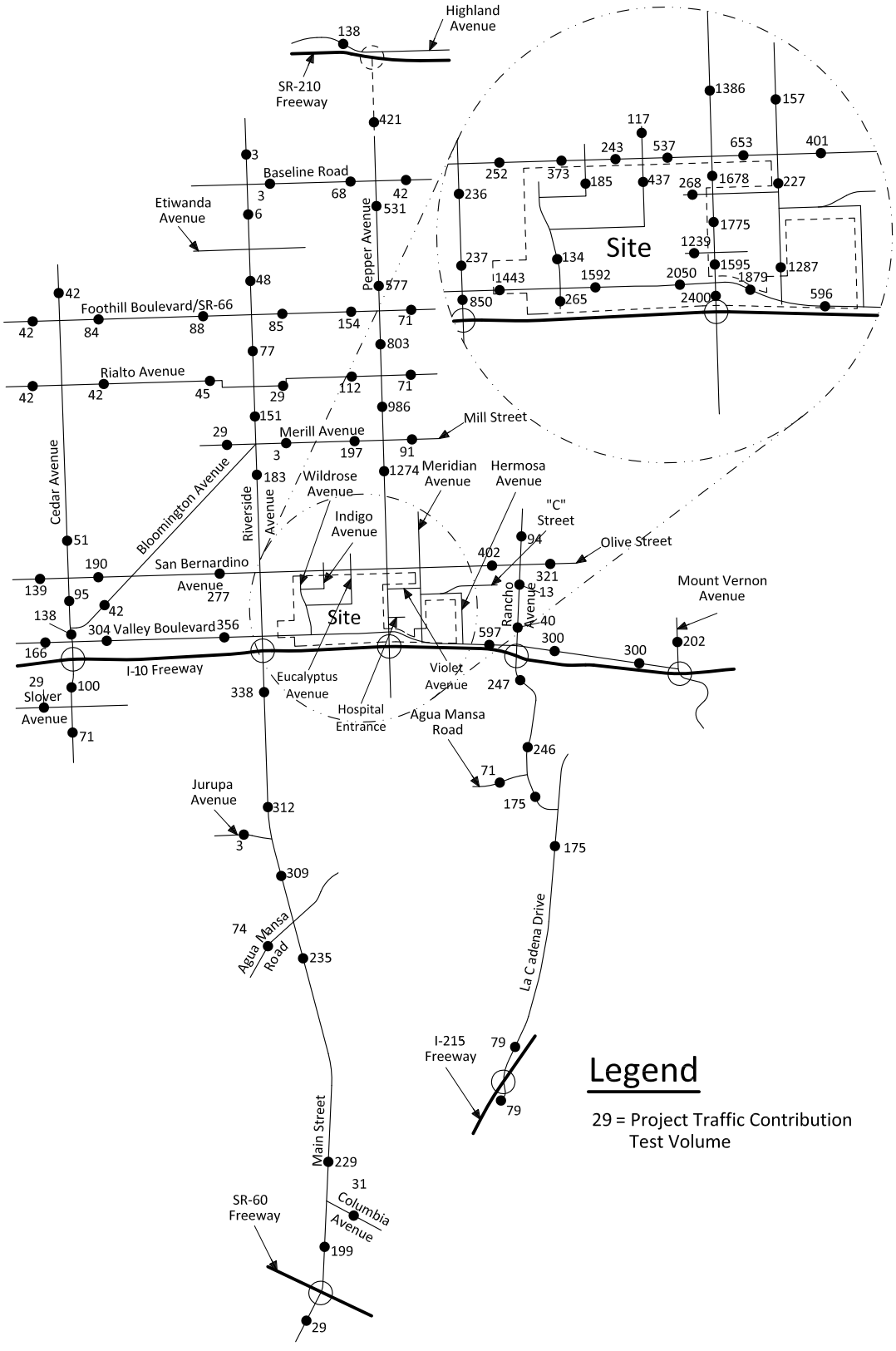


4147d/50

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 51
Project Traffic Contribution Test Volumes



Legend

29 = Project Traffic Contribution Test Volume

NTS

4147d/51

IV. Future Conditions

A. Future Volumes

As described within Section I.C., the Year 2035 average daily traffic volume forecasts with the project are developed using a growth increment process based on volumes predicted by the SBTAM traffic model Year 2008 and Year 2035 traffic models. The growth increment for Year 2035 on each roadway segment is the increase in SBTAM traffic model volumes from existing Year 2013 to Year 2035. The final Year 2035 roadway segment volume used for analysis purposes is then determined by adding the Year 2035 growth increment volume to the existing counted volume.

The Opening Year (2020) traffic projections have been interpolated between Year 2035 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section I.C.). Project traffic volumes for all future projections were estimated using the manual approach.

1. Existing Plus Project

   The average daily traffic volumes for Existing Plus Project traffic conditions have been determined. Existing Plus Project average daily traffic volumes are shown on Figure 50.

2. Opening Year (2020) Without Project

   The average daily traffic volumes for Opening Year (2020) Without Project traffic conditions have been determined as described above using the growth interpolation process (see Section I.C). Opening Year (2020) Without Project average daily traffic volumes are shown on Figure 51.

3. Opening Year (2020) With Project

   The average daily traffic volumes for Opening Year (2020) With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C). Opening Year (2020) With Project average daily traffic volumes are shown on Figure 52.

4. Year 2035 Without Project

   The average daily traffic volumes for Year 2035 Without Project traffic conditions have been determined as described above using the growth increment process (see Section I.C). Year 2035 Without Project average daily traffic volumes are shown on Figure 53.

5. Year 2035 With Project

The average daily traffic volumes for Year 2035 With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C). Year 2035 With Project average daily traffic volumes are shown on Figure 54.

B. Future Level of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Tables 3 and 4 without and with improvements, respectively. Existing Plus Project delay calculation worksheets are provided in Appendix E. Figure 55 illustrates the study area intersection reference numbers. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 56 and 57, respectively.

For Existing Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 3):

Cedar Avenue (NS) at:
- I-10 Freeway WB Ramps (EW) - #6

Riverside Avenue (NS) at:
- Valley Boulevard (EW) - #15

Eucalyptus Avenue (NS) at:
- San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31
- Valley Boulevard (EW) - #36
- I-10 Freeway WB Ramps (EW) - #37
- I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
- San Bernardino Avenue (EW) - #39
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
- Rancho Avenue (EW) - #48

Mount Vernon Avenue (NS) at:
- Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
Mount Vernon Avenue (EW) - #52

For Existing Plus Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 4).

2. Opening Year (2020) Without Project

The Opening Year (2020) without project delay and Level of Service for the study area roadway network without the proposed project are shown in Tables 5 and 6 without and with improvements, respectively. Opening Year (2020) Without Project delay calculation worksheets are provided in Appendix E. Figure 58 illustrates the study area intersection reference numbers. Opening Year (2020) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 59 and 60, respectively.

For Opening Year (2020) Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 5):

Cedar Avenue (NS) at:
I-10 Freeway WB Ramps (EW) - #6

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31
I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

For Opening Year (2020) Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 6).

3. Opening Year (2020) With Project

The Opening Year (2020) with project delay and Level of Service for the study area roadway network are shown in Tables 7 and 8 without and with improvements, respectively. Opening Year (2020) With Project delay calculation worksheets are provided in Appendix E. Figure 61 illustrates the study area intersection reference numbers. Opening Year (2020) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 62 and 63, respectively.

For Opening Year (2020) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 7):

Cedar Avenue (NS) at:
- I-10 Freeway WB Ramps (EW) - #6

Riverside Avenue (NS) at:
- Valley Boulevard (EW) - #15
- I-10 Freeway WB Ramps (EW) - #16

Eucalyptus Avenue (NS) at:
- San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31
- Hospital Entrance (EW) - #35
- Valley Boulevard (EW) - #36
- I-10 Freeway WB Ramps (EW) - #37
- I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
- San Bernardino Avenue (EW) - #39
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
- Rancho Avenue (EW) - #48
- I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
- Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
- Mount Vernon Avenue (EW) - #52

For Opening Year (2020) With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 8).

4. Year 2035 Without Project

The Year 2035 without project delay and Level of Service for the study area roadway network are shown in Tables 9 and 10 without and with improvements, respectively. Year 2035 Without Project delay calculation worksheets are provided in Appendix E. Figure 64 illustrates the study area intersection reference numbers. Year 2035 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 65 and 66, respectively.

For Year 2035 Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 9):

Cedar Avenue (NS) at:
- Valley Boulevard (EW) - #5
- I-10 Freeway WB Ramps (EW) - #6
- I-10 Freeway EB Ramps (EW) - #7
- Slover Avenue (EW) - #8

Main Street (NS) at:
- SR-60 Freeway EB Ramps (EW) - #22

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31

Meridian Avenue (NS) at:
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
- Rancho Avenue (EW) - #48
- I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
- Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
- Mount Vernon Avenue (EW) - #52

For Year 2035 Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 10).

5. Year 2035 With Project

The Year 2035 with project delay and Level of Service for the study area roadway network are shown in Tables 11 and 12 without and with improvements, respectively. Year 2035 With Project delay calculation worksheets are provided in Appendix E. Figure 67 illustrates the study area intersection reference numbers. Year 2035 With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 68 and 69, respectively.

For Year 2035 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 11):

Cedar Avenue (NS) at:
- Valley Boulevard (EW) - #5
- I-10 Freeway WB Ramps (EW) - #6
- I-10 Freeway EB Ramps (EW) - #7
- Slover Avenue (EW) - #8

Riverside Avenue (NS) at:
- Valley Boulevard (EW) - #15
- Agua Mansa Road (E)W - #19

Main Street (NS) at:
- SR-60 Freeway EB Ramps (EW) - #22

Eucalyptus Avenue (NS) at:
- San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31
- Valley Boulevard (EW) - #36
- I-10 Freeway WB Ramps (EW) - #37
- I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
- San Bernardino Avenue (EW) - #39
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
Mount Vernon Avenue (EW) - #52

For Year 2035 With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 12).

C. Future Traffic Signal Warrant Analysis

A traffic signal is projected to be warranted at the following additional study area intersection for Opening Year (2020) Without Project traffic conditions (see Appendix F):

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) -#39

A traffic signal is projected to be warranted at the following additional study area intersections for Opening Year (2020) With Project traffic conditions (see Appendix F):

Eucalyptus Avenue (NS) at:
San Bernardino Avenue (EW) - #25

A traffic signal is projected to be warranted at the following additional study area intersection for Year 2035 Without Project traffic conditions (see Appendix F):

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) -#39

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

D. Congestion Management Program Freeway Evaluation

An analysis of Year 2030 freeway Level of Service is required for all freeway segments that carry 100 or more project trips in the peak hour. The freeway peak hour volume forecasts have been developed using the peak period East Valley Traffic Model data directly, as discussed with the San Bernardino Associated Governments. The project contributes traffic greater than the freeway threshold of 100 two-way trips to the I-10 Freeway and I-215 Freeway.

Tables 13 and 14 present the analysis for the Year 2035 morning and evening peak hour without project and with project traffic conditions, respectively. A total of 19 freeway segments are projected to operate at an unacceptable Level of Service for Year 2035 With Project traffic conditions during the morning peak hour and 26 freeway segments are projected to operate at an unacceptable Level of Service for Year 2035 With Project traffic conditions during the evening peak hour. The westbound/eastbound I-10 Freeway and northbound/southbound I-215 Freeway are expected to experience peak hour deficiencies.

The improvements needed to provide Level of Service E or better operations during the peak hour of traffic have been determined. High occupancy vehicle lanes were used, if possible, to provide Level of Service E or better. Otherwise, a general use lane was added. General use lanes have an assumed capacity of 2,300 vehicles per hour, while high occupancy vehicle lanes have an assumed capacity of 1,600 vehicles per hour. The freeway mainline segment volume to capacity ratios have been recalculated, along with the resulting Levels of Service. Tables 15 and 16 summarize the required freeway mainline improvements and the resulting Levels of Service for the morning and evening peak hours.

Table 3

Existing Plus Project Intersection Delay and Level of Service - Without Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	27.4-C	46.5-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	39.0-D	29.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	27.9-C	27.5-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	16.9-B	19.1-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	37.6-D	38.6-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	21.9-C	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	20.8-C	30.1-C	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	35.3-D	30.6-C	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	34.3-C	34.5-C	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.3-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	33.8-C	37.6-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	35.5-D	38.1-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	19.8-B	20.4-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	33.2-C	34.4-C	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	66.4-E	99.9-F	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	13.0-B	20.1-C	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	17.1-B	17.8-B	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	14.8-B	15.3-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	28.0-C	39.7-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	22.8-C	22.0-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.8-B	20.5-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	17.1-B	16.9-B	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	18.0-B	18.7-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	10.5-B	19.1-C	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	33.5-D	99.9-F	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.8-B	10.7-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	22.1-C	24.2-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	27.1-C	33.6-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	21.5-C	24.6-C	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	16.5-B	17.9-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	15.5-B	50.9-D	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	99.9-F	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	99.9-F	99.9-F	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	24.9-C	99.9-F	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.6-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	99.9-F	14.1-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	10.8-B	11.7-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	40.6-D	38.8-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.5-B	14.4-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.2-B	23.9-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	19.2-B	19.1-B	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	12.9-B	52.7-F	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	14.7-B	23.7-C	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	11.6-B	14.2-B	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	52.5-D	99.9-F	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	42.0-D	80.4-F	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

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

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

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

[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 4

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

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	27.4-C	46.5-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	39.0-D	29.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	27.9-C	27.5-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	16.9-B	19.1-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	37.6-D	38.6-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	**2**	2	0	0	3	1	0	0	0	0.5	0	1.5	20.1-C	19.8-B	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	20.8-C	30.1-C	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	35.3-D	30.6-C	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	34.3-C	34.5-C	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.3-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	33.8-C	37.6-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	35.5-D	38.1-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[4] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	19.8-B	20.4-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	33.2-C	34.4-C	City of Rialto
Valley Boulevard (EW) - #15	TS	2	3	**1**	**2**	2.5	0.5	1	2	1	**2**	2	1	41.8-D	47.9-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	13.0-B	20.1-C	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	17.1-B	17.8-B	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	14.8-B	15.3-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	28.0-C	39.7-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	22.8-C	22.0-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.8-B	20.5-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	17.1-B	16.9-B	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	**1**	**0.5**	**0.5**	2	0.5	0.5	2	1.5	0.5	**1**	2	1	17.8-B	18.5-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	10.5-B	19.1-C	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	**TS**	**1**	**0.5**	**0.5**	0	1	0	1	1.5	0.5	**1**	1.5	0.5	10.3-B	39.3-D	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.8-B	10.7-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	22.1-C	24.2-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	**TS**	1	1.5	0.5	1	1.5	0.5	**1**	**1.5**	0.5	**1**	**1.5**	0.5	40.6-D	41.3-D	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	27.1-C	33.6-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	21.5-C	24.6-C	City of Colton
Violet Avenue (EW) - #34	TS	**1**	2.5	0.5	1	2.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	16.5-B	17.9-B	City of Colton
Hospital Entrance (EW) - #35	TS	**1**	2	1	1	1.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	15.5-B	50.9-D	City of Colton
Valley Boulevard (EW) - #36	TS	2	**3**	1	2	**3**	1	2	**3**	1>	2	**3**	1>	47.0-D	49.1-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	**2**	0	0	**2**	**2**	0	0	0	0.33	0.33	1.33	34.5-C	44.5-D	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	**2**	1>>	**2.5**	**0.5**	0	**2**	1	0	0	0	0	27.1-C	35.2-D	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	**TS**	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	10.8-B	12.7-B	City of Colton
Valley Boulevard (EW) - #40	**TS**	0	0	0	1	0	**2**	1	2	0	0	2	**1**	46.0-D	35.2-D	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.6-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	**TS**	0	0	0	**1**	0	1	1	2	0	0	2	d	10.8-B	6.6-A	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	10.8-B	11.7-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	40.6-D	38.8-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.5-B	14.4-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.2-B	23.9-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	19.2-B	19.1-B	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	11.4-B	30.9-C	City of Colton
I-215 Freeway SB Ramps (EW) - #49	**TS**	0	1	0	0	1	0	1	0	1	0	0	0	9.6-A	11.2-B	City of Colton
I-215 Freeway NB Ramps (EW) - #50	**TS**	0	0.5	1.5>>	**1**	1	0	0	0	0	1	0	1	9.6-A	8.4-A	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	**TS**	**2**	**1.5**	0.5	1	1.5	0.5	1	1	**1**	1	1	**1**	36.8-D	40.8-D	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	**1**	0.5	0.5	1	**1.5**	0.5	0.5	1.5	1	39.6-D	50.3-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn**1** = Improvement

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

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

[4] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 5

Opening Year (2020) Without Project Intersection Delay and Level of Service - Without Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.0-C	47.6-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	42.6-D	31.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	28.2-C	27.3-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	18.2-B	20.3-C	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	40.3-D	44.8-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	99.9-F	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	27.6-C	99.9-F	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	39.9-D	34.5-C	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	35.8-D	35.5-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.4-B	10.9-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	36.0-D	39.2-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	36.5-D	39.2-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	20.8-C	21.3-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	36.5-D	35.3-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	37.0-D	40.4-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	14.3-B	17.8-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	18.2-B	18.9-B	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	16.1-B	18.8-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	26.5-C	38.7-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	23.7-C	28.8-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	17.5-B	22.5-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	21.8-C	30.8-C	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	14.6-B	15.9-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	9.4-A	10.9-B	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	10.9-B	13.1-B	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.7-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	21.6-C	22.3-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	24.9-C	25.3-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	18.6-B	19.1-B	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	17.3-B	15.0-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	15.1-B	16.6-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	40.2-D	34.3-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	31.6-C	17.0-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	99.9-F	57.5-E	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	11.0-B	17.3-C	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	15.0-C	99.9-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	99.9-F	11.0-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	10.2-B	10.5-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	31.4-C	32.4-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	17.3-B	15.4-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.0-B	25.8-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	20.2-C	20.0-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	17.8-C	52.9-F	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	17.8-C	99.9-F	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	11.8-B	14.5-B	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	55.7-E	81.8-F	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	44.4-D	76.5-E	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

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

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

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

[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 6

Opening Year (2020) Without Project Intersection Delay and Level of Service - With Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.0-C	47.6-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	42.6-D	31.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	28.2-C	27.3-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	18.2-B	20.3-C	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	40.3-D	44.8-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	**2**	2	0	0	3	**2**	0	0	0	0.5	0	1.5	16.8-B	23.8-C	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	**2**	0.5	0.5	0	0	0	19.2-B	28.6-C	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	39.9-D	34.5-C	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	35.8-D	35.5-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.4-B	10.9-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	36.0-D	39.2-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	36.5-D	39.2-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[4] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	20.8-C	21.3-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	36.5-D	35.3-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	37.0-D	40.4-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	14.3-B	17.8-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	18.2-B	18.9-B	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	16.1-B	18.8-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	26.5-C	38.7-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	23.7-C	28.8-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	17.5-B	22.5-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	21.8-C	30.8-C	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	14.6-B	15.9-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	9.4-A	10.9-B	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	10.9-B	13.1-B	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.7-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	21.6-C	22.3-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	**TS**	1	1.5	0.5	1	1.5	0.5	**1**	**1.5**	0.5	**1**	**1.5**	0.5	34.0-C	28.6-C	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	24.9-C	25.3-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	18.6-B	19.1-B	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	17.3-B	15.0-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	15.1-B	16.6-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	40.2-D	34.3-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	31.6-C	17.0-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	**2**	1>>	**2**	0.5	0.5	**2**	**0.5**	**0.5**	0	0	0	36.2-D	30.1-C	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	**TS**	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	11.0-B	17.3-C	City of Colton
Valley Boulevard (EW) - #40	**TS**	0	0	0	1	0	1	1	2	0	0	1.5	0.5	14.6-B	16.8-B	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	**TS**	0	0	0	**1**	0	1	1	2	0	0	2	d	11.1-B	6.0-A	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	10.2-B	10.5-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	30.4-C	32.4-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	17.3-B	15.4-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.0-B	25.8-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	20.2-C	20.0-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	17.2-B	28.5-C	City of Colton
I-215 Freeway SB Ramps (EW) - #49	**TS**	0	1	0	0	1	0	1	0	1	0	0	0	11.5-B	13.7-B	City of Colton
I-215 Freeway NB Ramps (EW) - #50	**TS**	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	8.3-A	7.6-A	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	**TS**	**1**	**1.5**	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	44.2-D	52.2-D	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	**1.5**	0.5	0.5	1.5	1	40.5-D	51.2-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn; **1** = Improvement

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

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

[4] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 7

Opening Year (2020) With Project Intersection Delay and Level of Service - Without Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.1-C	49.7-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	42.6-D	31.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	28.5-C	28.1-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	18.5-B	20.8-C	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	40.4-D	45.1-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	99.9-F	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	28.0-C	99.9-F	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	42.0-D	35.2-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	35.8-D	35.6-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.4-B	10.9-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	36.0-D	39.6-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	37.1-D	40.7-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	21.0-C	21.9-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	39.0-D	39.4-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	99.9-F	99.9-F	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	14.8-B	99.9-F	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	18.8-B	21.3-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	16.1-B	19.5-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	28.9-C	42.9-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	27.3-C	31.9-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.3-B	28.9-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	25.3-C	35.1-D	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	18.0-B	18.8-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	10.7-B	20.3-C	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	35.8-E	99.9-F	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	11.2-B	11.2-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	22.1-C	24.5-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	27.2-C	33.8-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	22.0-C	25.0-C	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	17.4-B	18.1-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	16.8-B	99.9-F	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	99.9-F	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	99.9-F	99.9-F	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	29.1-D	99.9-F	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	99.9-F	14.8-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	11.1-B	11.9-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	41.0-D	41.0-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.2-B	15.9-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.5-B	27.4-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	20.7-C	21.8-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	23.2-C	99.9-F	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	22.8-C	99.9-F	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	12.2-B	15.5-C	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	64.8-E	99.9-F	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	46.5-D	99.9-F	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

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

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

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

[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 8

Opening Year (2020) With Project Intersection Delay and Level of Service - With Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.1-C	49.7-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	42.6-D	31.3-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	28.5-C	28.1-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	18.5-B	20.8-C	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	40.4-D	45.1-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	**2**	2	0	0	3	**2**	0	0	0	0.5	0	1.5	17.2-B	24.4-C	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	**2**	0.5	0.5	0	0	0	19.2-B	28.9-C	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	42.0-D	35.2-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	35.8-D	35.6-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	11.4-B	10.9-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	36.0-D	39.6-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	37.1-D	40.7-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	21.0-C	21.9-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	39.0-D	39.4-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	3	**1**	**2**	3	**1**	**2**	2	1**>**	**2**	2	1	43.1-D	50.2-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	**2**	0	0	0	1.33	0.33	1.33	15.3-B	17.7-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	18.8-B	21.3-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	16.1-B	19.5-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	28.9-C	42.9-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	27.3-C	31.9-C	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.3-B	28.9-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	25.3-C	35.1-D	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	**1**	**0.5**	**0.5**	2	0.5	0.5	2	1.5	0.5	**1**	2	1	17.8-B	18.6-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	10.7-B	20.3-C	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	**TS**	**1**	**0.5**	**0.5**	0	1	0	1	1.5	0.5	**1**	1.5	0.5	10.2-B	10.6-B	City of Colton
Pepper Avenue (NS) at:																
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	10.7-B	10.6-B	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	22.1-C	23.6-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	**TS**	1	1.5	0.5	1	1.5	0.5	**1**	**1.5**	0.5	**1**	**1.5**	0.5	40.8-D	38.6-D	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	27.2-C	33.8-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	22.0-C	25.0-C	City of Colton
Violet Avenue (EW) - #34	TS	**1**	2.5	0.5	1	2.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	17.6-B	17.7-B	City of Colton
Hospital Entrance (EW) - #35	TS	**1**	2	1	1	1.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	15.9-B	25.9-C	City of Colton
Valley Boulevard (EW) - #36	TS	2	**3**	1**>**	2	**3**	1**>**	2	**3**	1**>**	2	**3**	**1>**	42.6-D	48.7-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	**2**	**2**	0	0	**2**	**2**	0	0	0	0.33	0.33	1.33	37.8-D	46.9-D	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	**2**	1>>	**2.5**	0.5	0	**2**	**0.5**	**0.5**	0	0	0	32.6-C	35.0-C	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	**TS**	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	11.6-B	13.2-B	City of Colton
Valley Boulevard (EW) - #40	**TS**	0	0	0	1	0	**2**	1	2	0	0	2	**1**	47.7-D	36.1-D	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	**TS**	0	0	0	**1**	0	1	1	2	0	0	2	d	11.5-B	6.8-A	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	11.1-B	11.9-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	37.2-D	41.0-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.2-B	15.9-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.5-B	27.4-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	20.7-C	21.8-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	**TS**	1	2	0	0	1.5	0.5	1	0	1	0	0	0	21.4-C	47.0-D	City of Colton
I-215 Freeway SB Ramps (EW) - #49	**TS**	0	1	0	0	1	0	1	0	1	0	0	0	12.1-B	14.5-B	City of Colton
I-215 Freeway NB Ramps (EW) - #50	**TS**	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	9.7-A	8.5-A	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	**TS**	**2**	**1.5**	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	40.5-D	49.6-D	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	**1.5**	0.5	0.5	1.5	1	49.3-D	54.8-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn**1** = Improvement

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

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

[4] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 9

Year 2035 Without Project Intersection Delay and Level of Service - Without Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.8-C	45.0-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	43.2-D	32.9-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	25.5-C	27.0-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	16.9-B	19.7-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	38.8-D	55.1-E	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	99.9-F	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	37.9-D	99.9-F	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	58.2-E	49.9-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	33.0-C	36.1-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	8.5-A	7.7-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	38.1-D	43.0-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	37.3-D	42.5-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	24.1-C	27.7-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	40.3-D	37.0-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	43.7-D	46.0-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	17.2-B	15.2-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	20.4-C	24.3-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	12.7-B	17.8-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	27.8-C	51.5-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	24.9-C	44.3-D	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	19.1-B	21.4-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	99.9-F	99.9-F	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	13.0-B	14.4-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	9.4-A	10.4-B	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	11.0-B	12.2-B	City of Colton
Pepper Avenue (NS) at:																
Highland Avenue (SR-30) (EW) - #26	TS	1	1	1	0	1	0	1	2	0	1	2	0	29.6-C	16.2-B	City of Rialto/County of San Bernardino
SR-210 Freeway WB Ramps (EW) - #27	TS	1	2	0	0	2	0	0	0	0	1	0	1	13.1-B	13.1-B	City of Rialto
SR-210 Freeway EB Ramps (EW) - #28	TS	0	2	0	1	2	0	1	0	1	0	0	0	11.9-B	12.6-B	City of Rialto
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	9.1-A	8.9-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	21.1-C	26.1-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	23.5-C	24.8-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	16.3-B	18.0-B	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	12.8-B	10.6-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	10.1-B	13.0-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	34.8-C	33.0-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	18.0-B	15.3-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	38.0-D	40.3-D	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	11.4-B	17.5-C	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	14.5-B	76.1-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	45.6-E	11.2-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	7.1-A	7.9-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	30.4-C	32.6-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.7-B	16.5-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.9-B	26.0-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	22.8-C	27.9-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	26.9-D	99.9-F	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	44.0-E	99.9-F	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	12.8-B	15.1-C	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	57.9-E	98.9-F	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	43.4-D	72.2-E	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

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

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

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

[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 10

Year 2035 Without Project Intersection Delay and Level of Service - With Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.8-C	45.0-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	43.2-D	32.9-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	**1.5**	**0.5**	1	1.5	0.5	25.4-C	26.6-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	16.9-B	19.7-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	**3**	**2**>	2	3	**1**	2	**2**	1>	2	**1.5**	**0.5**	40.6-D	36.5-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	**2**	**3**	0	0	**5**	**2**	0	0	0	**1.5**	**0.5**	**2**	11.2-B	13.3-B	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	**4**	**2**	**2**	**3**	0	**2**	**0.5**	**1.5**	0	0	0	15.9-B	19.4-B	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	**2.5**	0.5	1	2	1	**2**	**1.5**	0.5	**2**	**1.5**	0.5	42.2-D	37.3-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	2.5	0.5	32.3-C	35.7-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	8.5-A	7.7-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	38.1-D	43.0-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	37.3-D	42.5-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[4] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	23.7-C	27.7-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	**1.5**	**0.5**	1	**1.5**	**0.5**	40.1-D	36.7-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	42.5-D	46.0-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	14.5-B	15.2-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	20.4-C	24.3-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	**3**	0	0	**2.5**	**0.5**	1	0	1	0	0	0	11.2-B	16.4-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	**2.5**	0.5	1	**2.5**	0.5	1	**2**	1	1	**2**	1	26.6-C	40.9-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	24.0-C	44.3-D	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.9-B	21.4-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	**2**	2	0	0.5	1	0.5	0	0	0	19.7-B	32.7-C	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0.5	0.5	2	2	0	0	2	1	13.0-B	14.4-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	1	**1.5**	0.5	8.9-A	9.5-A	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	**1**	**1.5**	0.5	11.0-B	12.2-B	City of Colton
Pepper Avenue (NS) at:																
Highland Avenue (SR-30) (EW) - #26	TS	1	1	1	0	1	0	1	2	0	1	2	0	29.6-C	46.3-D	City of Rialto/County of San Bernardino
SR-210 Freeway WB Ramps (EW) - #27	TS	1	2	0	0	2	0	0	0	0	1	0	1	13.1-B	13.1-B	City of Rialto
SR-210 Freeway EB Ramps (EW) - #28	TS	0	2	0	1	2	0	1	0	1	0	0	0	11.9-B	12.6-B	City of Rialto
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	**2.5**	0.5	8.9-A	8.5-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	**2.5**	0.5	20.5-C	25.1-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	**TS**	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	31.4-C	31.7-C	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	23.5-C	24.8-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	**1.5**	0.5	1	**1.5**	0.5	16.2-B	17.8-B	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	12.8-B	10.6-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	10.1-B	13.0-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	3	1	2	2.5	0.5	2	2	1	2	1.5	0.5	33.0-C	31.5-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	**2**	0	0	**2**	1	0	0	0	0.33	0.33	1.33	16.0-B	13.7-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1.5	0.5	0	**2**	1	0	0	0	0	24.6-C	26.4-C	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	**TS**	1	0.5	0.5	1	0.5	0.5	1	**1.5**	0.5	**1**	**1.5**	0.5	7.5-A	8.3-A	City of Colton
Valley Boulevard (EW) - #40	**TS**	0	0	0	1	0	1	1	2	0	0	1.5	0.5	13.5-B	16.3-B	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	**TS**	0	0	0	**1**	0	1	1	2	0	0	2	d	9.1-A	1.1-A	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	**1**	0.5	0.5	**1**	0.5	0.5	6.9-A	7.6-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	30.4-C	32.6-C	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	18.6-B	16.5-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	15.9-B	26.0-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	**1**	0.5	0.5	**1**	0.5	0.5	22.3-C	19.1-B	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	**TS**	1	**3**	0	0	**2.5**	0.5	1	0	1	0	0	0	8.2-A	25.8-C	City of Colton
I-215 Freeway SB Ramps (EW) - #49	**TS**	0	**2**	0	0	**2**	0	1	0	1	0	0	0	9.4-A	14.8-B	City of Colton
I-215 Freeway NB Ramps (EW) - #50	**TS**	0	0.5	1.5>>	**1**	1	0	0	0	0	1	0	1	12.8-B	12.2-B	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	**1**	**1.5**	0.5	1	1.5	0.5	1	1	**1**	1	1	**1**	43.6-D	54.2-D	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	**1.5**	0.5	0.5	1.5	1	38.5-D	45.4-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn**1** = Improvement

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

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

[4] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 11

Year 2035 With Project Intersection Delay and Level of Service - Without Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.9-C	46.1-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	43.2-D	32.9-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	1	1	1	1.5	0.5	26.0-C	28.3-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	17.1-B	19.9-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	2	1>	2	2.5	0.5	2	1	2>	2	2	d	39.1-D	55.0-E	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	1	2	0	0	3	1	0	0	0	0.5	0	1.5	99.9-F[4]	99.9-F	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	3	1	1	2	0	1.5	0	0.5	0	0	0	38.6-D	99.9-F	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	1.5	0.5	1	2	1	1	0.5	0.5	1	1	1	61.8-E	51.2-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	33.0-C	36.2-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	8.5-A	7.7-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	38.1-D	43.5-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	37.9-D	45.6-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[5] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	23.5-C	28.1-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	1	d	1	1	1	42.7-D	42.6-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	2.5	0.5	1	2.5	0.5	1	2	1	1	2	1	99.9-F	99.9-F	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	1	0	0	0	1.33	0.33	1.33	13.4-B	15.8-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	21.2-C	28.5-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	2	0	0	2	d	1	0	1	0	0	0	12.5-B	19.0-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	1.5	0.5	1	2	1	1	1	1	1	1	1	29.8-C	60.2-E	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	26.5-C	49.0-D	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.8-B	25.9-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	1	2	0	0.5	1	0.5	0	0	0	99.9-F	99.9-F	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	0	0	0	2	0	1	2	2	0	0	2	1	16.1-B	17.7-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	0.5	0.5	d	10.6-B	16.5-C	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	CSS	0	0	0	0	1	0	1	2	0	0	1.5	0.5	31.9-D	88.5-F	City of Colton
Pepper Avenue (NS) at:																
Highland Avenue (SR-30) (EW) - #26	TS	1	1	1	0	1	0	1	2	0	1	2	0	28.7-C	46.1-D	City of Rialto/County of San Bernardino
SR-210 Freeway WB Ramps (EW) - #27	TS	1	2	0	0	2	0	0	0	0	1	0	1	13.5-B	13.1-B	City of Rialto
SR-210 Freeway EB Ramps (EW) - #28	TS	0	2	0	1	2	0	1	0	1	0	0	0	11.4-B	12.3-B	City of Rialto
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	9.2-A	9.2-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	d	21.2-C	27.5-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	99.9-F	99.9-F	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	24.2-C	29.2-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	1	1	1	0.5	0.5	18.8-B	22.3-C	City of Colton
Violet Avenue (EW) - #34	TS	0	2.5	0.5	1	3	0	0	0	0	1	0	1	11.2-B	12.1-B	City of Colton
Hospital Entrance (EW) - #35	TS	0	2	1	1	2	0	0	0	0	1	0	1	12.4-B	32.3-C	City of Colton
Valley Boulevard (EW) - #36	TS	2	2	1	2	2	1	2	2	1	2	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	1	1	0	0	1	1	0	0	0	0.33	0.33	1.33	56.9-E	99.9-F	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	1	1>>	1	1	0	0.5	0.5	1	0	0	0	99.9-F	99.9-F	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	AWS	1	0.5	0.5	1	0.5	0.5	1	0.5	0.5	0	1	0	29.0-D	99.9-F	City of Colton
Valley Boulevard (EW) - #40	CSS	0	0	0	1	0	1	1	2	0	0	1.5	0.5	99.9-F	99.9-F	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	CSS	0	0	0	0	1	0	1	2	0	0	2	d	99.9-F	14.1-B	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	9.8-A	10.7-B	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	38.3-D	40.9-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	19.4-B	16.9-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	16.2-B	27.0-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0	1	0	23.0-C	30.6-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	CSS	1	2	0	0	1.5	0.5	1	0	1	0	0	0	49.5-E	99.9-F	City of Colton
I-215 Freeway SB Ramps (EW) - #49	CSS	0	1	0	0	1	0	1	0	1	0	0	0	72.1-F	99.9-F	City of Colton
I-215 Freeway NB Ramps (EW) - #50	CSS	0	0.5	1.5>>	0.5	0.5	0	0	0	0	1	0	1	13.0-B	16.1-C	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	0.5	1	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	63.8-E	99.9-F	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	0.5	0.5	0.5	1.5	1	46.0-D	98.0-F	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn

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

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

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

[5] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 12

Year 2035 With Project Intersection Delay and Level of Service - With Improvements

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]		Jurisdiction
		Northbound			Southbound			Eastbound			Westbound					
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening	
Cedar Avenue (NS) at:																
Foothill Boulevard (SR-66) (EW) - #1	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	28.9-C	46.1-D	City of Rialto
Rialto Avenue (EW) - #2	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	43.2-D	32.9-C	City of Rialto
San Bernardino Avenue (EW) - #3	TS	1	2	d	1	2	d	1	**1.5**	**0.5**	1	1.5	0.5	25.9-C	27.7-C	County of San Bernardino
Bloomington Avenue (EW) - #4	TS	0	2	2>>	1	2	0	0	0	0	2	0	1	17.1-B	19.9-B	County of San Bernardino
Valley Boulevard (EW) - #5	TS	2	**3**	**2**>	2	3	**1**	**2**	**2**	1>	2	1.5	0.5	40.7-D	38.3-D	County of San Bernardino
I-10 Freeway WB Ramps (EW) - #6	TS	**2**	**3**	0	0	**5**	**2**	0	0	0	**1.5**	**0.5**	**2**	11.3-B	13.4-B	County of San Bernardino
I-10 Freeway EB Ramps (EW) - #7	TS	0	**4**	**2**	**2**	**3**	0	**2**	**0.5**	**1.5**	0	0	0	15.9-B	19.3-B	County of San Bernardino
Slover Avenue (EW) - #8	TS	1	**2.5**	0.5	1	2	1	**2**	**1.5**	0.5	**2**	**1.5**	0.5	43.3-D	37.8-D	County of San Bernardino
Riverside Avenue (NS) at:																
Baseline Road (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	2.5	0.5	32.4-C	35.8-D	City of Rialto
Etiwanda Avenue (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0.5	0.5	d	8.5-A	7.7-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #11	TS	1	2	1	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	38.1-D	43.5-D	City of Rialto
Rialto Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	37.9-D	45.6-D	City of Rialto
Merrill Avenue/Bloomington Avenue (EW)[4] - #13	TS	1	1.5	0.5	1	1.5	0.5	1.5	3	1.5	1	1.5	0.5	23.5-C	28.1-C	City of Rialto
San Bernardino Avenue (EW) - #14	TS	1	1.5	0.5	1	1.5	0.5	1	**1.5**	**0.5**	1	**1.5**	**0.5**	42.5-D	41.9-D	City of Rialto
Valley Boulevard (EW) - #15	TS	2	3	**1**	**2**	3	**1**	**2**	2	1>	**2**	2	1	40.3-D	51.8-D	City of Rialto
I-10 Freeway WB Ramps (EW) - #16	TS	2	3	0	0	4	**2**	0	0	0	1.33	0.33	1.33	14.1-B	15.4-B	City of Rialto
I-10 Freeway EB Ramps (EW) - #17	TS	0	2.5	0.5	2	2	0	1.33	0.33	1.33	0	0	0	21.2-C	28.5-C	City of Rialto
Jurupa Avenue (EW) - #18	TS	1	**3**	0	0	**2.5**	**0.5**	1	0	1	0	0	0	10.8-B	16.4-B	City of Rialto
Agua Mansa Road (EW) - #19	TS	1	**2.5**	0.5	1	**2.5**	0.5	1	**2**	1	1	**2**	1	28.2-C	44.1-D	City of Rialto
Main Street (NS) at:																
Columbia Avenue (EW) - #20	TS	1	2	1	1	2	d	1	1	d	1	1	1	26.5-C	49.0-D	City of Riverside
SR-60 Freeway WB Ramps (EW) - #21	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	16.8-B	25.9-C	City of Riverside
SR-60 Freeway EB Ramps (EW) - #22	TS	0	2	1	**2**	2	0	0.5	1	0.5	0	0	0	21.5-C	34.5-C	City of Riverside
Wildrose Avenue (NS) at:																
Valley Boulevard (EW) - #23	TS	**1**	**0.5**	**0.5**	2	0.5	0.5	2	1.5	0.5	**1**	2	1	15.9-B	17.5-B	City of Colton
Indigo Avenue (NS) at:																
San Bernardino Avenue (EW) - #24	AWS	0.5	0.5	d	0	1	0	1	2	0	1	**1.5**	0.5	9.9-A	12.5-B	City of Colton
Eucalyptus Avenue (NS) at:																
San Bernardino Avenue (EW) - #25	**TS**	**1**	**0.5**	**0.5**	0	1	0	1	**1.5**	0.5	**1**	**1.5**	0.5	8.5-A	9.1-A	City of Colton
Pepper Avenue (NS) at:																
Highland Avenue (SR-30) (EW) - #26	TS	1	1	1	0	1	0	1	2	0	1	2	0	29.6-C	46.1-D	City of Rialto/County of San Bernardino
SR-210 Freeway WB Ramps (EW) - #27	TS	1	2	0	0	2	0	0	0	0	1	0	1	13.5-B	13.1-B	City of Rialto
SR-210 Freeway EB Ramps (EW) - #28	TS	0	2	0	1	2	0	1	0	1	0	0	0	11.4-B	12.3-B	City of Rialto
Baseline Road (EW) - #29	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	**2.5**	0.5	9.0-A	8.8-A	City of Rialto
Foothill Boulevard (SR-66) (EW) - #30	TS	1	1.5	0.5	1	1.5	0.5	1	**2.5**	0.5	1	**2.5**	0.5	21.8-C	26.7-C	City of Rialto/City of San Bernardino
Rialto Avenue (EW) - #31	**TS**	1	1.5	0.5	1	1.5	0.5	**1**	**1.5**	0.5	**1**	**1.5**	0.5	35.4-D	38.5-D	City of San Bernardino
Merrill Avenue (EW) - #32	TS	1	1.5	0.5	1	1.5	0.5	1	2	1	1	2	1	24.2-C	29.2-C	City of San Bernardino
San Bernardino Avenue (EW) - #33	TS	2	2	1	1	1.5	0.5	1	**1.5**	0.5	1	**1.5**	0.5	18.5-B	21.5-C	City of Colton
Violet Avenue (EW) - #34	TS	**1**	2.5	0.5	1	2.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	12.1-B	11.8-B	City of Colton
Hospital Entrance (EW) - #35	TS	**1**	2	1	1	1.5	0.5	**1**	**0.5**	**0.5**	1	0.5	0.5	12.0-B	16.8-B	City of Colton
Valley Boulevard (EW) - #36	TS	2	**3**	1>	2	**3**	1>	2	**3**	1>	2	**3**	**1>**	37.5-D	44.4-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #37	TS	**2**	**2**	0	0	**2**	**2**	0	0	0	0.33	0.33	1.33	21.8-C	30.6-C	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #38	TS	0	**2**	1>>	**2.5**	**0.5**	0	**2**	1	0	0	0	0	21.2-C	27.5-C	City of Colton/County of San Bernardino
Meridian Avenue (NS) at:																
San Bernardino Avenue (EW) - #39	**TS**	1	0.5	0.5	1	0.5	0.5	1	**1.5**	0.5	**1**	**1.5**	0.5	8.7-A	9.7-A	City of Colton
Valley Boulevard (EW) - #40	**TS**	0	0	0	1	0	**2**	1	2	0	0	2	**1**	33.5-C	25.4-C	City of Colton/County of San Bernardino
Hermosa Avenue (NS) at:																
C Street (EW) - #41	CSS	0	0	1	0	0	0	0	2	1>>	1	2	0	8.5-A	8.7-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #42	**TS**	0	0	0	**1**	0	1	1	2	0	0	2	d	8.7-A	1.2-A	City of Colton/County of San Bernardino
Rancho Avenue (NS) at:																
Olive Street (EW) - #43	TS	1	1.5	0.5	1	1.5	0.5	**1**	0.5	0.5	**1**	0.5	0.5	9.5-A	9.9-A	City of Colton/County of San Bernardino
Valley Boulevard (EW) - #44	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1	1	38.3-D	40.9-D	City of Colton/County of San Bernardino
I-10 Freeway WB Ramps (EW) - #45	TS	1	2	0	0	1.5	0.5	0	0	0	0.5	0.5	1	19.4-B	16.9-B	City of Colton/County of San Bernardino
I-10 Freeway EB Ramps (EW) - #46	TS	0	1.5	0.5	1	2	0	0.5	0.5	1	0	0	0	16.2-B	27.0-C	City of Colton/County of San Bernardino
Agua Mansa Road (EW) - #47	TS	1	1.5	0.5	1	1.5	0.5	**1**	0.5	0.5	**1**	0.5	0.5	22.4-C	20.3-C	City of Colton
La Cadena Drive (NS) at:																
Rancho Avenue (EW) - #48	**TS**	1	**3**	0	0	**2.5**	0.5	1	0	1	0	0	0	8.2-A	37.6-D	City of Colton
I-215 Freeway SB Ramps (EW) - #49	**TS**	0	**2**	0	0	**2**	0	1	0	1	0	0	0	9.7-A	16.4-B	City of Colton
I-215 Freeway NB Ramps (EW) - #50	**TS**	0	**1.5**	1.5>>	**1**	1	0	0	0	0	1	0	1	12.6-B	14.4-B	City of Colton
Mount Vernon Avenue (NS) at:																
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	TS	**2**	**1.5**	0.5	1	1.5	0.5	1	1	**1**	1	1	**1**	41.0-D	51.5-D	City of Colton
I-10 Freeway EB Ramps (NS) at:																
Mount Vernon Avenue (EW) - #52	TS	0	1	0	0.5	0.5	1	1	**1.5**	0.5	0.5	1.5	1	39.7-D	47.0-D	City of Colton

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d = De Facto; > = Right Turn Overlap; >> = Free Right Turn**1** = Improvement

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

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

[4] The traffic volumes have been adjusted to account for the Bloomington Avenue fifth leg methodology provided by the City of San Bernardino (see Appendix I).

Table 13

Year 2035 Freeway Mainline Morning Peak Hour Operations Analysis

Freeway	Segment Limits	Lanes		Capacity	Project Trips	Year 2035 W/O Project			Year 2035 W/Project		
		Gen. Use	HOV			Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	4	1	10,800	202	15,179	1.41	F	15,381	1.42	F
	Waterman Avenue to I-215 Freeway	4	1	10,800	202	14,640	1.36	F	14,842	1.37	F
	I-215 Freeway to Mount Vernon Avenue	4	1	10,800	202	14,767	1.37	F	14,969	1.39	F
	Mount Vernon Avenue to La Cadena Drive	4	1	10,800	221	16,228	1.50	F	16,449	1.52	F
	La Cadena Drive to Rancho Avenue	4	1	10,800	221	15,320	1.42	F	15,541	1.44	F
	Rancho Avenue to Pepper Avenue	4	1	10,800	221	15,287	1.42	F	15,508	1.44	F
	Pepper Avenue to Riverside Avenue	4	1	10,800	75	14,895	1.38	F	14,971	1.39	F
	Riverside Avenue to Cedar Avenue	4	1	10,800	499	15,075	1.40	F	15,574	1.44	F
	Cedar Avenue to Sierra Avenue	4	1	10,800	444	16,006	1.48	F	16,449	1.52	F
	Sierra Avenue to Citrus Avenue	4	1	10,800	444	15,886	1.47	F	16,330	1.51	F
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	4	1	10,800	760	9,064	0.84	D	9,824	0.91	D
	Sierra Avenue to Cedar Avenue	4	1	10,800	760	9,036	0.84	D	9,796	0.91	D
	Cedar Avenue to Riverside Avenue	4	1	10,800	760	8,561	0.79	D	9,321	0.86	D
	Riverside Avenue to Pepper Avenue	4	1	10,800	787	8,636	0.80	D	9,423	0.87	D
	Pepper Avenue to Rancho Avenue	4	1	10,800	787	8,638	0.80	D	9,425	0.87	D
	Rancho Avenue to La Cadena Avenue	4	1	10,800	787	8,640	0.80	D	9,427	0.87	D
	La Cadena Drive to Mount Vernon Avenue	4	1	10,800	263	8,715	0.81	D	8,979	0.83	D
	Mount Vernon Avenue to I-215 Freeway	4	1	10,800	145	8,637	0.80	D	8,783	0.81	D
	I-215 Freeway to Waterman Avenue	4	1	10,800	130	7,501	0.69	C	7,631	0.71	C
	Waterman Avenue to Tippecanoe Avenue	4	1	10,800	130	8,587	0.80	D	8,717	0.81	D
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	4	1	10,800	11	5,789	0.54	B	5,800	0.54	B
	Mount Vernon Avenue to I-10 Freeway	4	1	10,800	11	6,707	0.62	C	6,718	0.62	C
	I-10 Freeway to Auto Center Drive	4	1	10,800	11	5,882	0.54	C	5,893	0.55	C
	Auto Center Drive to Inland Center Drive	4	1	10,800	11	6,540	0.61	C	6,551	0.61	C
	Inland Center Drive to Mill Street	4	1	10,800	11	5,652	0.52	B	5,663	0.52	B
	Mill Street to 2nd Street	4	1	10,800	11	6,013	0.56	C	6,024	0.56	C
	2nd Street to 5th Street	4	1	10,800	11	5,776	0.53	B	5,787	0.54	B
	5th Street to Baseline Street	4	1	10,800	11	5,566	0.52	B	5,577	0.52	B
	Baseline Street to SR-259	4	1	10,800	11	4,582	0.42	B	4,593	0.43	B
I-215 Freeway SB	SR-259 to Baseline Street	4	1	10,800	32	11,549	1.07	F	11,580	1.07	F
	Baseline Street to 5th Street	4	1	10,800	32	12,464	1.15	F	12,495	1.16	F
	5th Street to 2nd Street	4	1	10,800	32	12,210	1.13	F	12,241	1.13	F
	2nd Street to Mill Street	4	1	10,800	32	12,368	1.15	F	12,400	1.15	F
	Mill Street to Inland Center Drive	4	1	10,800	32	10,937	1.01	F	10,969	1.02	F
	Inland Center Drive to Auto Center Drive	4	1	10,800	32	11,333	1.05	F	11,364	1.05	F
	Auto Center Drive to I-10 Freeway	4	1	10,800	32	12,904	1.19	F	12,935	1.20	F
	I-10 Freeway to Mount Vernon Avenue	4	1	10,800	32	13,227	1.22	F	13,259	1.23	F
	Mount Vernon Avenue to Barton Road	4	1	10,800	32	11,665	1.08	F	11,696	1.08	F

Table 14

Year 2035 Freeway Mainline Evening Peak Hour Operations Analysis

Freeway	Segment Limits	Lanes		Capacity	Project Trips	Year 2035 W/O Project			Year 2035 W/Project		
		Gen. Use	HOV			Trips	Vol/ Cap	LOS	Trips	Vol/ Cap	LOS
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	4	1	10,800	1010	10,733	0.99	E	11,742	1.09	F
	Waterman Avenue to I-215 Freeway	4	1	10,800	1010	12,534	1.16	F	13,544	1.25	F
	I-215 Freeway to Mount Vernon Avenue	4	1	10,800	1010	10,888	1.01	F	11,898	1.10	F
	Mount Vernon Avenue to La Cadena Drive	4	1	10,800	1101	11,072	1.03	F	12,173	1.13	F
	La Cadena Drive to Rancho Avenue	4	1	10,800	1101	10,804	1.00	F	11,905	1.10	F
	Rancho Avenue to Pepper Avenue	4	1	10,800	1101	10,700	0.99	E	11,801	1.09	F
	Pepper Avenue to Riverside Avenue	4	1	10,800	427	10,657	0.99	E	11,084	1.03	F
	Riverside Avenue to Cedar Avenue	4	1	10,800	444	10,784	1.00	E	11,228	1.04	F
	Cedar Avenue to Sierra Avenue	4	1	10,800	410	12,034	1.11	F	12,444	1.15	F
	Sierra Avenue to Citrus Avenue	4	1	10,800	410	10,929	1.01	F	11,339	1.05	F
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	4	1	10,800	562	14,797	1.37	F	15,358	1.42	F
	Sierra Avenue to Cedar Avenue	4	1	10,800	562	14,174	1.31	F	14,736	1.36	F
	Cedar Avenue to Riverside Avenue	4	1	10,800	562	13,002	1.20	F	13,564	1.26	F
	Riverside Avenue to Pepper Avenue	4	1	10,800	647	13,097	1.21	F	13,745	1.27	F
	Pepper Avenue to Rancho Avenue	4	1	10,800	647	14,217	1.32	F	14,864	1.38	F
	Rancho Avenue to La Cadena Avenue	4	1	10,800	647	14,335	1.33	F	14,983	1.39	F
	La Cadena Drive to Mount Vernon Avenue	4	1	10,800	272	14,637	1.36	F	14,909	1.38	F
	Mount Vernon Avenue to I-215 Freeway	4	1	10,800	727	14,338	1.33	F	15,065	1.39	F
	I-215 Freeway to Waterman Avenue	4	1	10,800	661	13,789	1.28	F	14,449	1.34	F
	Waterman Avenue to Tippecanoe Avenue	4	1	10,800	661	13,649	1.26	F	14,309	1.32	F
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	4	1	10,800	45	10,624	0.98	E	10,670	0.99	E
	Mount Vernon Avenue to I-10 Freeway	4	1	10,800	45	12,528	1.16	F	12,573	1.16	F
	I-10 Freeway to Auto Center Drive	4	1	10,800	45	12,376	1.15	F	12,421	1.15	F
	Auto Center Drive to Inland Center Drive	4	1	10,800	45	12,688	1.17	F	12,734	1.18	F
	Inland Center Drive to Mill Street	4	1	10,800	45	11,881	1.10	F	11,927	1.10	F
	Mill Street to 2nd Street	4	1	10,800	45	12,068	1.12	F	12,113	1.12	F
	2nd Street to 5th Street	4	1	10,800	45	10,369	0.96	E	10,414	0.96	E
	5th Street to Baseline Street	4	1	10,800	45	12,255	1.13	F	12,301	1.14	F
	Baseline Street to SR-259	4	1	10,800	45	9,729	0.90	D	9,775	0.91	D
I-215 Freeway SB	SR-259 to Baseline Street	4	1	10,800	29	6,035	0.56	C	6,064	0.56	C
	Baseline Street to 5th Street	4	1	10,800	29	6,699	0.62	C	6,728	0.62	C
	5th Street to 2nd Street	4	1	10,800	29	6,217	0.58	C	6,246	0.58	C
	2nd Street to Mill Street	4	1	10,800	29	6,741	0.62	C	6,770	0.63	C
	Mill Street to Inland Center Drive	4	1	10,800	29	5,690	0.53	B	5,719	0.53	B
	Inland Center Drive to Auto Center Drive	4	1	10,800	29	6,135	0.57	C	6,164	0.57	C
	Auto Center Drive to I-10 Freeway	4	1	10,800	29	7,054	0.65	C	7,083	0.66	C
	I-10 Freeway to Mount Vernon Avenue	4	1	10,800	29	7,370	0.68	C	7,398	0.69	C
	Mount Vernon Avenue to Barton Road	4	1	10,800	29	6,262	0.58	C	6,291	0.58	C

Table 15

Year 2035 Freeway Mainline Morning Peak Hour Operations Analysis With Improvements

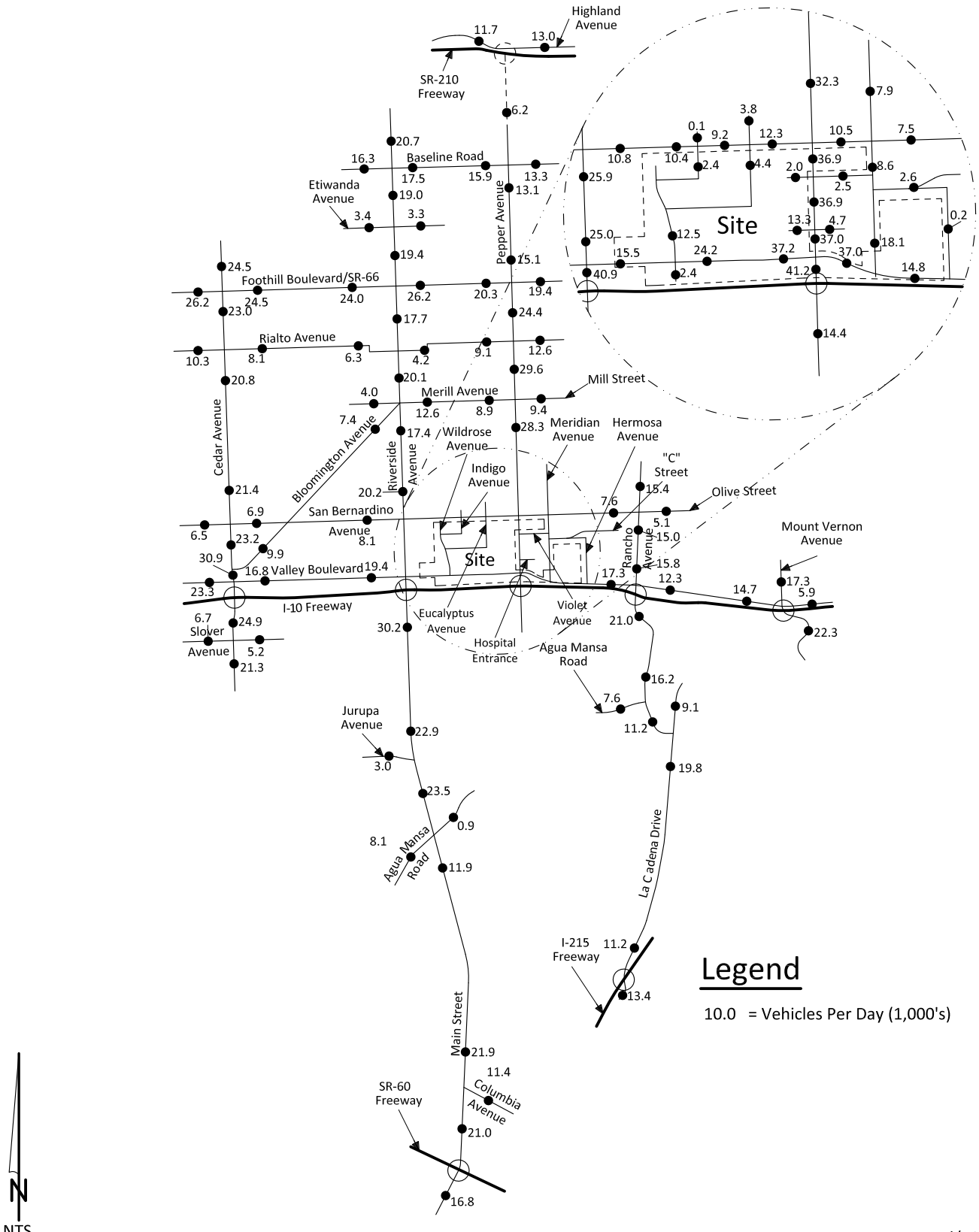
Freeway	Segment Limits	Improvement (Lanes Added)		Improved			
		General	HOV	Capacity	Trips	Vol/ Cap	LOS
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	2	0	15,400	15,381	1.00	E
	Waterman Avenue to I-215 Freeway	2	0	15,400	14,842	0.96	E
	I-215 Freeway to Mount Vernon Avenue	2	0	15,400	14,969	0.97	E
	Mount Vernon Avenue to La Cadena Drive	3	0	17,700	16,449	0.93	D
	La Cadena Drive to Rancho Avenue	3	0	17,700	15,541	0.88	D
	Rancho Avenue to Pepper Avenue	3	0	17,700	15,508	0.88	D
	Pepper Avenue to Riverside Avenue	2	0	15,400	14,971	0.97	E
	Riverside Avenue to Cedar Avenue	3	0	17,700	15,574	0.88	D
	Cedar Avenue to Sierra Avenue	3	0	17,700	16,449	0.93	D
	Sierra Avenue to Citrus Avenue	3	0	17,700	16,330	0.92	D
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	2	0	15,400	9,824	0.64	C
	Sierra Avenue to Cedar Avenue	2	0	15,400	9,796	0.64	C
	Cedar Avenue to Riverside Avenue	2	0	15,400	9,321	0.61	C
	Riverside Avenue to Pepper Avenue	2	0	15,400	9,423	0.61	C
	Pepper Avenue to Rancho Avenue	2	0	15,400	9,425	0.61	C
	Rancho Avenue to La Cadena Avenue	2	0	15,400	9,427	0.61	C
	La Cadena Drive to Mount Vernon Avenue	2	0	15,400	8,979	0.58	C
	Mount Vernon Avenue to I-215 Freeway	2	0	15,400	8,783	0.57	C
	I-215 Freeway to Waterman Avenue	2	0	15,400	7,631	0.50	B
	Waterman Avenue to Tippecanoe Avenue	2	0	15,400	8,717	0.57	C
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	0	0	10,800	5,800	0.54	B
	Mount Vernon Avenue to I-10 Freeway	1	0	13,100	6,718	0.51	B
	I-10 Freeway to Auto Center Drive	1	0	13,100	5,893	0.45	B
	Auto Center Drive to Inland Center Drive	1	0	13,100	6,551	0.50	B
	Inland Center Drive to Mill Street	1	0	13,100	5,663	0.43	B
	Mill Street to 2nd Street	1	0	13,100	6,024	0.46	B
	2nd Street to 5th Street	0	0	10,800	5,787	0.54	B
	5th Street to Baseline Street	1	0	13,100	5,577	0.43	B
	Baseline Street to SR-259	0	0	10,800	4,593	0.43	B
I-215 Freeway SB	SR-259 to Baseline Street	1	0	13,100	11,580	0.88	D
	Baseline Street to 5th Street	1	0	13,100	12,495	0.95	E
	5th Street to 2nd Street	1	0	13,100	12,241	0.93	E
	2nd Street to Mill Street	1	0	13,100	12,400	0.95	E
	Mill Street to Inland Center Drive	1	0	13,100	10,969	0.84	D
	Inland Center Drive to Auto Center Drive	1	0	13,100	11,364	0.87	D
	Auto Center Drive to I-10 Freeway	1	0	13,100	12,935	0.99	E
	I-10 Freeway to Mount Vernon Avenue	2	0	15,400	13,259	0.86	D
	Mount Vernon Avenue to Barton Road	1	0	13,100	11,696	0.89	D

Table 16

Year 2035 Freeway Mainline Evening Peak Hour Operations Analysis With Improvements

Freeway	Segment Limits	Improvement (Lanes Added)		Improved			
		General	HOV	Capacity	Trips	Vol/ Cap	LOS
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	2	0	15,400	11,742	0.76	C
	Waterman Avenue to I-215 Freeway	2	0	15,400	13,544	0.88	D
	I-215 Freeway to Mount Vernon Avenue	2	0	15,400	11,898	0.77	D
	Mount Vernon Avenue to La Cadena Drive	3	0	17,700	12,173	0.69	C
	La Cadena Drive to Rancho Avenue	3	0	17,700	11,905	0.67	C
	Rancho Avenue to Pepper Avenue	3	0	17,700	11,801	0.67	C
	Pepper Avenue to Riverside Avenue	2	0	15,400	11,084	0.72	C
	Riverside Avenue to Cedar Avenue	3	0	17,700	11,228	0.63	C
	Cedar Avenue to Sierra Avenue	3	0	17,700	12,444	0.70	C
	Sierra Avenue to Citrus Avenue	3	0	17,700	11,339	0.64	C
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	2	0	15,400	15,358	1.00	E
	Sierra Avenue to Cedar Avenue	2	0	15,400	14,736	0.96	E
	Cedar Avenue to Riverside Avenue	2	0	15,400	13,564	0.88	D
	Riverside Avenue to Pepper Avenue	2	0	15,400	13,745	0.89	D
	Pepper Avenue to Rancho Avenue	2	0	15,400	14,864	0.97	E
	Rancho Avenue to La Cadena Avenue	2	0	15,400	14,983	0.97	E
	La Cadena Drive to Mount Vernon Avenue	2	0	15,400	14,909	0.97	E
	Mount Vernon Avenue to I-215 Freeway	2	0	15,400	15,065	0.98	E
	I-215 Freeway to Waterman Avenue	2	0	15,400	14,449	0.94	E
	Waterman Avenue to Tippecanoe Avenue	2	0	15,400	14,309	0.93	D
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	0	0	10,800	10,670	0.99	E
	Mount Vernon Avenue to I-10 Freeway	1	0	13,100	12,573	0.96	E
	I-10 Freeway to Auto Center Drive	1	0	13,100	12,421	0.95	E
	Auto Center Drive to Inland Center Drive	1	0	13,100	12,734	0.97	E
	Inland Center Drive to Mill Street	1	0	13,100	11,927	0.91	D
	Mill Street to 2nd Street	1	0	13,100	12,113	0.92	D
	2nd Street to 5th Street	0	0	10,800	10,414	0.96	E
	5th Street to Baseline Street	1	0	13,100	12,301	0.94	E
	Baseline Street to SR-259	0	0	10,800	9,775	0.91	D
I-215 Freeway SB	SR-259 to Baseline Street	1	0	13,100	6,064	0.46	B
	Baseline Street to 5th Street	1	0	13,100	6,728	0.51	B
	5th Street to 2nd Street	1	0	13,100	6,246	0.48	B
	2nd Street to Mill Street	1	0	13,100	6,770	0.52	B
	Mill Street to Inland Center Drive	1	0	13,100	5,719	0.44	B
	Inland Center Drive to Auto Center Drive	1	0	13,100	6,164	0.47	B
	Auto Center Drive to I-10 Freeway	1	0	13,100	7,083	0.54	C
	I-10 Freeway to Mount Vernon Avenue	2	0	15,400	7,398	0.48	B
	Mount Vernon Avenue to Barton Road	1	0	13,100	6,291	0.48	B

Figure 52
Existing Plus Project Average Daily Traffic Volumes

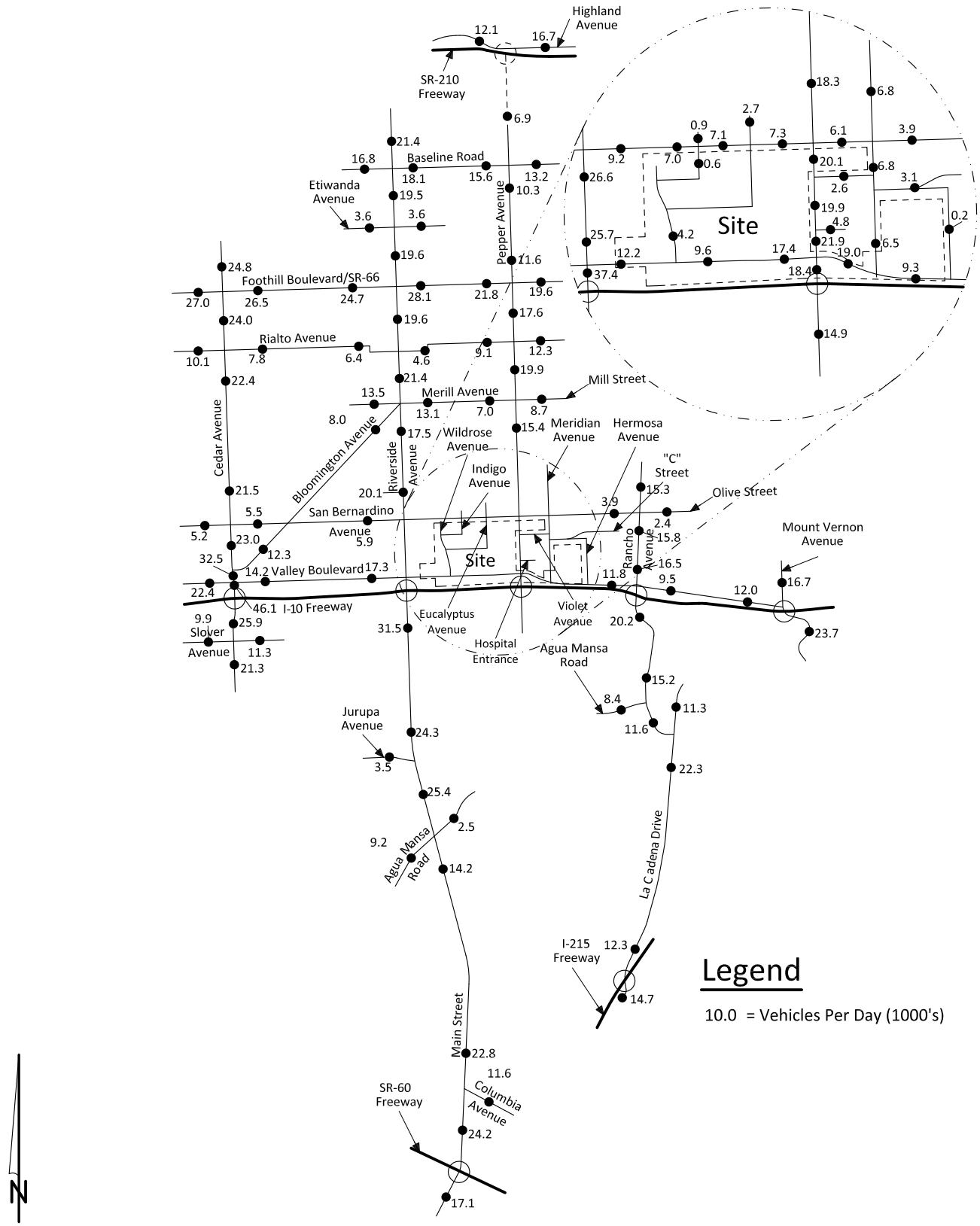


4147d/52

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 53
Opening Year (2020) Without Project Average Daily Traffic Volumes

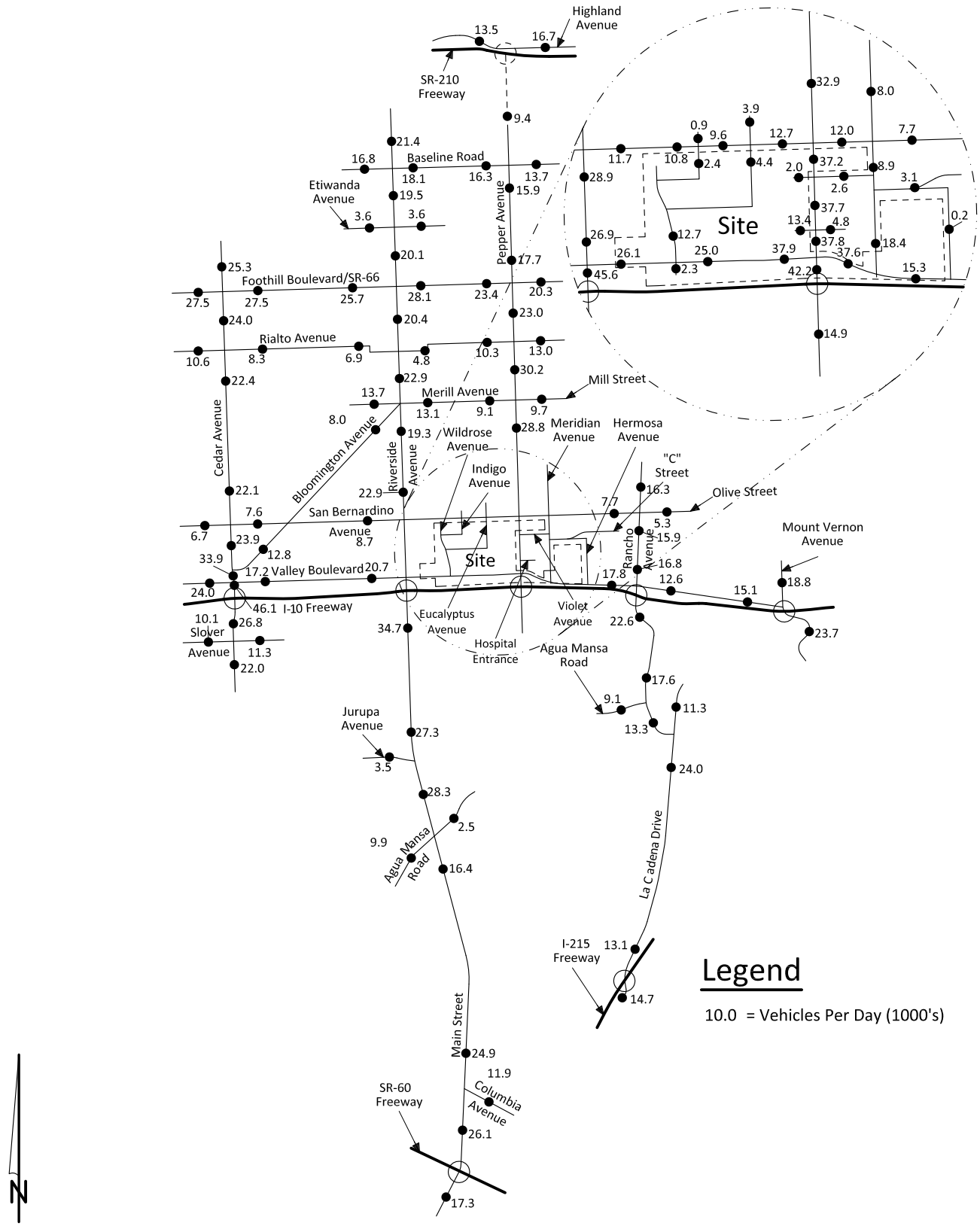


4147d/53

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 54
Opening Year (2020) With Project Average Daily Traffic Volumes

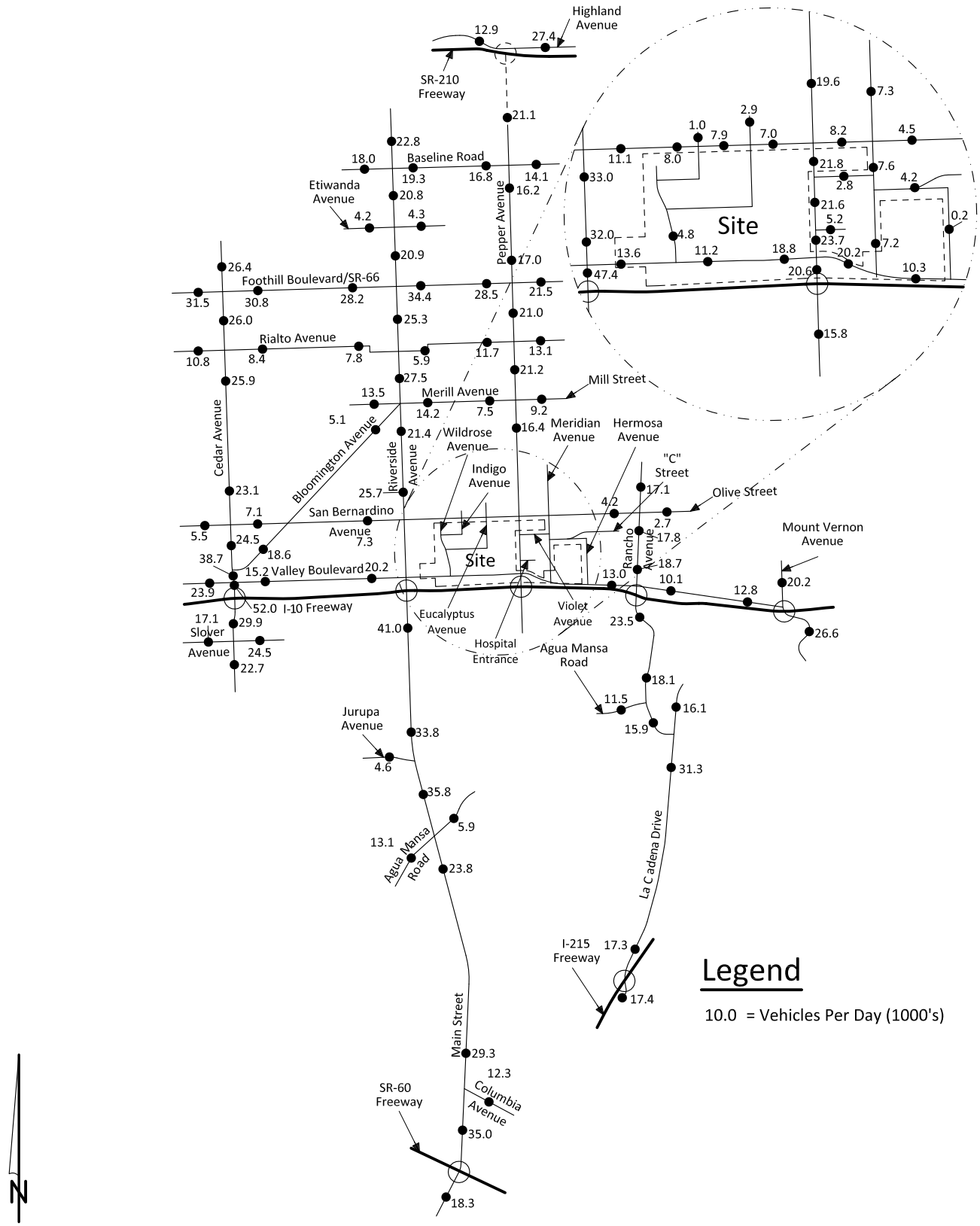


4147d/54

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 55
Year 2035 Without Project Average Daily Traffic Volumes

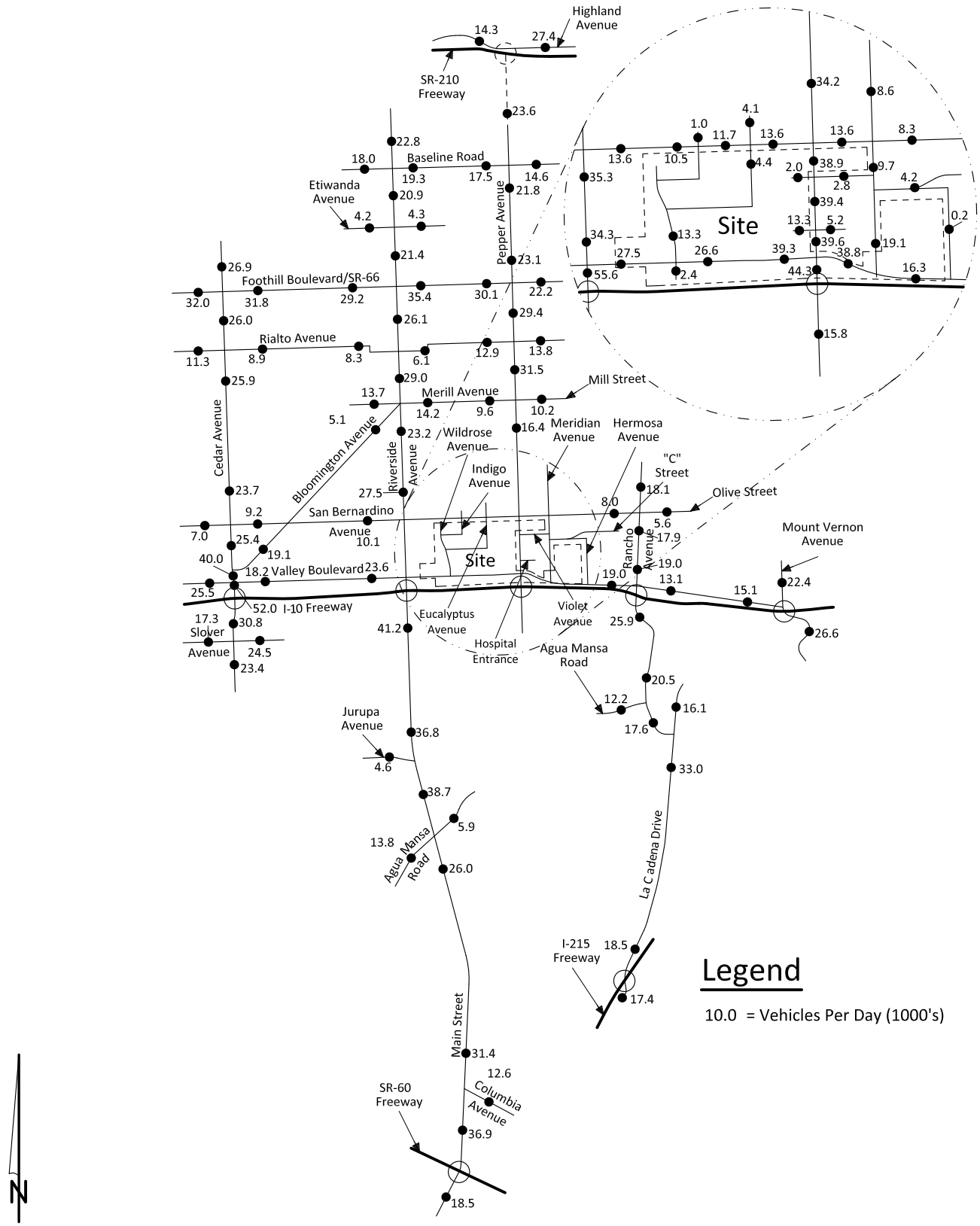


4147d/55

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 56
Year 2035 With Project Average Daily Traffic Volumes

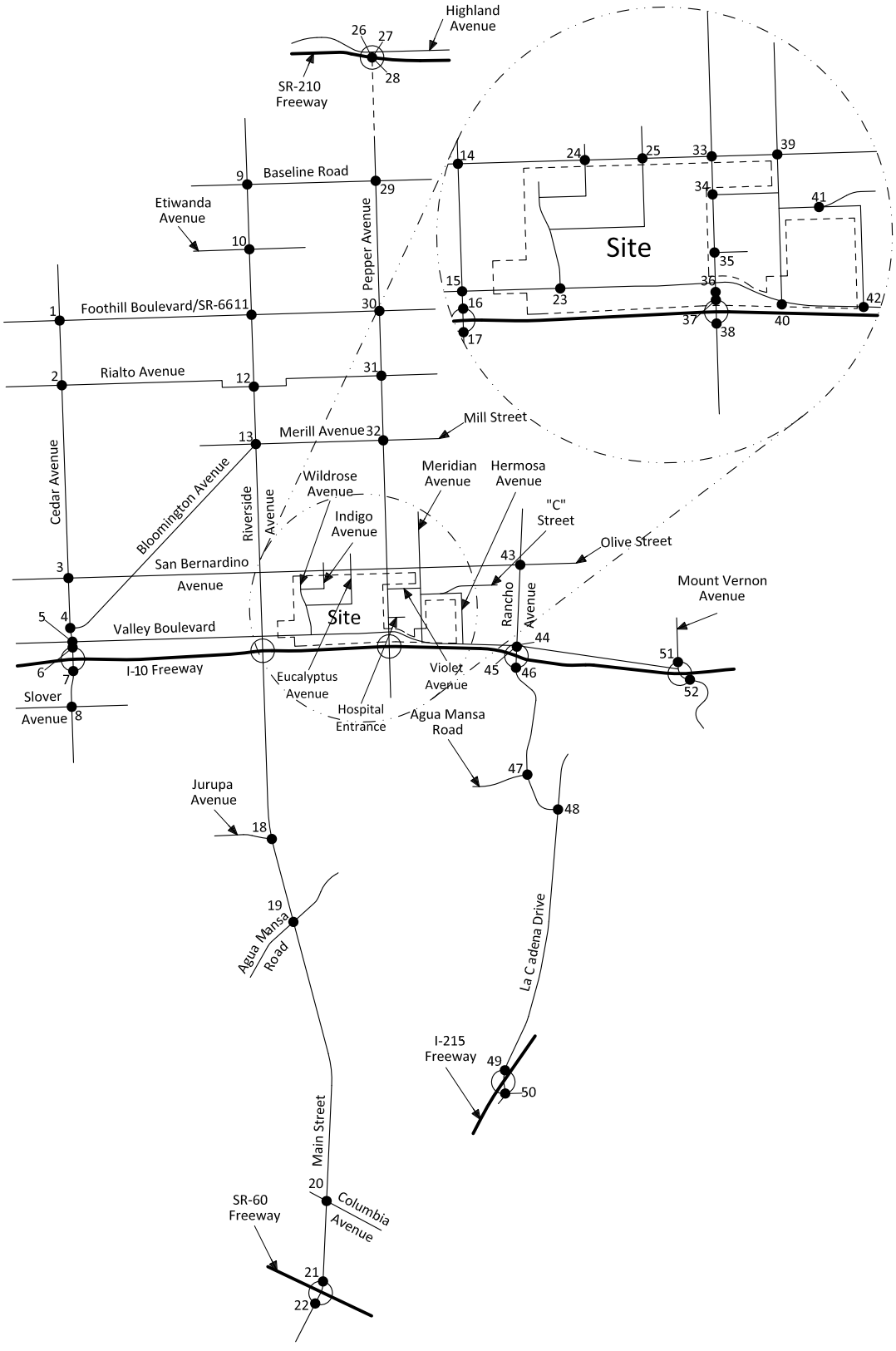


4147d/56

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 57
Study Area Intersection Reference Numbers

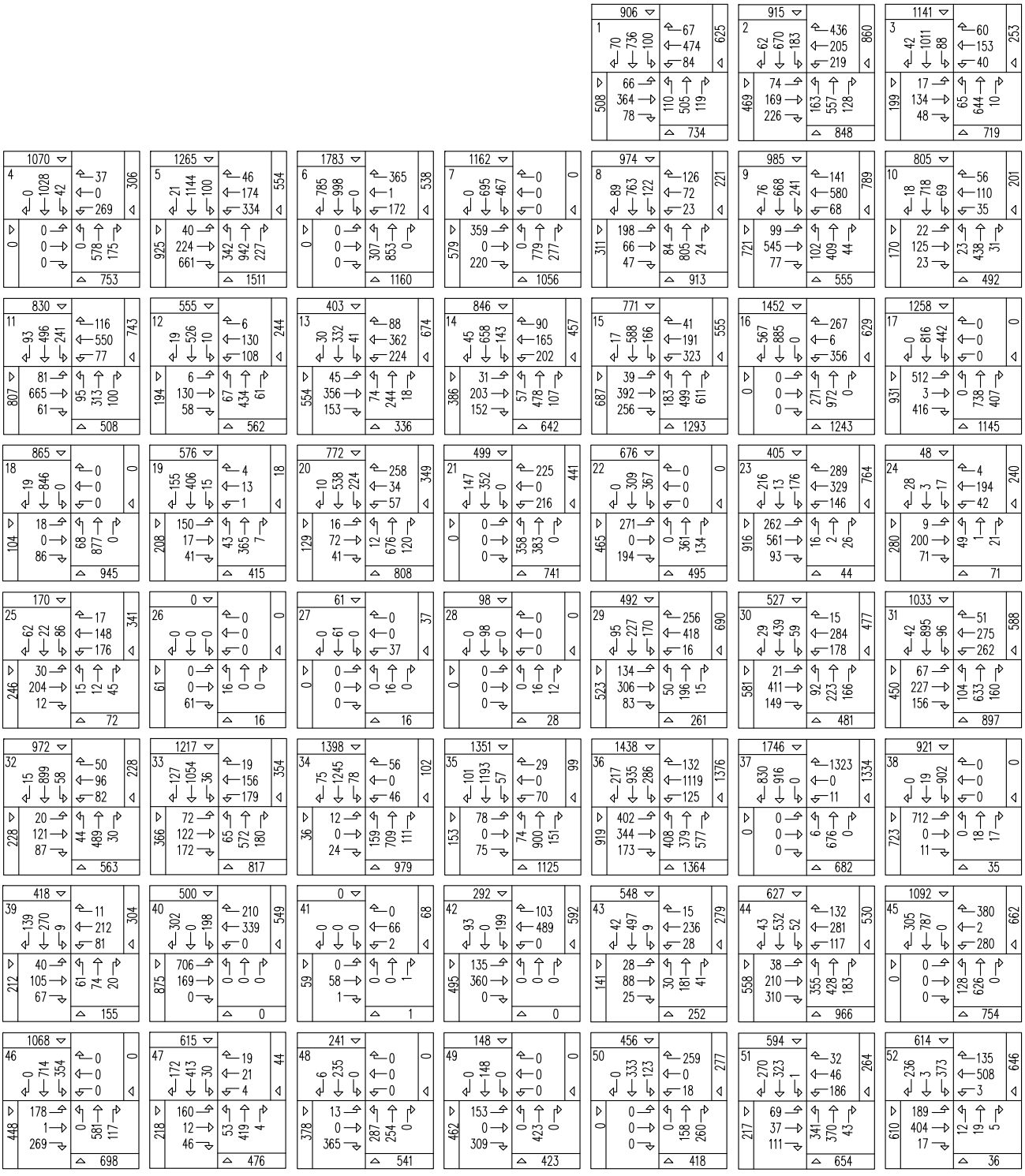


4147d/57

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 58
Existing Plus Project
Morning Peak Hour Intersection Turning Movement Volumes

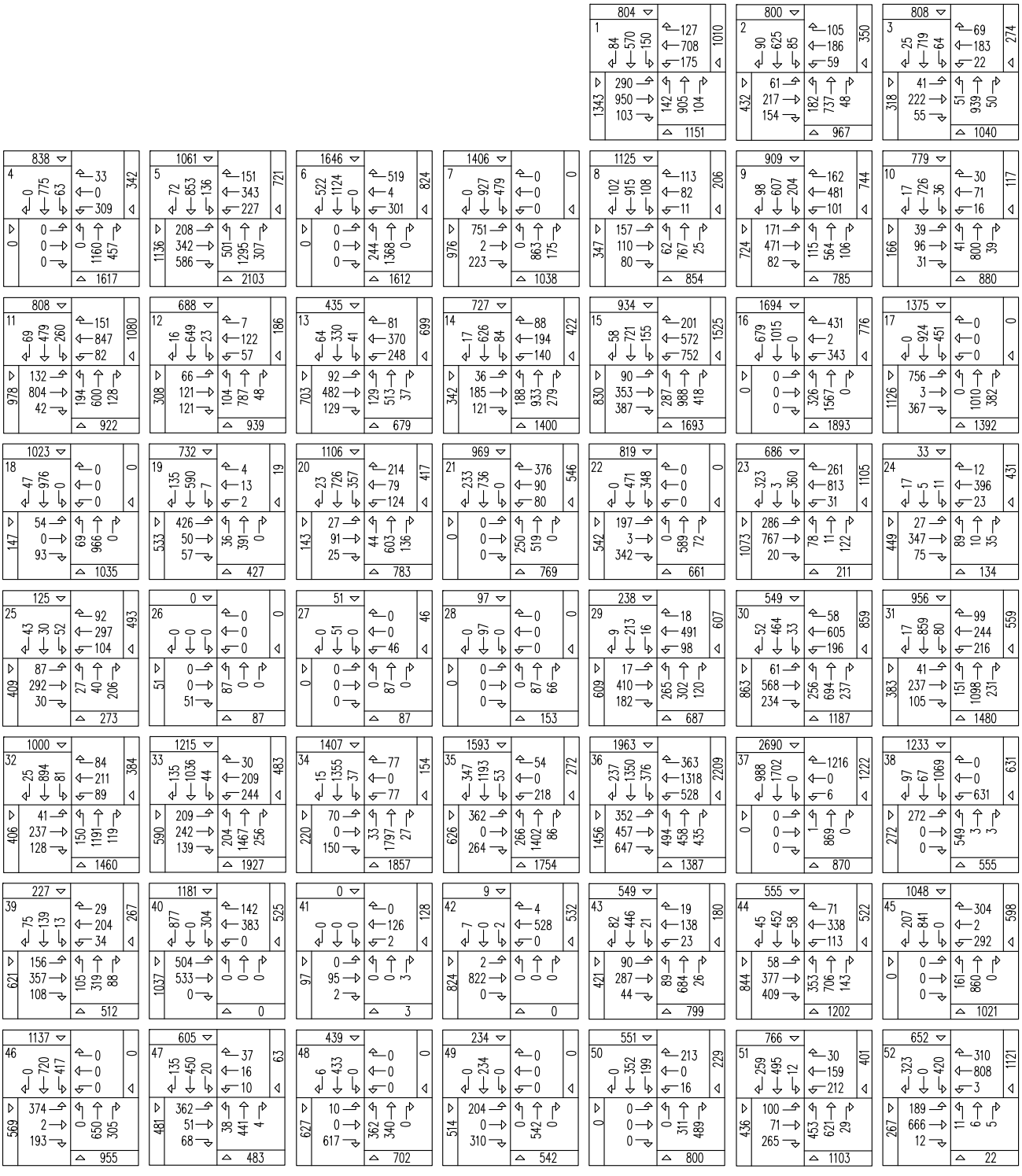


4147d/58

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 59
Existing Plus Project
Evening Peak Hour Intersection Turning Movement Volumes

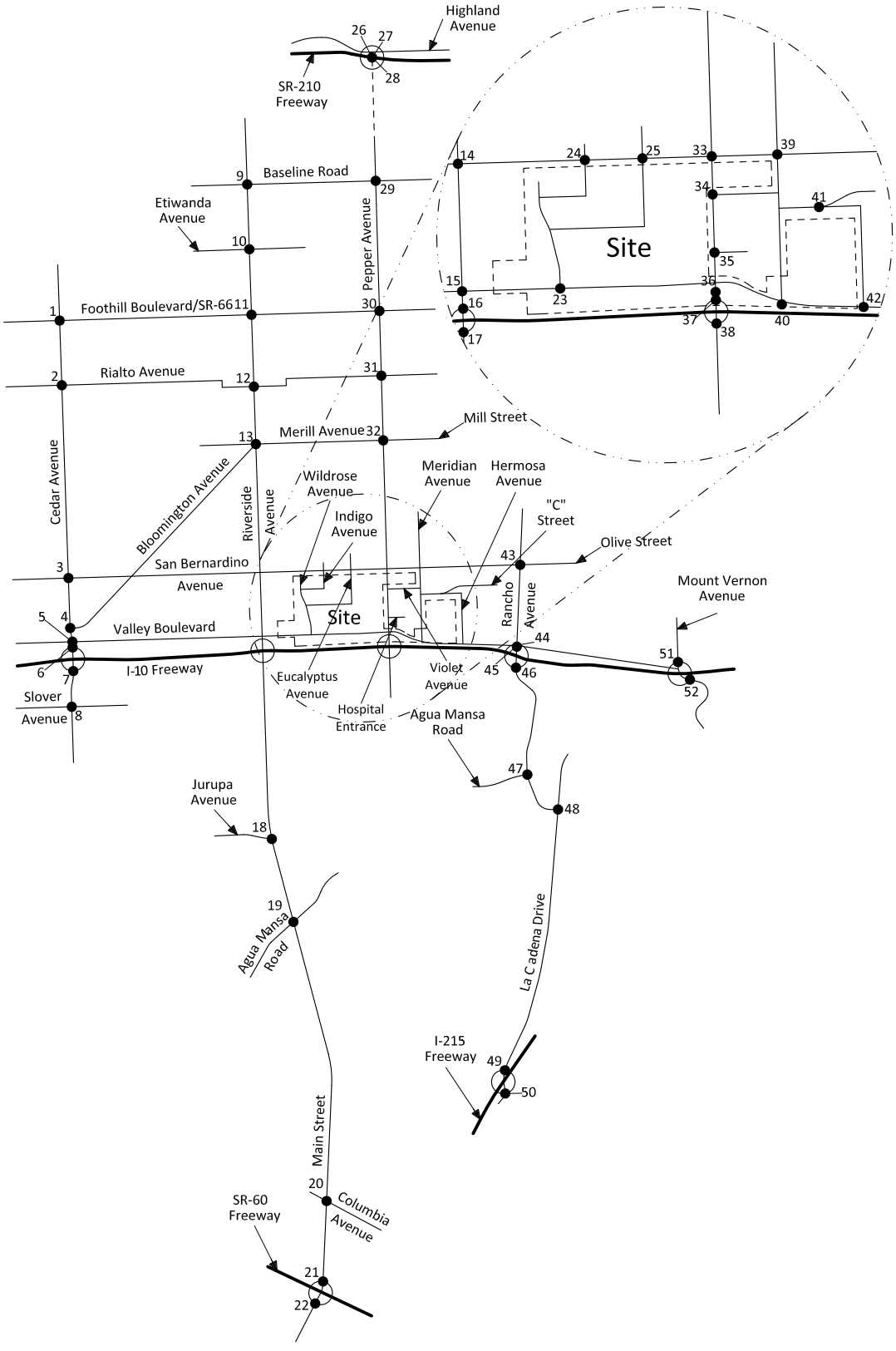


4147d/59

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 60
Study Area Intersection Reference Numbers

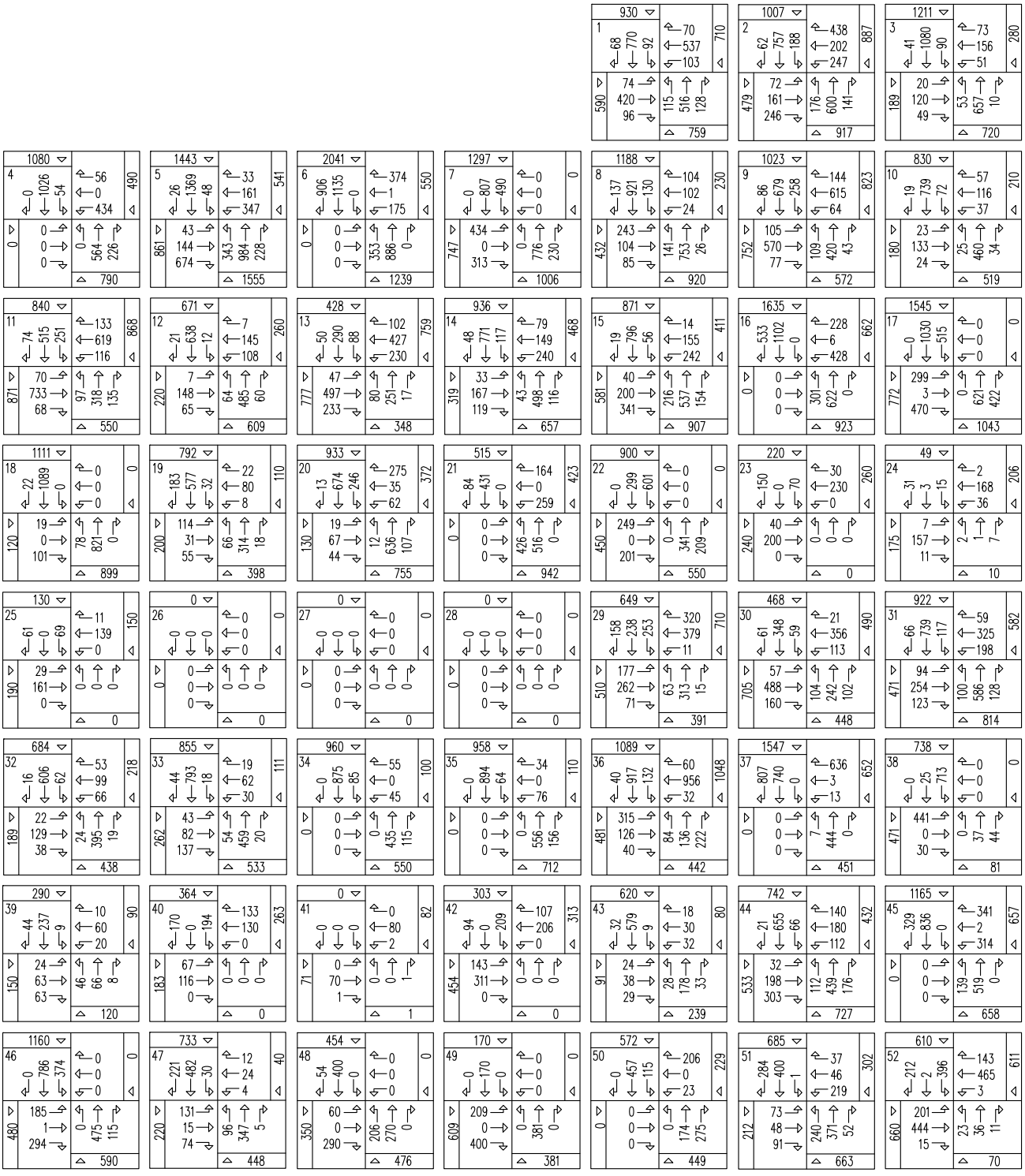


4147d/60

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 61
Opening Year (2020) Without Project
Morning Peak Hour Intersection Turning Movement Volumes

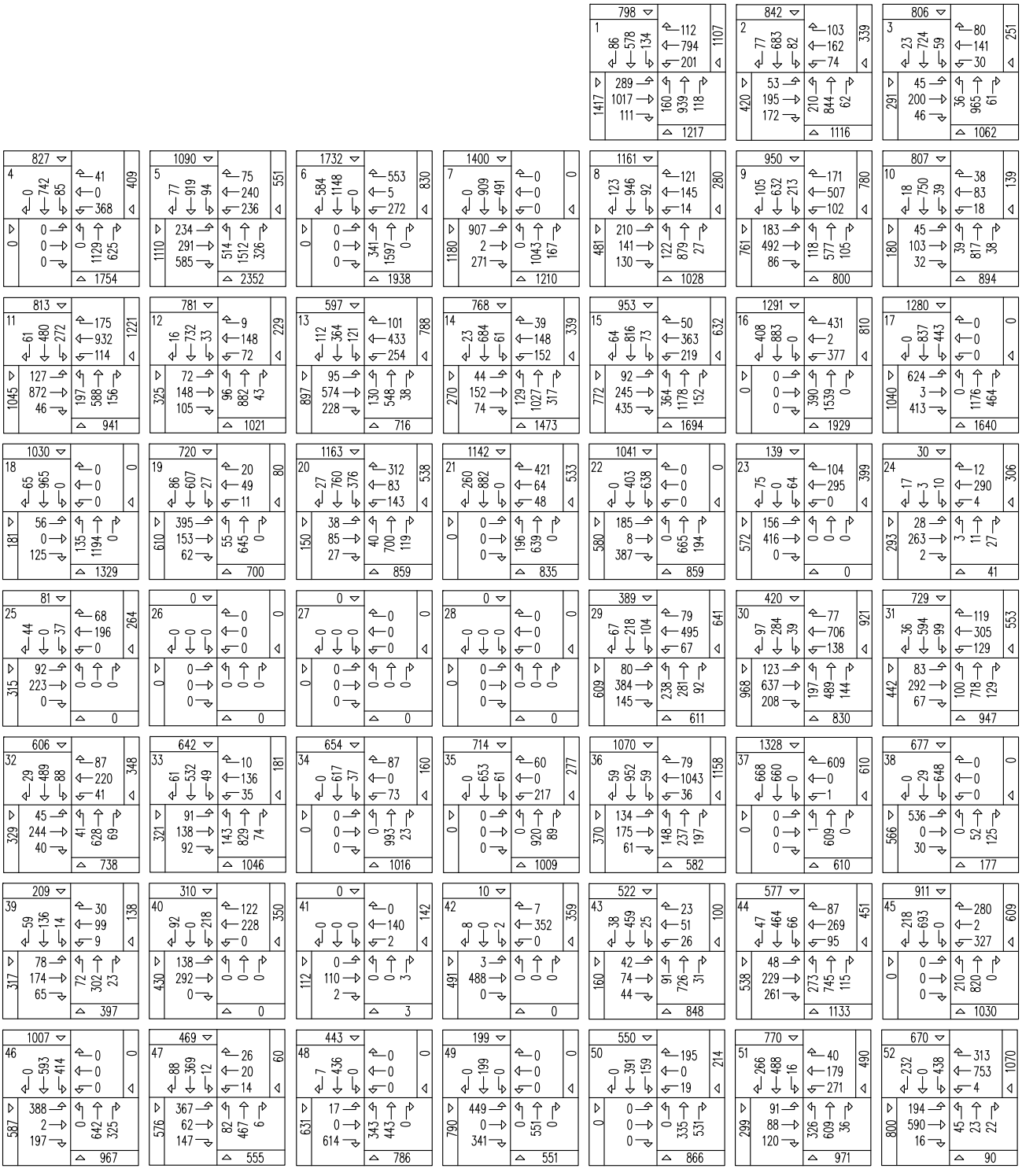


4147d/61

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 62
Opening Year (2020) Without Project
Evening Peak Hour Intersection Turning Movement Volumes

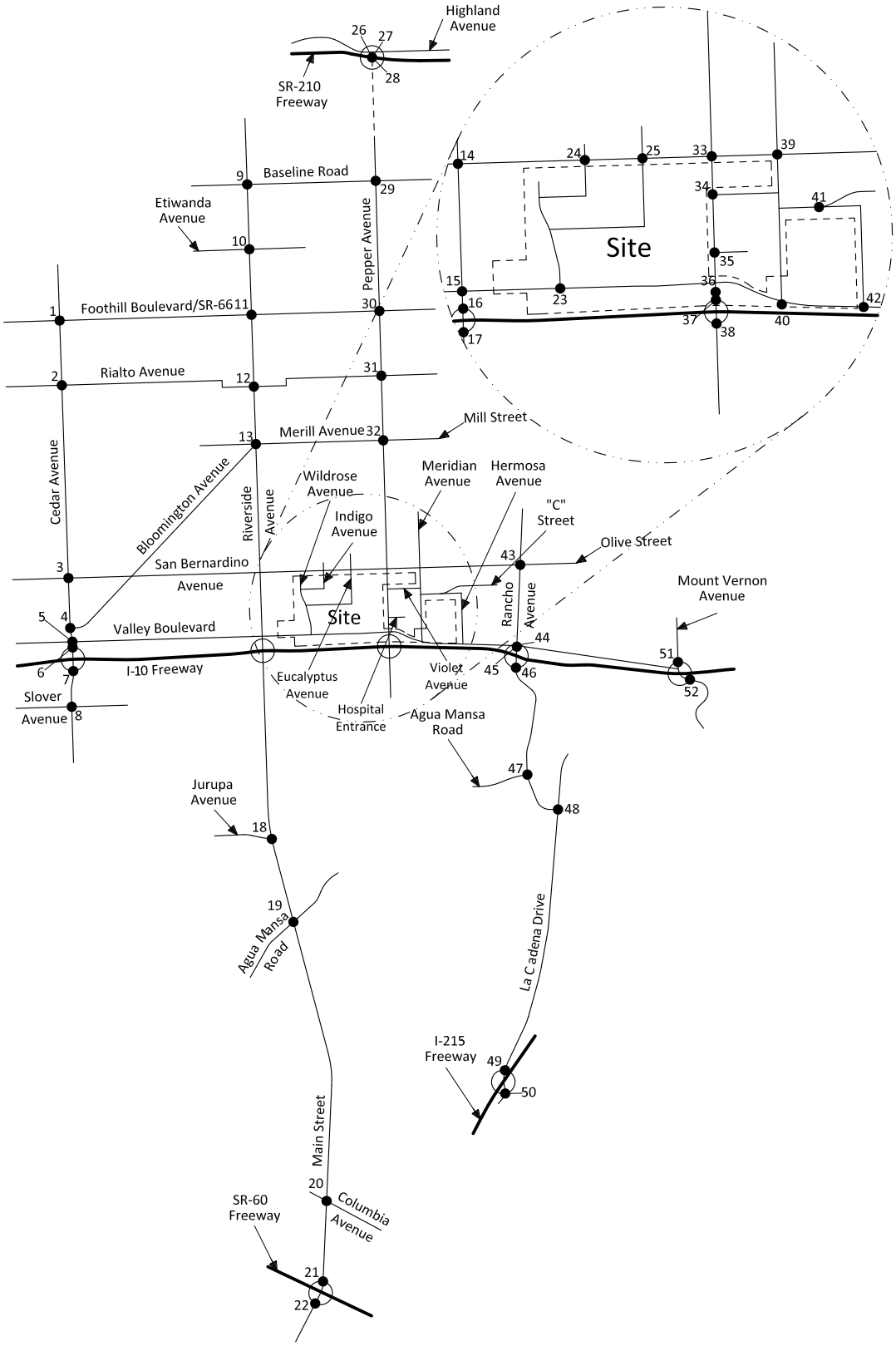


4147d/62

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 63
Study Area Intersection Reference Numbers

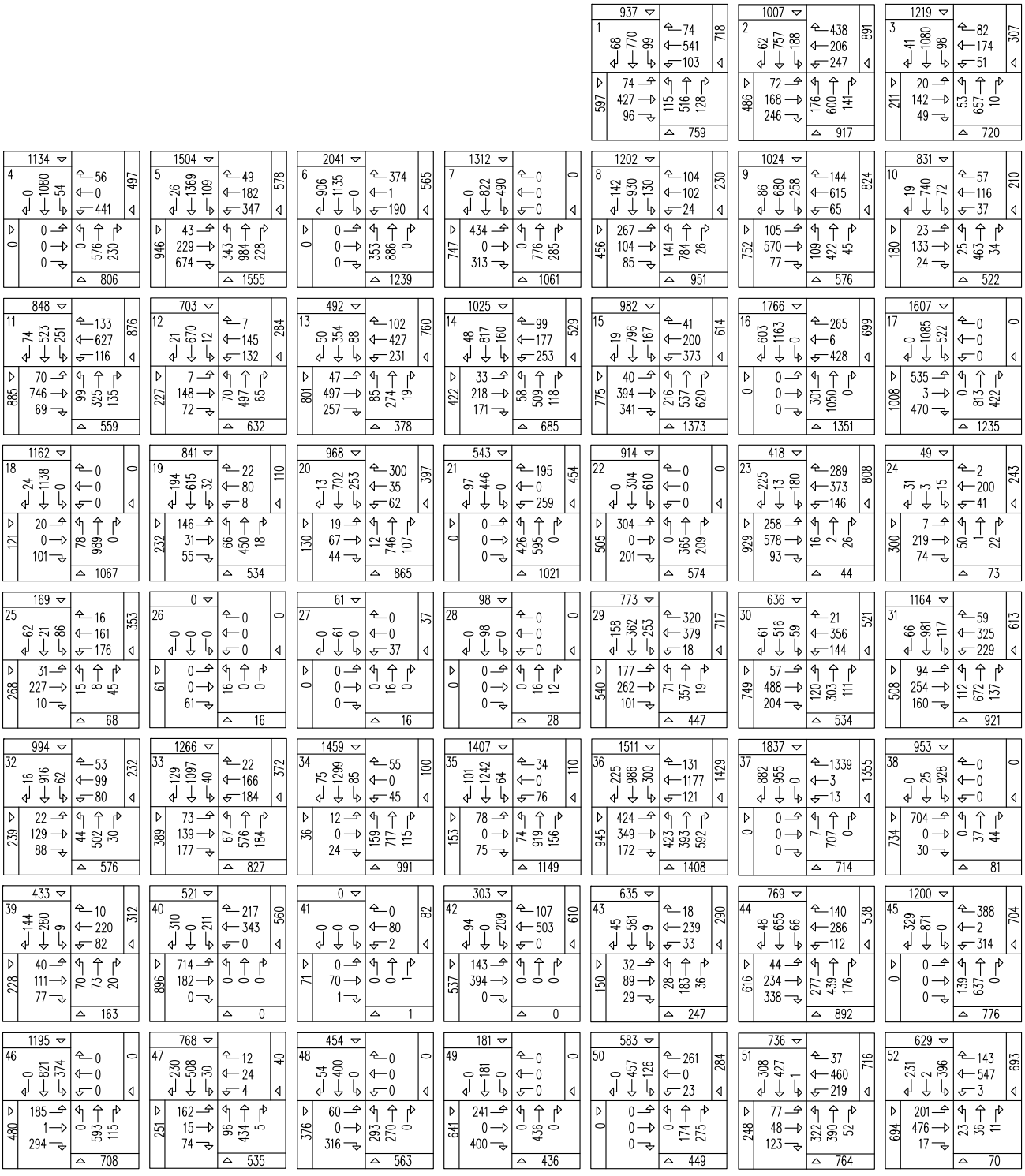


4147d/63

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 64
Opening Year (2020) With Project
Morning Peak Hour Intersection Turning Movement Volumes

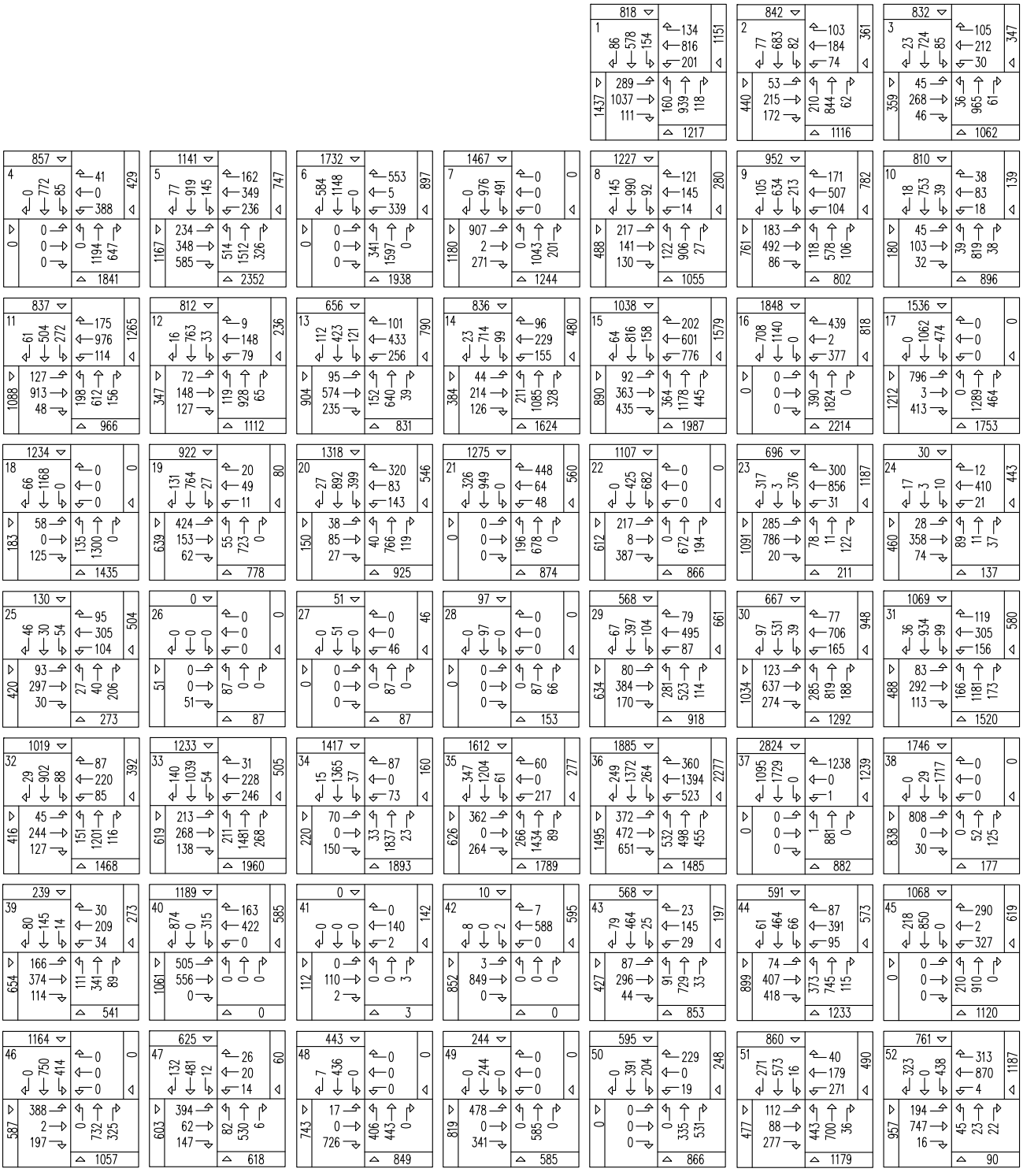


4147d/64

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 65
Opening Year (2020) With Project
Evening Peak Hour Intersection Turning Movement Volumes

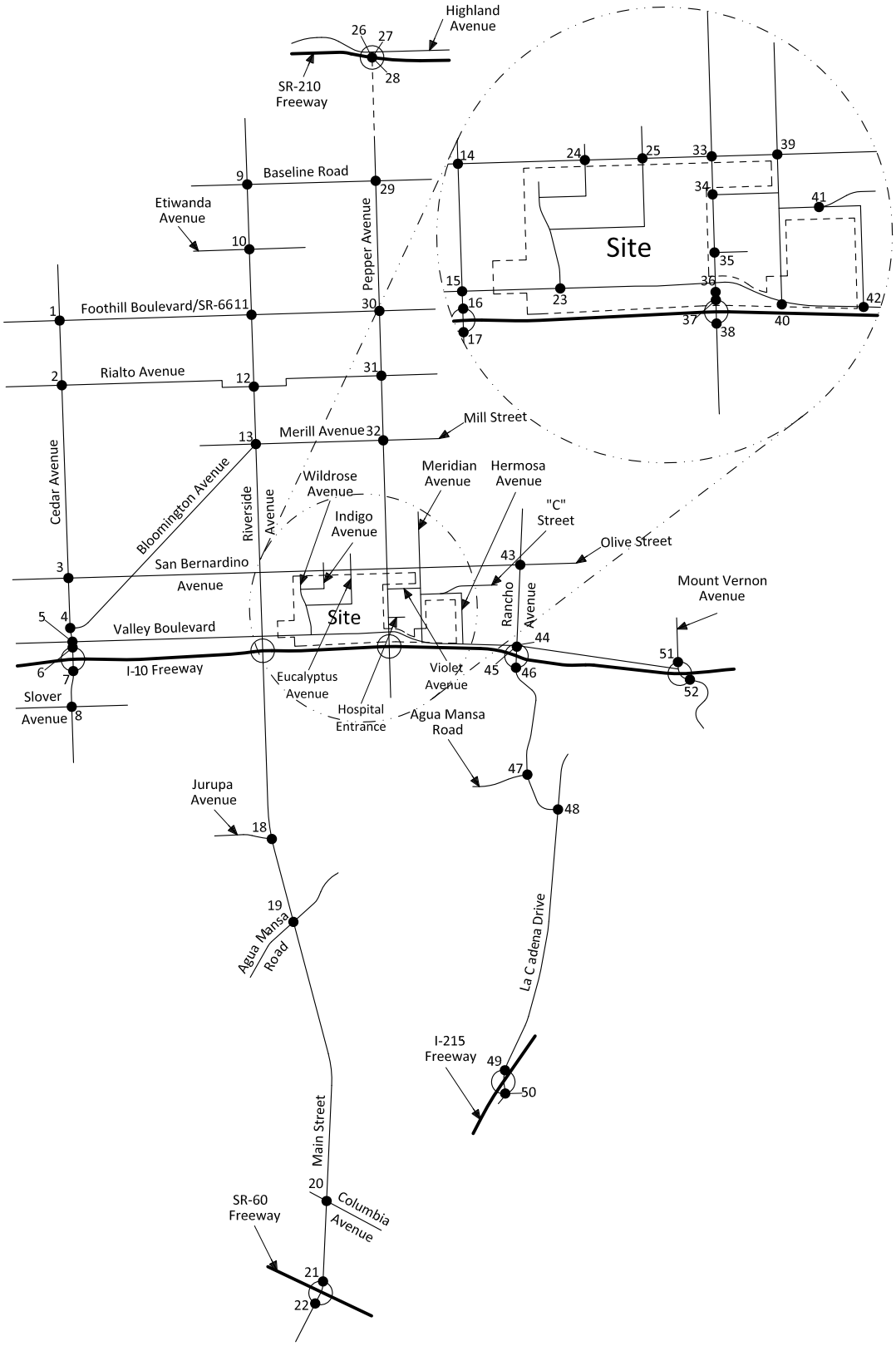


4147d/65

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 66
Study Area Intersection Reference Numbers

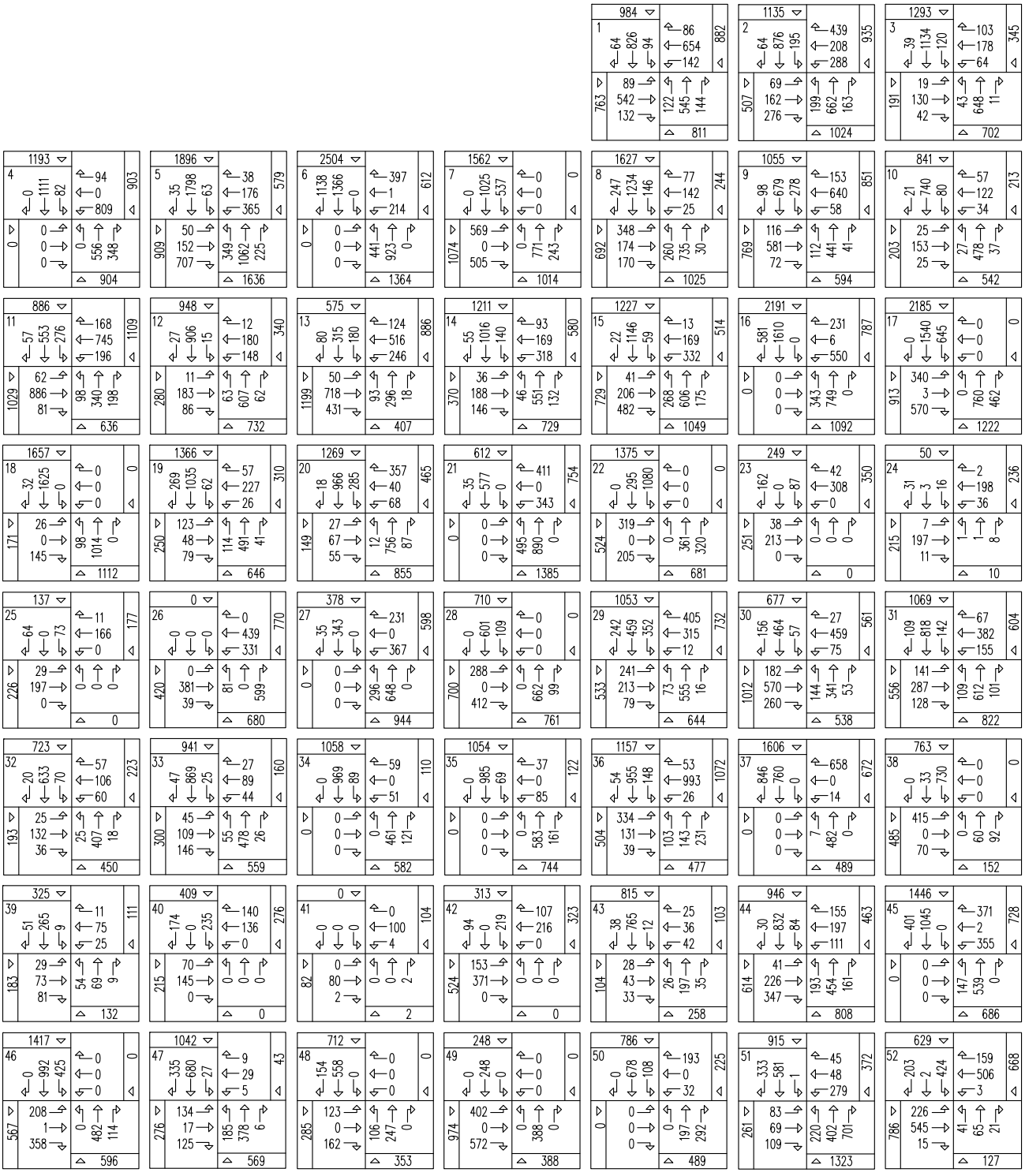


4147d/66

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 67
Year 2035 Without Project
Morning Peak Hour Intersection Turning Movement Volumes

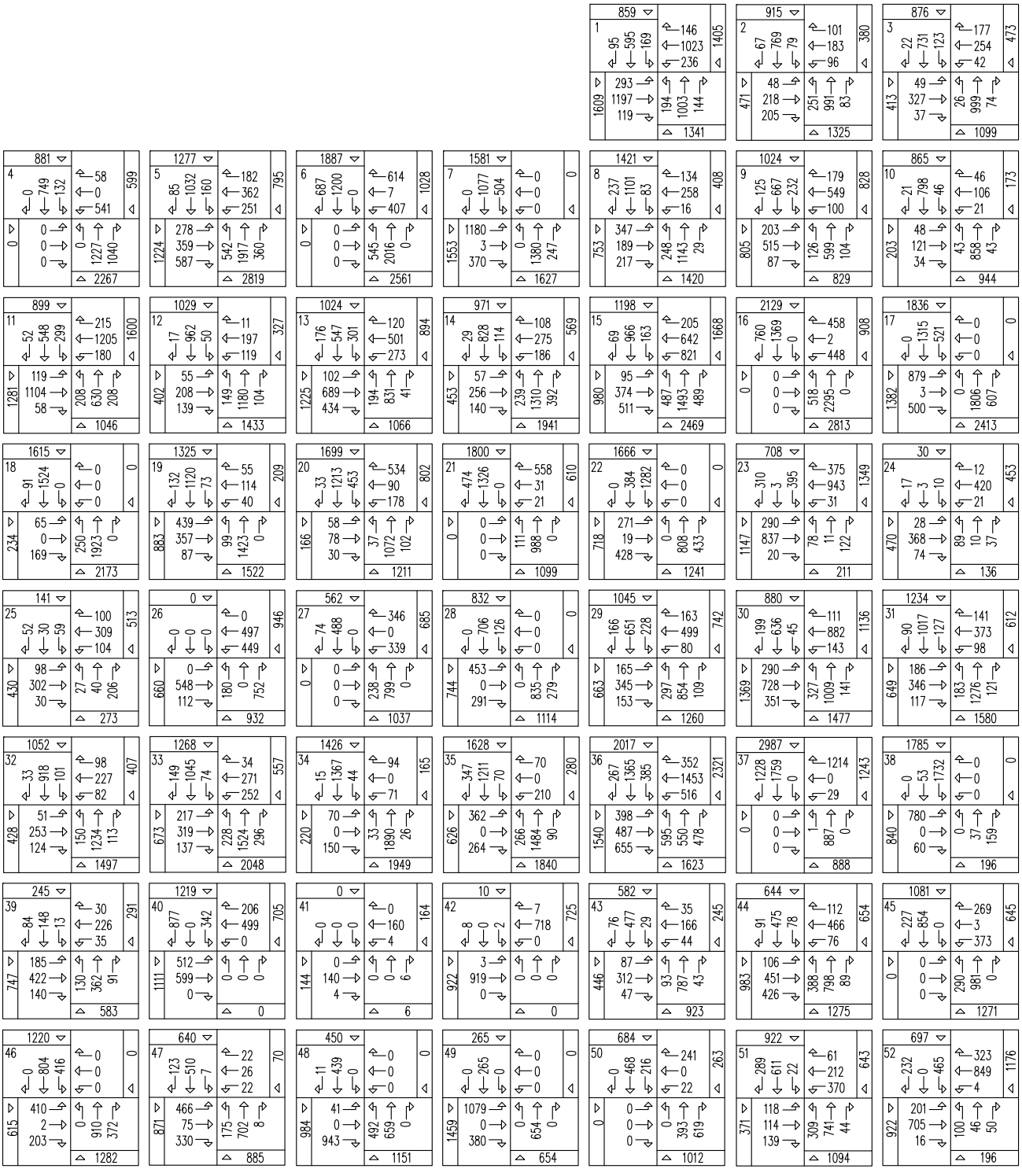


4147d/67

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 68
Year 2035 Without Project
Evening Peak Hour Intersection Turning Movement Volumes

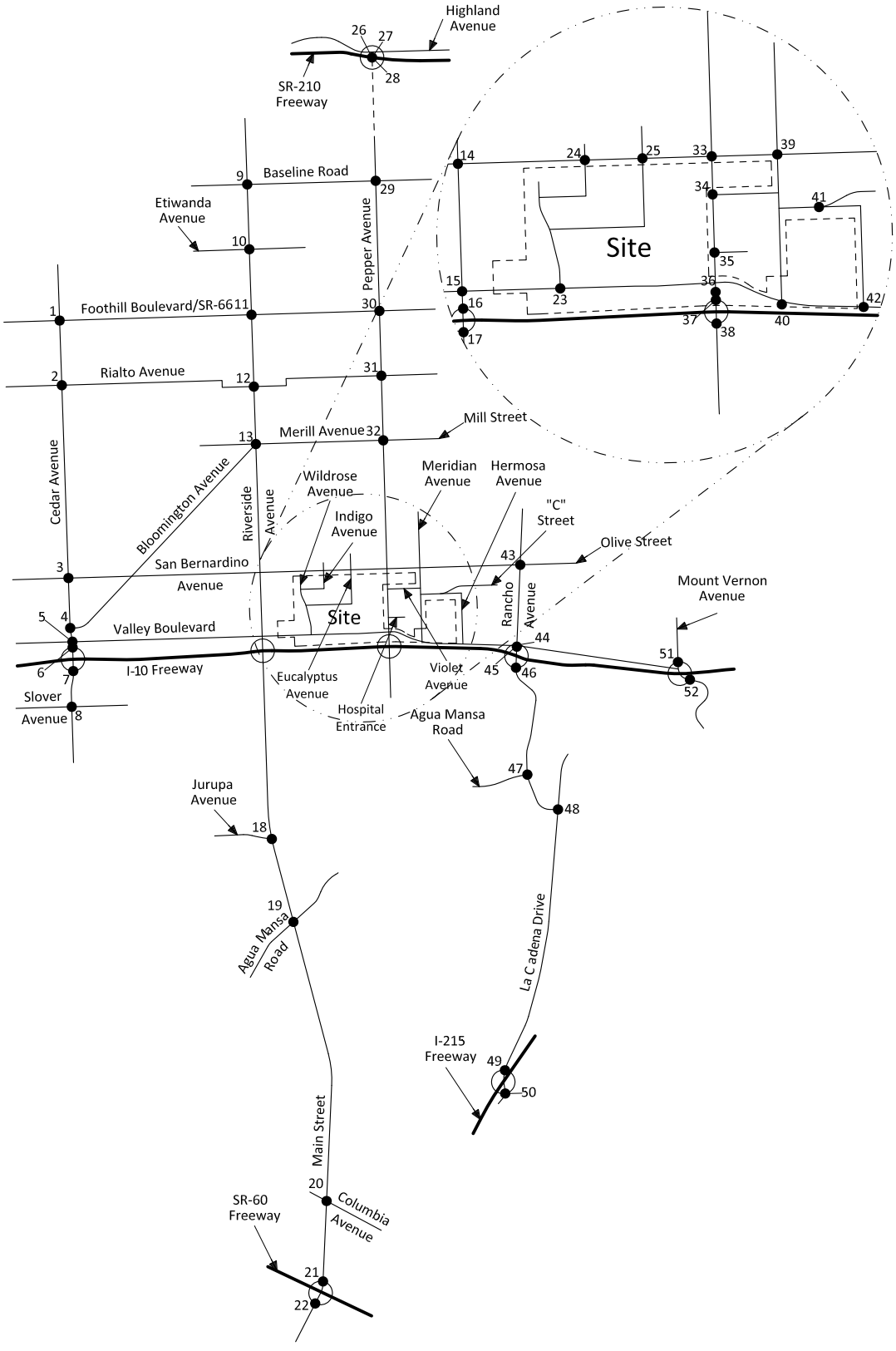


4147d/68

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 69
Study Area Intersection Reference Numbers

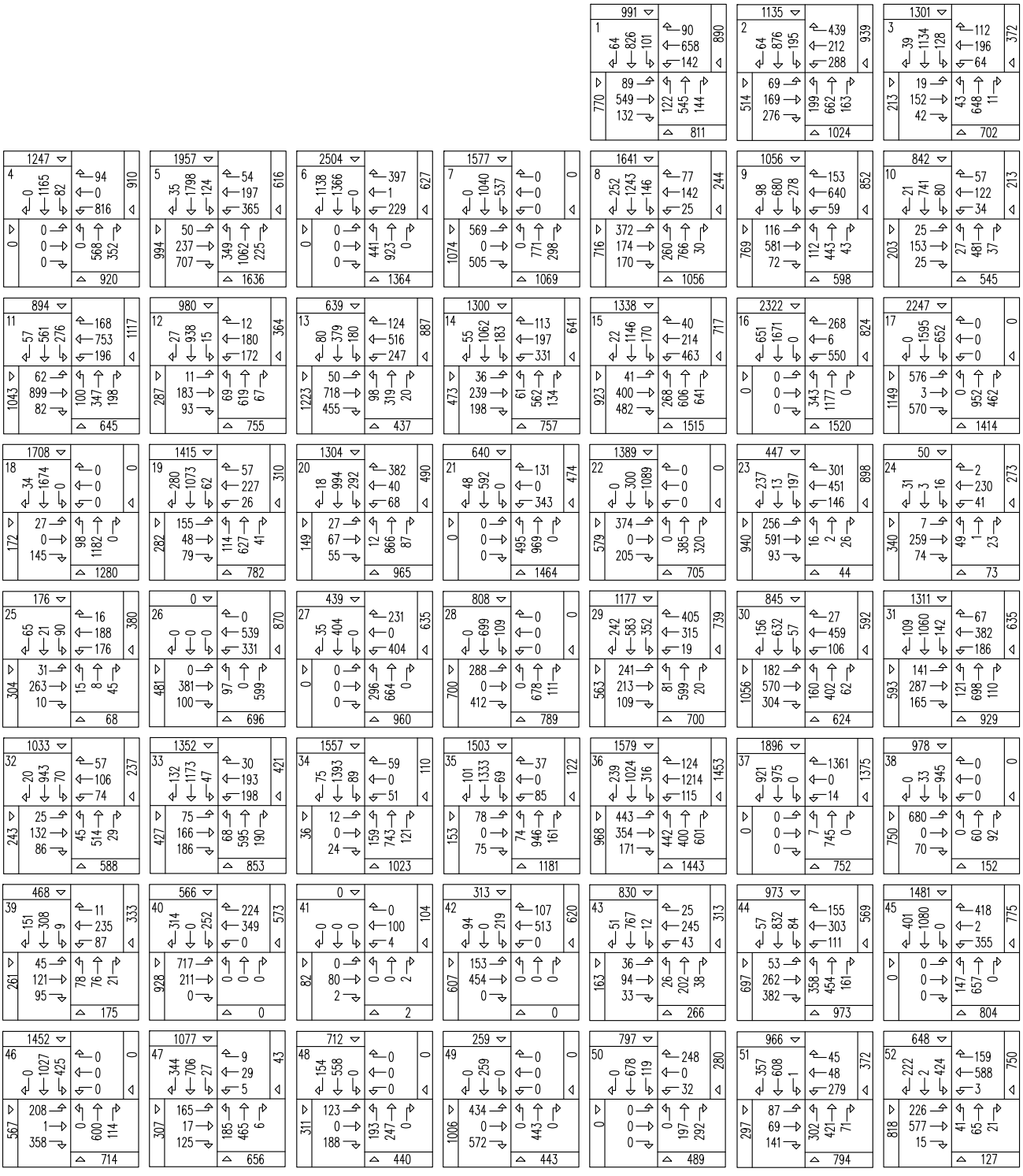


4147d/69

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 70
Year 2035 With Project
Morning Peak Hour Intersection Turning Movement Volumes

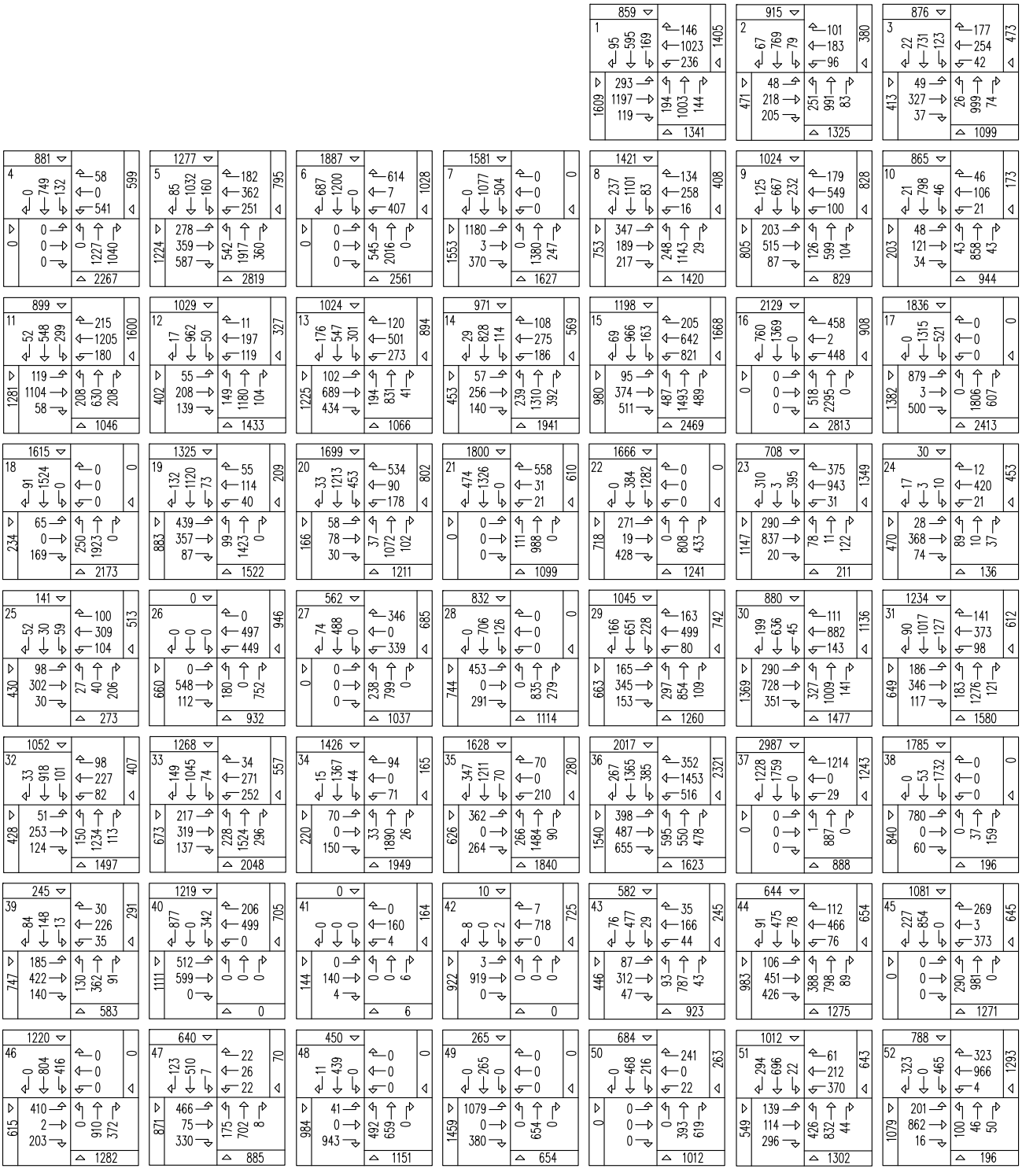


4147d/70

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 71
Year 2035 With Project
Evening Peak Hour Intersection Turning Movement Volumes



4147d/71

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

V. Project Mitigation

A. Required Improvements and Costs

Improvements that will eliminate all anticipated roadway operational deficiencies throughout the study area have been identified for Existing Plus Project, Opening Year (2020), and Year 2035 traffic conditions. The improvements were determined through the operations analysis of Section IV.

The approximate costs for the improvements have generally been estimated using cost guidelines in the Congestion Management Program Handbook (see Appendix J). A unit cost of $400,000 for installation of a traffic signal has been substituted for the somewhat lower value cited in the Congestion Management Program materials. For adding a through lane, a unit cost of $290,000 has been assumed. The needed improvements and resulting costs are summarized in Table 17 for the study area intersections. Table 18 summarizes the freeway segment needed improvements.

The future number of through travel lanes has been obtained from the 2011 San Bernardino Associated Governments Development Mitigation Nexus Study (see Appendix K) and the 2012 Western Riverside Council of Governments Northwest TUMF Zone Transportation Improvement Program (see Appendix L). Therefore, no cost is shown in Table 17 for already funded improvements.

The total cost of needed and unfunded intersection improvements is $4,750,000.

B. Project Contribution and Fair Share Costs

The project fair share contributions have also been calculated for the intersection improvement locations. The project share of cost has been based on the proportion of project peak hour traffic contributed to the improvement location relative to the total new peak hour future traffic volume.

Table 18 presents a summary of improvement cost and project cost shares at the intersection improvement locations. The intersection fair share cost calculations are based on the highest of the morning or evening peak hour traffic volumes. As shown in Table 18, the project's fair share of identified intersection costs is $3,263,875.

Tables 20 and 21 summarize the needed evening peak hour freeway mainline improvement costs and project fair share cost contribution estimates for each freeway mainline segment that will require improvements.

The dollar figures are rough order of magnitude estimates only. They are intended only for the discussion purposes of this traffic impact analysis, and do not imply any legal responsibility or formula for contributions or mitigation.

Table 17a

Summary of Intersection Improvements and Funding

Intersection	Improvement	Funding Source	Cost[1]	Improvement Required				
				Existing	Opening Year (2020)		Year 2035	
				Plus Project	Without Project	With Project	Without Project	With Project
Cedar Avenue (NS) at:								
San Bernardino Avenue (EW) - #3	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
Valley Boulevard (EW) - #5	Construct an additional northbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional northbound Right Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct a southbound Right Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional eastbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
I-10 Freeway WB Ramps (EW) - #6	Construct an additional northbound Left Turn Lane	Planned Improvement	$0	Yes	Yes	Yes	Yes	Yes
	Construct an additional northbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct two additional southbound Through Travel Lanes	Planned Improvement	$0				Yes	Yes
	Construct an additional southbound Right Turn Lane	Planned Improvement	$0		Yes	Yes	Yes	Yes
	Construct an additional westbound Left Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional westbound Right Turn Lane	Planned Improvement	$0				Yes	Yes
I-10 Freeway EB Ramps (EW) - #7	Construct an additional northbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional northbound Right Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional southbound Left Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional southbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional eastbound Left Turn Lane	Planned Improvement	$0		Yes	Yes	Yes	Yes
	Construct an additional eastbound Right Turn Lane	Planned Improvement	$0				Yes	Yes
Slover Avenue (EW) - #8	Construct an additional northbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional eastbound Left Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional eastbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional westbound Left Turn Lane	Planned Improvement	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	Planned Improvement	$0				Yes	Yes
Riverside Avenue (NS) at:								
Baseline Road (EW) - #9	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
San Bernardino Avenue (EW) - #14	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
Valley Boulevard (EW) - #15	Construct a northbound Right Turn Lane	Planned Improvement	$0	Yes		Yes		Yes
	Construct an additional southbound Left Turn Lane	Planned Improvement	$0	Yes		Yes		Yes
	Construct an additional southbound Right Turn Lane	Planned Improvement	$0			Yes		Yes
	Construct an additional eastbound Left Turn Lane	Planned Improvement	$0			Yes		Yes
	Install eastbound Right Turn Overlap	Planned Improvement	$0			Yes		Yes
	Construct a westbound Left Turn Lane	Planned Improvement	$0	Yes		Yes		Yes
I-10 Freeway WB Ramps (EW) - #16	Construct an additional southbound Right Turn Lane	Fair Share	$50,000			Yes		Yes
Jurupa Avenue (EW) - #18	Construct an additional northbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional southbound Through Travel Lane	NEXUS	$0				Yes	Yes
Agua Mansa Road (EW) - #19	Construct an additional northbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional southbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
Main Street (NS) at:								
SR-60 Freeway EB Ramps (EW) - #22	Construct an additional southbound Left Turn Lane	Fair Share	$50,000				Yes	Yes
Wildrose Avenue (NS) at:								
Valley Boulevard (EW) - #23	Construct a northbound Left Turn Lane	Project Improvement	$50,000	Yes		Yes		Yes
	Construct a northbound shared Through Travel/Right Turn Lane	Project Improvement	$50,000	Yes		Yes		Yes
	Stripe a westbound Left Turn Lane	Project Improvement	$10,000	Yes		Yes		Yes
Indigo Avenue (NS) at:								
San Bernardino Avenue (EW) - #24	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
Eucalyptus Avenue (NS) at:								
San Bernardino Avenue (EW) - #25	Construct a northbound Left Turn Lane	Fair Share	$50,000	Yes		Yes		Yes
	Construct a northbound shared Through Travel/Right Turn Lane	Fair Share	$50,000	Yes		Yes		Yes
	Construct an additional eastbound Through Travel Lane	NEXUS	$0					Yes
	Construct a westbound Left Turn Lane	Fair Share	$50,000	Yes		Yes	Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0					Yes
	Install Traffic Signal	Fair Share	$400,000	Yes		Yes		Yes
Pepper Avenue (NS) at:								
Baseline Road (EW) - #29	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
Foothill Boulevard (SR-66) (EW) - #30	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes

[1] See Appendix J

Table 17b

Summary of Intersection Improvements and Funding

Intersection	Improvement	Funding Source	Cost[1]	Improvement Required				
				Existing	Opening Year (2020)		Year 2035	
				Plus Project	Without Project	With Project	Without Project	With Project
Pepper Avenue (NS) at:								
Rialto Avenue (EW) - #31	Construct an eastbound Left Turn Lane	Fair Share	$50,000	Yes	Yes	Yes		Yes
	Construct an additional eastbound Through Travel Lane	Fair Share	$290,000	Yes		Yes		Yes
	Construct a westbound Left Turn Lane	Fair Share	$50,000	Yes	Yes	Yes		Yes
	Construct an additional westbound Through Travel Lane	Fair Share	$290,000	Yes		Yes		Yes
	Install a Traffic Signal	Fair Share	$400,000	Yes	Yes	Yes	Yes	Yes
San Bernardino Avenue (EW) - #33	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
Violet Avenue (EW) - #34	Construct a northbound Left Turn Lane	Project Improvement	$50,000	Yes		Yes		Yes
	Construct a eastbound Left Turn Lane	Project Improvement	$50,000	Yes		Yes		Yes
	Construct a eastbound shared Through Travel/Right Turn Lane	Project Improvement	$50,000	Yes		Yes		Yes
Hospital Entrance (EW) - #35	Construct a northbound Left Turn Lane	Project Improvement	$0	Yes		Yes		Yes
	Construct a eastbound Left Turn Lane	Project Improvement	$0	Yes		Yes		Yes
	Construct a eastbound shared Through Travel/Right Turn Lane	Project Improvement	$0	Yes		Yes		Yes
Valley Boulevard (EW) - #36	Construct an additional northbound Through Travel Lane	Planned Improvement	$0	Yes		Yes		Yes
	Install northbound Right Turn Overlap	Fair Share	$10,000			Yes		Yes
	Construct an additional southbound Through Travel Lane	Planned Improvement	$0	Yes		Yes		Yes
	Install southbound Right Turn Overlap	Fair Share	$10,000			Yes		Yes
	Construct an additional eastbound Through Travel Lane	Fair Share	$290,000	Yes		Yes		Yes
	Install eastbound Right Turn Overlap	Fair Share	$10,000	Yes		Yes		Yes
	Construct an additional westbound Through Travel Lane	Fair Share	$290,000	Yes		Yes		Yes
	Construct a westbound Right Turn Lane	Fair Share	$50,000	Yes		Yes		Yes
	Install westbound Right Turn Overlap	Fair Share	$10,000	Yes		Yes		Yes
I-10 Freeway WB Ramps (EW) - #37	Construct an additional northbound Left Turn Lane	Planned Improvement	$0	Yes		Yes	Yes	Yes
	Construct an additional northbound Through Travel Lane	Planned Improvement	$0					Yes
	Construct an additional southbound Through Travel Lane	Planned Improvement	$0	Yes		Yes	Yes	Yes
	Construct an additional southbound Right Turn Lane	Planned Improvement	$0	Yes		Yes		Yes
I-10 Freeway EB Ramps (EW) - #38	Construct an additional northbound Through Travel Lane	Planned Improvement	$0	Yes	Yes	Yes		Yes
	Construct an additional southbound Left Turn Lane	Planned Improvement	$0	Yes	Yes	Yes		Yes
	Construct a southbound Left Turn/Through Travel Lane	Fair Share	$50,000	Yes	Yes	Yes		Yes
	Construct an additional eastbound Left Turn Lane	Planned Improvement	$0	Yes	Yes	Yes	Yes	Yes
Meridian Avenue (NS) at:								
San Bernardino Avenue (EW) - #39	Construct an additional eastbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct a westbound Left Turn Lane	Fair Share	$290,000				Yes	Yes
	Construct an additional westbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Install a Traffic Signal	Fair Share	$400,000	Yes	Yes	Yes	Yes	Yes
Valley Boulevard (EW) - #40	Construct an additional southbound Right Turn Lane	Fair Share	$50,000	Yes		Yes		Yes
	Construct a westbound Right Turn Lane	Fair Share	$50,000	Yes		Yes		Yes
	Install a Traffic Signal	Fair Share	$400,000	Yes	Yes	Yes	Yes	Yes
Hermosa Avenue (NS) at:								
Valley Boulevard (EW) - #42	Construct a southbound Left Turn Lane	Fair Share	$50,000	Yes	Yes	Yes	Yes	Yes
	Install a Traffic Signal	Fair Share	$400,000	Yes	Yes	Yes	Yes	Yes
Rancho Avenue (NS) at:								
Olive Street (EW) - #43	Construct an eastbound Left Turn Lane	NEXUS	$0				Yes	Yes
	Construct a westbound Left Turn Lane	NEXUS	$0				Yes	Yes
Agua Mansa Road (EW) - #47	Construct an eastbound Left Turn Lane	NEXUS	$0				Yes	Yes
	Construct a westbound Left Turn Lane	NEXUS	$0				Yes	Yes
La Cadena Drive (NS) at:								
Rancho Avenue (EW) - #48	Construct an additional northbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Construct an additional southbound Through Travel Lane	NEXUS	$0				Yes	Yes
	Install Traffic Signal	Fair Share	$400,000	Yes	Yes	Yes	Yes	Yes
I-215 Freeway SB Ramps (EW) - #49	Construct an additional northbound Through Travel Lane	TUMF	$0				Yes	Yes
	Construct an additional southbound Through Travel Lane	TUMF	$0				Yes	Yes
	Install Traffic Signal	TUMF	$0	Yes	Yes	Yes	Yes	Yes
I-215 Freeway NB Ramps (EW) - #50	Construct a northbound Through Travel Lane	TUMF	$0					Yes
	Construct a southbound Left Turn Lane	TUMF	$0				Yes	Yes
	Install Traffic Signal	TUMF	$0	Yes	Yes	Yes	Yes	Yes
Mount Vernon Avenue (NS) at:								
Valley Boulevard/	Construct a Northbound Left Turn Lane	Planned Improvement	$0	Yes	Yes	Yes	Yes	Yes
I-10 Freeway WB Ramps (EW) - #51	Construct an additional Northbound Left Turn lane	Planned Improvement	$0	Yes			Yes	Yes
	Construct an eastbound Right Turn Lane	Planned Improvement	$0	Yes			Yes	Yes
	Construct a westbound Right Turn Lane	Planned Improvement	$0	Yes			Yes	Yes
I-10 Freeway EB Ramps (NS) at:								
Mount Vernon Avenue (EW) - #52	Construct a southbound Left Turn Lane	Planned Improvement	$0	Yes				Yes
	Construct an eastbound Through Travel Lane	Planned Improvement	$0	Yes		Yes	Yes	Yes
Total Unfunded Improvement Cost			$4,750,000					

[1] See Appendix J

Table 18

Summary of Freeway Mainline Peak Hour Improvements

Freeway	Segment Limits	Segment Length (Miles)	Improvement (Lanes Added)		Cost Per Mile		Total Cost
			General	HOV	General	HOV	
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	1.02	2	0	$ 2,400,000	$ 2,200,000	$ 4,896,000
	Waterman Avenue to I-215 Freeway	1.02	2	0	$ 2,400,000	$ 2,200,000	$ 4,896,000
	I-215 Freeway to Mount Vernon Avenue	0.99	2	0	$ 2,400,000	$ 2,200,000	$ 4,752,000
	Mount Vernon Avenue to La Cadena Drive	0.63	3	0	$ 2,400,000	$ 2,200,000	$ 4,536,000
	La Cadena Drive to Rancho Avenue	0.66	3	0	$ 2,400,000	$ 2,200,000	$ 4,752,000
	Rancho Avenue to Pepper Avenue	1.00	3	0	$ 2,400,000	$ 2,200,000	$ 7,200,000
	Pepper Avenue to Riverside Avenue	0.99	2	0	$ 2,400,000	$ 2,200,000	$ 4,752,000
	Riverside Avenue to Cedar Avenue	1.48	3	0	$ 2,400,000	$ 2,200,000	$ 10,656,000
	Cedar Avenue to Sierra Avenue	2.27	3	0	$ 2,400,000	$ 2,200,000	$ 16,344,000
	Sierra Avenue to Citrus Avenue	1.04	3	0	$ 2,400,000	$ 2,200,000	$ 7,488,000
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	1.04	2	0	$ 2,400,000	$ 2,200,000	$ 4,992,000
	Sierra Avenue to Cedar Avenue	2.27	2	0	$ 2,400,000	$ 2,200,000	$ 10,896,000
	Cedar Avenue to Riverside Avenue	1.48	2	0	$ 2,400,000	$ 2,200,000	$ 7,104,000
	Riverside Avenue to Pepper Avenue	0.99	2	0	$ 2,400,000	$ 2,200,000	$ 4,752,000
	Pepper Avenue to Rancho Avenue	1.00	2	0	$ 2,400,000	$ 2,200,000	$ 4,800,000
	Rancho Avenue to La Cadena Avenue	0.66	2	0	$ 2,400,000	$ 2,200,000	$ 3,168,000
	La Cadena Drive to Mount Vernon Avenue	0.63	2	0	$ 2,400,000	$ 2,200,000	$ 3,024,000
	Mount Vernon Avenue to I-215 Freeway	0.99	2	0	$ 2,400,000	$ 2,200,000	$ 4,752,000
	I-215 Freeway to Waterman Avenue	1.02	2	0	$ 2,400,000	$ 2,200,000	$ 4,896,000
	Waterman Avenue to Tippecanoe Avenue	1.02	2	0	$ 2,400,000	$ 2,200,000	$ 4,896,000
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	1.37	0	0	$ 2,400,000	$ 2,200,000	$ -
	Mount Vernon Avenue to I-10 Freeway	1.37	1	0	$ 2,400,000	$ 2,200,000	$ 3,288,000
	I-10 Freeway to Auto Center Drive	0.97	1	0	$ 2,400,000	$ 2,200,000	$ 2,328,000
	Auto Center Drive to Inland Center Drive	0.56	1	0	$ 2,400,000	$ 2,200,000	$ 1,344,000
	Inland Center Drive to Mill Street	0.48	1	0	$ 2,400,000	$ 2,200,000	$ 1,152,000
	Mill Street to 2nd Street	0.73	1	0	$ 2,400,000	$ 2,200,000	$ 1,752,000
	2nd Street to 5th Street	0.40	0	0	$ 2,400,000	$ 2,200,000	$ -
	5th Street to Baseline Street	0.90	1	0	$ 2,400,000	$ 2,200,000	$ 2,160,000
	Baseline Street to SR-259	0.52	0	0	$ 2,400,000	$ 2,200,000	$ -
I-215 Freeway SB	SR-259 to Baseline Street	0.52	1	0	$ 2,400,000	$ 2,200,000	$ 1,248,000
	Baseline Street to 5th Street	0.90	1	0	$ 2,400,000	$ 2,200,000	$ 2,160,000
	5th Street to 2nd Street	0.40	1	0	$ 2,400,000	$ 2,200,000	$ 960,000
	2nd Street to Mill Street	0.73	1	0	$ 2,400,000	$ 2,200,000	$ 1,752,000
	Mill Street to Inland Center Drive	0.48	1	0	$ 2,400,000	$ 2,200,000	$ 1,152,000
	Inland Center Drive to Auto Center Drive	0.56	1	0	$ 2,400,000	$ 2,200,000	$ 1,344,000
	Auto Center Drive to I-10 Freeway	0.97	1	0	$ 2,400,000	$ 2,200,000	$ 2,328,000
	I-10 Freeway to Mount Vernon Avenue	1.37	2	0	$ 2,400,000	$ 2,200,000	$ 6,576,000
	Mount Vernon Avenue to Barton Road	1.37	1	0	$ 2,400,000	$ 2,200,000	$ 3,288,000
Total							$ 156,384,000

Table 19

Project Fair Share Intersection Traffic Contribution

Intersection	Year 2035 Improvement Costs[1]	Existing		Year 2035 With Project		Project		Total New Traffic		Project % of New Traffic			Fair Share Cost
		Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening	Average	
Cedar Avenue (NS) at:													
San Bernardino Avenue (EW) - #3	$0	4,510	4,500	5,176	5,722	114	380	666	1,222	17.1%	31.1%	24.1%	$0
Valley Boulevard (EW) - #5	$0	8,144	9,434	10,406	12,230	366	608	2,262	2,796	16.2%	21.7%	19.0%	$0
I-10 Freeway WB Ramps (EW) - #6	$0	6,932	8,030	8,990	10,952	30	134	2,058	2,922	1.5%	4.6%	3.1%	$0
I-10 Freeway EB Ramps (EW) - #7	$0	5,454	6,638	7,440	9,522	140	202	1,986	2,884	7.0%	7.0%	7.0%	$0
Slover Avenue (EW) - #8	$0	4,700	4,864	7,314	8,004	138	200	2,614	3,140	5.3%	6.4%	5.9%	$0
Riverside Avenue (NS) at:													
Baseline Road (EW) - #9	$0	6,088	6,312	6,550	6,972	12	12	462	660	2.6%	1.8%	2.2%	$0
San Bernardino Avenue (EW) - #14	$0	4,100	4,834	6,342	7,868	562	948	2,242	3,034	25.1%	31.2%	28.2%	$0
Valley Boulevard (EW) - #15	$0	4,664	7,078	8,986	12,630	1,948	2,886	4,322	5,552	45.1%	52.0%	48.6%	$0
I-10 Freeway WB Ramps (EW) - #16	$50,000	5,456	7,026	9,332	11,700	1,192	1,700	3,876	4,674	30.8%	36.4%	33.6%	$16,800
Jurupa Avenue (EW) - #18	$0	3,388	3,786	6,320	8,044	440	624	2,932	4,258	15.0%	14.7%	14.9%	$0
Agua Mansa Road (EW) - #19	$0	2,000	2,804	5,578	7,878	434	618	3,578	5,074	12.1%	12.2%	12.2%	$0
Main Street (NS) at:													
SR-60 Freeway EB Ramps (EW) - #22	$50,000	3,086	3,834	5,346	7,250	186	210	2,260	3,416	8.2%	6.1%	7.2%	$3,575
Wildrose Avenue (NS) at:													
Valley Boulevard (EW) - #23	$110,000	1,300	2,000	4,658	6,830	2,958	4,150	3,358	4,830	88.1%	85.9%	87.0%	$95,700
Indigo Avenue (NS) at:													
San Bernardino Avenue (EW) - #24	$0	828	1,294	1,472	2,178	450	800	644	884	69.9%	90.5%	80.2%	$0
Eucalyptus Avenue (NS) at:													
San Bernardino Avenue (EW) - #25	$550,000	882	1,266	1,856	2,714	776	1,334	974	1,448	79.7%	92.1%	85.9%	$472,450
Pepper Avenue (NS) at:													
Baseline Road (EW) - #29	$0	3,498	3,220	6,358	7,420	434	1,062	2,860	4,200	15.2%	25.3%	20.3%	$0
Foothill Boulevard (SR-66) (EW) - #30	$0	3,474	5,312	6,234	9,724	658	1,604	2,760	4,412	23.8%	36.4%	30.1%	$0
Rialto Avenue (EW) - #31	$1,080,000	5,102	4,784	6,936	8,150	834	1,972	1,834	3,366	45.5%	58.6%	52.1%	$562,140
San Bernardino Avenue (EW) - #33	$0	3,322	4,176	6,106	9,092	2,186	4,254	2,784	4,916	78.5%	86.5%	82.5%	$0
Violet Avenue (EW) - #34	$150,000	3,078	3,556	5,452	7,520	1,952	3,720	2,374	3,964	82.2%	93.8%	88.0%	$132,000
Hospital Entrance (EW) - #35	$0	3,378	3,882	5,918	8,748	2,078	4,608	2,540	4,866	81.8%	94.7%	88.3%	$0
Valley Boulevard (EW) - #36	$670,000	5,728	6,106	10,886	15,002	4,466	7,924	5,158	8,896	86.6%	89.1%	87.9%	$588,595
I-10 Freeway WB Ramps (EW) - #37	$0	5,012	4,770	8,046	10,236	2,512	4,794	3,034	5,466	82.8%	87.7%	85.3%	$0
I-10 Freeway EB Ramps (EW) - #38	$50,000	2,402	2,700	3,760	5,642	956	2,682	1,358	2,942	70.4%	91.2%	80.8%	$40,400
Meridian Avenue (NS) at:													
San Bernardino Avenue (EW) - #39	$690,000	1,206	1,962	2,474	3,732	972	1,292	1,268	1,770	76.7%	73.0%	74.9%	$516,465
Valley Boulevard (EW) - #40	$500,000	1,514	1,996	4,134	6,070	2,334	3,490	2,620	4,074	89.1%	85.7%	87.4%	$437,000
Hermosa Avenue (NS) at:													
Valley Boulevard (EW) - #42	$450,000	1,998	1,536	3,080	3,314	760	1,194	1,082	1,778	70.2%	67.2%	68.7%	$309,150
Rancho Avenue (NS) at:													
Olive Street (EW) - #43	$0	1,856	3,068	3,144	4,392	584	830	1,288	1,324	45.3%	62.7%	54.0%	$0
Agua Mansa Road (EW) - #47	$0	2,400	2,772	4,166	4,932	306	492	1,766	2,160	17.3%	22.8%	20.1%	$0
La Cadena Drive (NS) at:													
Rancho Avenue (EW) - #48	$400,000	2,094	3,186	2,926	5,170	226	350	832	1,984	27.2%	17.6%	22.4%	$89,600
I-215 Freeway SB Ramps (EW) - #49	$0	1,870	2,364	3,416	4,756	196	216	1,546	2,392	12.7%	9.0%	10.9%	$0
I-215 Freeway NB Ramps (EW) - #50	$0	2,170	3,002	3,132	3,918	132	158	962	916	13.7%	17.2%	15.5%	$0
Mount Vernon Avenue (NS) at:													
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51	$0	3,282	4,460	4,858	7,012	376	952	1,576	2,552	23.9%	37.3%	30.6%	$0
I-10 Freeway EB Ramps (NS) at:													
Mount Vernon Avenue (EW) - #52	$0	3,542	4,776	4,686	6,712	266	730	1,144	1,936	23.3%	37.7%	30.5%	$0
Total													$3,263,875

[1] See Table 17

Table 20

Project Fair Share Freeway Mainline Morning Peak Hour Traffic Contribution

Freeway	Segment Limits	Existing Traffic	2035 With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	11,425	15,381	202	3,956	5.1%
	Waterman Avenue to I-215 Freeway	13,309	14,842	202	1,533	13.2%
	I-215 Freeway to Mount Vernon Avenue	11,440	14,969	202	3,529	5.7%
	Mount Vernon Avenue to La Cadena Drive	11,674	16,449	221	4,775	4.6%
	La Cadena Drive to Rancho Avenue	11,440	15,541	221	4,101	5.4%
	Rancho Avenue to Pepper Avenue	11,324	15,508	221	4,184	5.3%
	Pepper Avenue to Riverside Avenue	11,265	14,971	75	3,705	2.0%
	Riverside Avenue to Cedar Avenue	11,208	15,574	499	4,367	11.4%
	Cedar Avenue to Sierra Avenue	11,499	16,449	444	4,950	9.0%
	Sierra Avenue to Citrus Avenue	11,907	16,330	444	4,423	10.0%
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	5,294	9,824	760	4,530	16.8%
	Sierra Avenue to Cedar Avenue	5,113	9,796	760	4,683	16.2%
	Cedar Avenue to Riverside Avenue	4,983	9,321	760	4,338	17.5%
	Riverside Avenue to Pepper Avenue	5,010	9,423	787	4,413	17.8%
	Pepper Avenue to Rancho Avenue	5,035	9,425	787	4,390	17.9%
	Rancho Avenue to La Cadena Avenue	5,087	9,427	787	4,340	18.1%
	La Cadena Drive to Mount Vernon Avenue	5,191	8,979	263	3,787	7.0%
	Mount Vernon Avenue to I-215 Freeway	5,087	8,783	145	3,695	3.9%
	I-215 Freeway to Waterman Avenue	5,918	7,631	130	1,713	7.6%
	Waterman Avenue to Tippecanoe Avenue	5,080	8,717	130	3,637	3.6%
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	4,210	5,800	11	1,590	0.7%
	Mount Vernon Avenue to I-10 Freeway	4,558	6,718	11	2,160	0.5%
	I-10 Freeway to Auto Center Drive	4,125	5,893	11	1,768	0.6%
	Auto Center Drive to Inland Center Drive	3,726	6,551	11	2,825	0.4%
	Inland Center Drive to Mill Street	3,593	5,663	11	2,071	0.5%
	Mill Street to 2nd Street	3,619	6,024	11	2,405	0.5%
	2nd Street to 5th Street	3,326	5,787	11	2,461	0.4%
	5th Street to Baseline Street	3,326	5,577	11	2,251	0.5%
	Baseline Street to SR-259	3,060	4,593	11	1,533	0.7%
I-215 Freeway SB	SR-259 to Baseline Street	6,661	11,580	32	4,919	0.6%
	Baseline Street to 5th Street	7,240	12,495	32	5,255	0.6%
	5th Street to 2nd Street	7,240	12,241	32	5,001	0.6%
	2nd Street to Mill Street	7,878	12,400	32	4,522	0.7%
	Mill Street to Inland Center Drive	7,819	10,969	32	3,150	1.0%
	Inland Center Drive to Auto Center Drive	8,108	11,364	32	3,256	1.0%
	Auto Center Drive to I-10 Freeway	8,978	12,935	32	3,957	0.8%
	I-10 Freeway to Mount Vernon Avenue	9,923	13,259	32	3,336	0.9%
	Mount Vernon Avenue to Barton Road	9,164	11,696	32	2,533	1.2%

Table 21

Project Fair Share Freeway Mainline Evening Peak Hour Traffic Contribution

Freeway	Segment Limits	Existing Traffic	2035 With Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic
I-10 Freeway WB	Tippecanoe Avenue to Waterman Avenue	6,720	11,742	1010	5,023	20.1%
	Waterman Avenue to I-215 Freeway	7,829	13,544	1010	5,715	17.7%
	I-215 Freeway to Mount Vernon Avenue	6,730	11,898	1010	5,168	19.5%
	Mount Vernon Avenue to La Cadena Drive	6,867	12,173	1101	5,306	20.7%
	La Cadena Drive to Rancho Avenue	6,730	11,905	1101	5,175	21.3%
	Rancho Avenue to Pepper Avenue	6,660	11,801	1101	5,140	21.4%
	Pepper Avenue to Riverside Avenue	6,627	11,084	427	4,457	9.6%
	Riverside Avenue to Cedar Avenue	6,592	11,228	444	4,636	9.6%
	Cedar Avenue to Sierra Avenue	6,765	12,444	410	5,679	7.2%
	Sierra Avenue to Citrus Avenue	7,004	11,339	410	4,335	9.5%
I-10 Freeway EB	Citrus Avenue to Sierra Avenue	11,094	15,358	562	4,264	13.2%
	Sierra Avenue to Cedar Avenue	10,714	14,736	562	4,022	14.0%
	Cedar Avenue to Riverside Avenue	10,442	13,564	562	3,122	18.0%
	Riverside Avenue to Pepper Avenue	10,496	13,745	647	3,248	19.9%
	Pepper Avenue to Rancho Avenue	10,551	14,864	647	4,314	15.0%
	Rancho Avenue to La Cadena Avenue	10,659	14,983	647	4,323	15.0%
	La Cadena Drive to Mount Vernon Avenue	10,877	14,909	272	4,032	6.8%
	Mount Vernon Avenue to I-215 Freeway	10,659	15,065	727	4,406	16.5%
	I-215 Freeway to Waterman Avenue	12,401	14,449	661	2,048	32.2%
	Waterman Avenue to Tippecanoe Avenue	10,645	14,309	661	3,665	18.0%
I-215 Freeway NB	Barton Road to Mount Vernon Avenue	9,104	10,670	45	1,566	2.9%
	Mount Vernon Avenue to I-10 Freeway	9,857	12,573	45	2,716	1.7%
	I-10 Freeway to Auto Center Drive	8,918	12,421	45	3,503	1.3%
	Auto Center Drive to Inland Center Drive	8,055	12,734	45	4,678	1.0%
	Inland Center Drive to Mill Street	7,768	11,927	45	4,158	1.1%
	Mill Street to 2nd Street	7,826	12,113	45	4,288	1.1%
	2nd Street to 5th Street	7,193	10,414	45	3,221	1.4%
	5th Street to Baseline Street	7,193	12,301	45	5,108	0.9%
	Baseline Street to SR-259	6,617	9,775	45	3,158	1.4%
I-215 Freeway SB	SR-259 to Baseline Street	3,690	6,064	29	2,374	1.2%
	Baseline Street to 5th Street	4,011	6,728	29	2,717	1.1%
	5th Street to 2nd Street	4,011	6,246	29	2,235	1.3%
	2nd Street to Mill Street	4,363	6,770	29	2,407	1.2%
	Mill Street to Inland Center Drive	4,332	5,719	29	1,388	2.1%
	Inland Center Drive to Auto Center Drive	4,492	6,164	29	1,672	1.7%
	Auto Center Drive to I-10 Freeway	4,973	7,083	29	2,109	1.4%
	I-10 Freeway to Mount Vernon Avenue	5,496	7,398	29	1,902	1.5%
	Mount Vernon Avenue to Barton Road	5,073	6,291	29	1,218	2.4%

VI. Conclusions and Recommendations

A. Summary

The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The City of Colton is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2020, at which time it will be generating traffic at its full potential, and for the current traffic forecast year, which is the Year 2035.

A series of scoping discussions were conducted with the City of Colton to define the desired analysis locations for each future analysis year. In addition, the San Bernardino Associated Governments staff has also been contacted to discuss the project and its associated travel patterns

No analysis is required further than 5 miles from the project site. The roadway elements that must be analyzed are dependent on both the analysis year (project Opening Year or Year 2035) and project generated traffic volumes. The identification of the study area, and the intersections and highway segments requiring analysis, was based on an estimate of the two-way traffic volumes on the roadway segments near the project site. All arterial segments are required to be included in the analysis when the anticipated project volume equals or exceeds 50 two-way trips in the peak hours. The requirement is 100 two-way peak hour trips for freeways.

The project does not contribute traffic greater than the freeway threshold volume of 100 two-way peak hour trips to the I-10 Freeway. The project does not contribute traffic greater than the arterial link threshold volume of 50 two-way trips in the peak hours on facilities serving intersections outside of the City of Colton.

The average daily traffic volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 average daily traffic volume forecasts (see Appendix C). Traffic model plots are included in Appendix D. This difference defines the growth in traffic over the 27 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2013 and Year 2035. For this purpose, linear growth between the Year 2008 base condition and the forecast Year 2035 condition was assumed. Since the increment between Year 2013 and Year 2035 is 22 years of the 27 year time frame, a factor of 0.81 (i.e., 22/27) was used.

The Year 2035 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2008 and Year 2035 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure

data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Project traffic volumes were then added to the Year 2035 SBTAM traffic model volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

B. Existing Conditions

Regional access to the project site is mainly provided by the I-10 Freeway. Local access is provided by various roadways in the vicinity of the site. The east-west roadways which will be most affected by the project include Highland Avenue, Baseline Road, Etiwanda Avenue, Foothill Boulevard (SR-66), Rialto Avenue, Merrill Avenue, Bloomington Avenue, San Bernardino Avenue, Violet Avenue, C Street, Valley Boulevard, Slover Avenue, Jurupa Avenue, Agua Mansa Road, and Columbia Avenue. The north-south roadways expected to provide local access include Cedar Avenue, Riverside Avenue/Main Street, Wildrose Avenue, Indigo Avenue, Eucalyptus Avenue, Pepper Avenue, Meridian Avenue, Hermosa Avenue, Rancho Avenue, La Cadena Drive, and Mount Vernon Avenue.

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the peak hours:

Cedar Avenue (NS) at:
- I-10 Freeway WB Ramps (EW) - #6

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31
- I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

Existing delay worksheets are provided in Appendix E.

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

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49
I-215 Freeway NB Ramps (EW) - #50

C. Project Traffic

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The project trip generation is based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

The proposed development is projected to generate a total of approximately 67,424 daily vehicle trips, 3,949 of which will occur during the morning peak hour and 6,832 of which will occur during the evening peak hour.

The distributions of the project trips were based on the select zone evening peak period trip distributions from the traffic model. The socio-economic data inputs to the traffic model are representative of the planned project development intensity.

D. Future Conditions

An Existing Plus Project, Opening Year (2020) analysis, and Year 2035 analysis are included in this report. Existing Plus Project traffic operations analysis have been completed for the morning and evening peak hour and are shown in Tables 3 and 4. Opening Year (2020) traffic operations analysis have been completed for the morning and evening peak hour and are shown in Tables 5 to 8. Morning and evening peak hour traffic operations analysis are summarized in Tables 9 to 12 for Year 2035.

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Tables 3 and 4 without and with improvements, respectively. Existing Plus Project

delay calculation worksheets are provided in Appendix E. Figure 55 illustrates the study area intersection reference numbers. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown on Figures 56 and 57, respectively.

For Existing Plus Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 3):

Cedar Avenue (NS) at:
- I-10 Freeway WB Ramps (EW) - #6

Riverside Avenue (NS) at:
- Valley Boulevard (EW) - #15

Eucalyptus Avenue (NS) at:
- San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
- Rialto Avenue (EW) - #31
- Valley Boulevard (EW) - #36
- I-10 Freeway WB Ramps (EW) - #37
- I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
- San Bernardino Avenue (EW) - #39
- Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
- Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
- Rancho Avenue (EW) - #48

Mount Vernon Avenue (NS) at:
- Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
- Mount Vernon Avenue (EW) - #52

For Existing Plus Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 4).

The Opening Year (2020) without project delay and Level of Service for the study area roadway network without the proposed project are shown in Tables 5 and 6 without and with improvements, respectively. Opening Year (2020) Without Project delay calculation worksheets are provided in Appendix E. Figure 58 illustrates the study area intersection

reference numbers. Opening Year (2020) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 59 and 60, respectively.

For Opening Year (2020) Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 5):

Cedar Avenue (NS) at:
I-10 Freeway WB Ramps (EW) - #6

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31
I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

For Opening Year (2020) Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 6).

The Opening Year (2020) with project delay and Level of Service for the study area roadway network are shown in Tables 7 and 8 without and with improvements, respectively. Opening Year (2020) With Project delay calculation worksheets are provided in Appendix E. Figure 61 illustrates the study area intersection reference numbers. Opening Year (2020) With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 62 and 63, respectively.

For Opening Year (2020) With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 7):

Cedar Avenue (NS) at:
I-10 Freeway WB Ramps (EW) - #6

Riverside Avenue (NS) at:
Valley Boulevard (EW) - #15
I-10 Freeway WB Ramps (EW) - #16

Eucalyptus Avenue (NS) at:
San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31
Hospital Entrance (EW) - #35
Valley Boulevard (EW) - #36
I-10 Freeway WB Ramps (EW) - #37
I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) - #39
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
Mount Vernon Avenue (EW) - #52

For Opening Year (2020) With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 8).

The Year 2035 without project delay and Level of Service for the study area roadway network are shown in Tables 9 and 10 without and with improvements, respectively. Year 2035 Without Project delay calculation worksheets are provided in Appendix E. Figure 64 illustrates the study area intersection reference numbers. Year 2035 Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 65 and 66, respectively.

For Year 2035 Without Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 9):

Cedar Avenue (NS) at:
Valley Boulevard (EW) - #5
I-10 Freeway WB Ramps (EW) - #6
I-10 Freeway EB Ramps (EW) - #7
Slover Avenue (EW) - #8

Main Street (NS) at:
SR-60 Freeway EB Ramps (EW) - #22

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31

Meridian Avenue (NS) at:
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51

I-10 Freeway EB Ramps (NS) at:
Mount Vernon Avenue (EW) - #52

For Year 2035 Without Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 10).

The Year 2035 with project delay and Level of Service for the study area roadway network are shown in Tables 11 and 12 without and with improvements, respectively. Year 2035 With Project delay calculation worksheets are provided in Appendix E. Figure 67 illustrates the study area intersection reference numbers. Year 2035 With Project morning and evening peak hour intersection turning movement volumes are shown on Figures 68 and 69, respectively.

For Year 2035 With Project traffic conditions, the following study area intersections are projected to operate at unacceptable Levels of Service during the peak hours, without improvements (see Table 11):

Cedar Avenue (NS) at:
Valley Boulevard (EW) - #5
I-10 Freeway WB Ramps (EW) - #6
I-10 Freeway EB Ramps (EW) - #7
Slover Avenue (EW) - #8

Riverside Avenue (NS) at:
Valley Boulevard (EW) - #15
Agua Mansa Road (E)W - #19

Main Street (NS) at:
SR-60 Freeway EB Ramps (EW) - #22

Eucalyptus Avenue (NS) at:
San Bernardino Avenue (EW) - #25

Pepper Avenue (NS) at:
Rialto Avenue (EW) - #31
Valley Boulevard (EW) - #36
I-10 Freeway WB Ramps (EW) - #37
I-10 Freeway EB Ramps (EW) - #38

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) - #39
Valley Boulevard (EW) - #40

Hermosa Avenue (NS) at:
Valley Boulevard (EW) - #42

La Cadena Drive (NS) at:
Rancho Avenue (EW) - #48
I-215 Freeway SB Ramps (EW) - #49

Mount Vernon Avenue (NS) at:
Valley Boulevard/I-10 Freeway WB Ramps (EW) - #51
I-10 Freeway EB Ramps (NS) at:
Mount Vernon Avenue (EW) - #52

For Year 2035 With Project traffic conditions, the study area intersections are projected to operate at an acceptable Levels of Service during the peak hours, with improvements (see Table 12).

A traffic signal is projected to be warranted at the following additional study area intersection for Opening Year (2020) Without Project traffic conditions (see Appendix F):

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) -#39

A traffic signal is projected to be warranted at the following additional study area intersections for Opening Year (2020) With Project traffic conditions (see Appendix F):

Eucalyptus Avenue (NS) at:
San Bernardino Avenue (EW) - #25

A traffic signal is projected to be warranted at the following additional study area intersection for Year 2035 Without Project traffic conditions (see Appendix F):

Meridian Avenue (NS) at:
San Bernardino Avenue (EW) -#39

The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (January 2012).

E. Recommendations

Site-specific circulation and access recommendations are depicted on Figure 70.

1. On-Site Improvements

Construct Pepper Avenue adjacent to the project from San Bernardino Avenue to the projects south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half-section width as a Collector Street including landscaping and parkway improvements in conjunction with development.

Construct San Bernardino Avenue adjacent to the project from the projects west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

Construct Valley Boulevard adjacent to the project from the projects west boundary to the projects east boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand.

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

Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

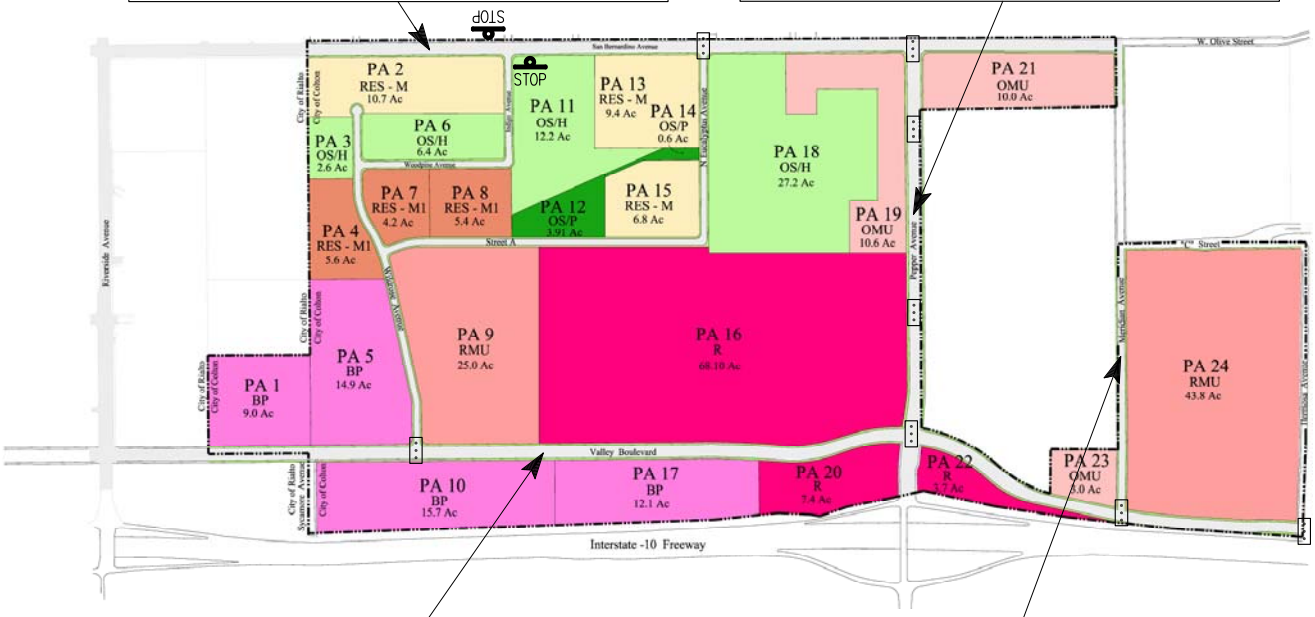
2. Off-Site Improvements

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

Figure 72
Circulation Recommendations

Construct San Bernardino Avenue adjacent to the project from the project west boundary to Meridian Street at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

Construct Pepper Avenue adjacent to the project from San Bernardino Avenue to the projects south boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.



Construct Valley Boulevard adjacent to the project from the project west boundary to the project est boundary at its ultimate half-section width as a Major Arterial including landscaping and parkway improvements in conjunction with development.

Construct Meridian Avenue adjacent to the project from the north project boundary to Valley Boulevard at its ultimate half-section width as a Collector Street including landscaping and parkway improvements in conjunction with development.

Legend

= Traffic Signal

STOP = Stop Sign

The project site should provide sufficient parking spaces to meet City of Colton parking code requirements in order to service on-site parking demand.

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

Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Colton standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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

N

NTS

See Figure 3 for land use description.

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KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Future Growth Increment Calculation Worksheets

Appendix D – Traffic Model Plots

Appendix E – Explanation and Calculation of Intersection Delay

Appendix F – Traffic Signal Warrant Worksheets

Appendix G – Surrounding Jurisdictions General Plan Circulation Elements

Appendix H – 5 Legged Intersection Modeling Methodology

Appendix I – Pass-By Trips

Appendix J – Preliminary Construction Cost Estimates for Congestion Management Program

Appendix K – 2011 San Bernardino Associated Governments Development Mitigation Nexus Study

Appendix L – 2012 Western Riverside Council of Governments Northwest TUMF Zone Transportation Improvement Program

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 05/03/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	20	116	4	24	175	21	10	76	18	20	68	19
	2-Axle Truck	1	2	0	0	2	0	0	4	0	0	1	1
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	1	1	3	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	23	107	15	25	210	17	21	79	19	12	110	12
	2-Axle Truck	1	4	0	1	2	0	0	0	2	2	6	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	4	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	18	131	27	15	182	21	14	88	16	17	105	16
	2-Axle Truck	2	8	1	0	3	1	0	2	0	2	2	1
	3-Axle Truck	1	0	0	0	2	1	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	30	100	40	24	168	22	16	81	18	17	113	11
	2-Axle Truck	1	1	3	0	2	0	3	3	1	0	5	1
	3-Axle Truck	0	1	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	1	1	1	0	3	0	0	1	0	1	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	28	103	23	26	120	6	10	95	20	19	112	18
	2-Axle Truck	0	0	1	1	3	0	0	2	0	0	1	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	1	1	0	2	0	0	0	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	29	93	17	21	112	13	19	105	14	19	85	7
	2-Axle Truck	3	3	1	0	3	2	0	2	0	0	8	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	2	1	4	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	28	84	15	17	102	11	16	107	9	14	72	4
	2-Axle Truck	1	1	0	0	2	0	0	2	0	0	1	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	2	0	2	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	21	75	26	18	99	14	14	91	10	24	77	9
	2-Axle Truck	1	2	0	0	2	0	0	4	1	0	5	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	3	0	1	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	197	809	167	170	1,168	125	120	722	124	142	742	96
	2-Axle Truck	10	21	6	2	19	3	3	19	4	4	29	3
	3-Axle Truck	1	9	0	0	8	1	0	0	0	3	0	0
	4-Axle Truck	1	17	7	3	21	0	0	2	1	3	3	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	209	856	180	175	1216	129	123	743	129	152	774	101

Peak Hour Volumes	105	470	112	92	705	68	64	351	76	74	457	60
	0.904			0.832			0.967			0.966		
Peak Hour Factor	0.902											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 05/03/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	14	60	11	31	151	13	60	177	19	29	152	27
	2-Axle Truck	0	1	0	1	4	0	0	2	2	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	1	0	1	0	0
	4-Axle Truck	0	0	0	0	3	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	29	178	21	32	136	14	39	132	24	34	176	16
	2-Axle Truck	1	1	0	0	4	1	0	4	0	0	4	0
	3-Axle Truck	0	0	2	0	2	0	0	1	0	0	0	1
	4-Axle Truck	0	2	0	0	2	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	35	150	29	43	151	20	41	175	22	40	146	28
	2-Axle Truck	0	3	0	1	5	0	1	2	0	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	1	1	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	49	245	26	33	117	14	84	274	35	37	170	31
	2-Axle Truck	0	2	0	0	0	0	0	1	0	0	5	0
	3-Axle Truck	0	1	1	0	3	0	0	0	0	2	0	0
	4-Axle Truck	0	2	1	0	3	0	0	1	1	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	42	225	22	31	147	25	75	190	26	43	157	17
	2-Axle Truck	0	1	1	0	0	0	1	3	0	0	2	0
	3-Axle Truck	0	0	1	0	0	0	0	0	1	0	0	1
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	23	172	19	29	142	10	47	229	22	38	187	20
	2-Axle Truck	0	4	0	0	4	0	0	2	0	0	5	0
	3-Axle Truck	0	0	2	0	1	0	0	0	0	3	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	25	235	21	37	129	35	82	221	13	43	146	32
	2-Axle Truck	0	2	0	0	1	0	0	1	0	1	1	0
	3-Axle Truck	0	0	0	0	2	0	0	1	1	1	0	0
	4-Axle Truck	1	1	1	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	25	176	21	29	141	21	46	165	30	44	157	24
	2-Axle Truck	0	2	0	0	2	0	0	2	0	0	1	0
	3-Axle Truck	0	0	2	0	0	0	0	0	1	2	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	242	1,441	170	265	1,114	152	474	1,563	191	308	1,291	195
	2-Axle Truck	1	16	1	2	20	1	2	17	2	1	18	0
	3-Axle Truck	0	3	8	0	10	0	0	3	4	10	0	2
	4-Axle Truck	1	9	2	0	11	0	0	2	1	1	4	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	244	1469	181	267	1155	153	476	1585	198	320	1313	198

Peak Hour Volumes	140	891	95	130	551	84	289	923	99	168	675	102
	0.861			0.933			0.828			0.926		
Peak Hour Factor	0.876											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 09/28/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	36	125	14	35	165	4	10	19	51	9	19	31
	2-Axle Truck	1	4	0	0	2	0	0	0	0	0	0	5
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	1	0	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	37	126	22	31	188	11	15	41	73	24	31	58
	2-Axle Truck	2	3	0	0	5	0	0	0	0	0	0	4
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	1	3	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	46	138	34	43	147	22	23	41	64	71	34	91
	2-Axle Truck	2	1	0	1	6	0	0	0	2	0	0	4
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	37	124	40	53	143	20	18	44	37	72	50	129
	2-Axle Truck	1	5	1	1	4	0	0	1	0	2	2	4
	3-Axle Truck	0	0	0	0	2	0	0	1	0	0	0	1
	4-Axle Truck	0	3	0	0	0	0	0	1	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	34	118	30	44	142	9	16	28	41	32	76	118
	2-Axle Truck	1	5	0	4	5	0	1	1	1	1	1	4
	3-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	3	0	1	1	0	0	0	1	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	31	90	16	39	126	16	6	30	38	20	31	86
	2-Axle Truck	1	4	2	0	4	0	0	2	2	1	2	2
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	3	0	0	0	1	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	38	99	13	16	95	16	8	29	31	10	29	39
	2-Axle Truck	1	1	1	1	2	0	1	2	0	1	2	1
	3-Axle Truck	0	1	0	0	1	0	1	0	0	0	2	0
	4-Axle Truck	0	2	0	1	4	0	0	1	1	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	25	90	7	18	91	15	15	22	33	3	33	28
	2-Axle Truck	0	6	0	2	4	0	0	2	3	1	0	1
	3-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	1	1	1	4	0	0	0	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	284	910	176	279	1,097	113	111	254	368	241	303	580
	2-Axle Truck	9	29	4	9	32	0	2	8	8	6	7	25
	3-Axle Truck	0	6	0	0	10	0	1	1	0	0	3	2
	4-Axle Truck	0	14	1	3	16	0	0	2	5	8	2	8
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	293	959	181	291	1155	113	114	265	381	255	315	615

Peak Hour Volumes	160	531	127	178	648	62	73	158	220	207	196	418
		0.921			0.941			0.867			0.783	
Peak Hour Factor	0.876											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 09/28/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	38	179	14	29	132	21	9	55	51	16	39	25
	2-Axle Truck	0	2	0	2	1	0	0	1	0	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	53	171	13	14	149	19	12	47	30	11	40	27
	2-Axle Truck	0	1	1	0	1	0	0	0	0	0	2	0
	3-Axle Truck	0	1	0	0	6	0	0	0	0	0	0	0
	4-Axle Truck	0	2	0	1	2	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	44	170	7	19	169	17	19	46	47	17	48	28
	2-Axle Truck	0	0	0	0	3	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	1	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	47	189	8	17	137	33	18	47	26	9	31	16
	2-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	3	1	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	34	171	6	11	132	16	22	48	35	21	36	17
	2-Axle Truck	1	1	0	0	3	0	0	1	0	0	0	0
	3-Axle Truck	1	1	0	0	4	0	0	0	1	0	0	0
	4-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	57	174	9	16	157	13	21	53	35	7	32	20
	2-Axle Truck	0	0	0	0	1	0	0	3	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	34	181	12	12	137	24	19	42	42	11	43	23
	2-Axle Truck	0	0	0	1	0	0	0	0	0	0	1	0
	3-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	3	0	0	1	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	51	178	13	18	142	22	13	40	33	13	33	25
	2-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	1	0	2	0	1	1	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	358	1,413	82	136	1,155	165	133	378	299	105	302	181
	2-Axle Truck	1	6	2	3	9	0	0	5	0	0	5	0
	3-Axle Truck	1	6	0	0	17	0	0	0	2	0	0	0
	4-Axle Truck	1	9	4	1	10	1	1	1	0	6	0	4
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	361	1434	88	140	1191	166	134	384	301	111	307	185

Peak Hour Volumes	182	721	45	82	605	90	59	196	154	55	162	99
	0.948			0.934			0.881			0.823		
Peak Hour Factor	0.914											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 09/29/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	5	138	0	30	257	3	7	31	9	9	13	13
	2-Axle Truck	1	3	0	0	3	0	0	3	0	0	1	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	1	0
	4-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	16	168	4	25	273	3	2	23	10	11	29	17
	2-Axle Truck	0	7	0	0	2	1	0	2	0	0	1	0
	3-Axle Truck	0	4	0	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	17	140	3	13	240	23	4	22	12	14	41	11
	2-Axle Truck	0	6	0	1	3	0	0	1	0	1	2	1
	3-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	24	134	3	10	170	11	4	25	13	4	42	8
	2-Axle Truck	1	3	0	0	4	0	0	1	1	0	1	0
	3-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	17	128	5	8	173	13	4	20	13	3	36	9
	2-Axle Truck	2	4	0	0	9	0	0	2	0	0	1	1
	3-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	2	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	7	116	7	6	180	8	4	16	12	7	19	5
	2-Axle Truck	0	9	0	0	7	0	0	0	0	0	2	0
	3-Axle Truck	0	2	1	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	2	0	0	5	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	10	115	3	5	176	9	6	9	15	3	23	2
	2-Axle Truck	1	6	1	0	3	0	0	1	0	1	1	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	7	121	6	4	190	7	3	20	17	8	15	1
	2-Axle Truck	0	7	0	0	2	0	0	1	0	0	0	0
	3-Axle Truck	0	0	1	0	2	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	103	1,060	31	101	1,659	77	34	166	101	59	218	66
	2-Axle Truck	5	45	1	1	33	1	0	11	1	2	9	2
	3-Axle Truck	0	15	2	0	13	0	0	0	1	1	1	1
	4-Axle Truck	0	22	0	0	24	0	1	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	108	1142	34	102	1729	78	35	177	103	63	228	69

Peak Hour Volumes	64	614	10	79	972	41	17	108	46	39	131	50
	0.864			0.878			0.855			0.786		
Peak Hour Factor	0.862											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 09/29/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	11	195	9	9	179	9	8	37	9	1	27	3
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	11	210	5	7	174	6	11	33	13	6	19	7
	2-Axle Truck	0	1	0	1	3	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	8	196	9	11	161	8	3	23	9	4	17	8
	2-Axle Truck	0	9	0	0	6	0	0	0	1	1	1	1
	3-Axle Truck	1	0	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	20	206	11	6	172	10	11	36	16	10	26	7
	2-Axle Truck	0	2	0	0	3	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	15	211	14	7	149	5	7	37	9	4	23	10
	2-Axle Truck	0	2	0	0	5	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	6	235	14	12	180	10	10	38	23	4	21	9
	2-Axle Truck	0	1	0	0	3	0	0	1	1	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	18	220	16	8	158	4	12	50	10	3	41	13
	2-Axle Truck	0	3	0	1	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	12	247	6	9	185	6	12	26	11	9	22	12
	2-Axle Truck	0	0	0	0	1	0	0	1	0	0	1	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	101	1,720	84	69	1,358	58	74	280	100	41	196	69
	2-Axle Truck	0	21	0	2	24	0	0	4	2	1	6	1
	3-Axle Truck	1	1	0	0	14	0	0	0	0	1	0	0
	4-Axle Truck	0	19	0	0	17	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	102	1761	84	71	1413	58	74	284	102	43	202	70

Peak Hour Volumes	51	925	50	37	694	25	41	153	54	21	110	44
	0.961			0.896			0.849			0.768		
Peak Hour Factor	0.907											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Bloomington Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	109	31	9	183	0	0	0	0	55	0	4
	2-Axle Truck	0	5	1	0	4	0	0	0	0	2	0	0
	3-Axle Truck	0	5	0	0	3	0	0	0	0	1	0	0
	4-Axle Truck	0	2	0	0	7	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	134	31	8	225	0	0	0	0	59	0	7
	2-Axle Truck	0	5	1	1	8	0	0	0	0	1	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	115	30	14	241	0	0	0	0	71	0	9
	2-Axle Truck	0	4	1	0	11	0	0	0	0	2	0	0
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	5	0	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	123	53	8	195	0	0	0	0	55	0	5
	2-Axle Truck	0	7	2	0	7	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	9	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	91	49	10	178	0	0	0	0	59	0	10
	2-Axle Truck	0	3	1	0	5	0	0	0	0	3	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	6	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	135	44	9	170	0	0	0	0	64	0	7
	2-Axle Truck	0	6	3	1	9	0	0	0	0	1	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	118	48	13	186	0	0	0	0	67	0	7
	2-Axle Truck	0	8	1	0	5	0	0	0	0	2	0	0
	3-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	1	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	120	65	14	161	0	0	0	0	78	0	5
	2-Axle Truck	0	4	2	0	8	0	0	0	0	1	0	0
	3-Axle Truck	0	2	0	0	2	0	0	0	0	1	0	0
	4-Axle Truck	0	5	0	0	10	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	945	351	85	1,539	0	0	0	0	508	0	54
	2-Axle Truck	0	42	12	2	57	0	0	0	0	12	0	3
	3-Axle Truck	0	11	0	0	13	0	0	0	0	2	0	0
	4-Axle Truck	0	42	0	1	55	0	0	0	0	3	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1040	363	88	1664	0	0	0	0	525	0	58

Peak Hour Volumes	0	507	168	41	901	0	0	0	0	253	0	34
	0.888			0.859			0.000			0.854		
Peak Hour Factor	0.869											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Bloomington Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	230	80	25	120	0	0	0	0	49	0	6
	2-Axle Truck	0	5	1	1	3	0	0	0	0	2	0	0
	3-Axle Truck	0	1	1	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	3	1	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	198	102	24	176	0	0	0	0	67	0	12
	2-Axle Truck	0	9	1	0	2	0	0	0	0	2	0	0
	3-Axle Truck	0	3	0	0	3	0	0	0	0	1	0	0
	4-Axle Truck	0	8	0	0	4	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	240	111	20	169	0	0	0	0	69	0	10
	2-Axle Truck	0	6	2	1	5	0	0	0	0	3	0	0
	3-Axle Truck	0	1	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	2	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	238	100	16	180	0	0	0	0	61	0	20
	2-Axle Truck	0	8	0	0	2	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	7	0	0	7	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	247	99	10	158	0	0	0	0	61	0	6
	2-Axle Truck	0	4	1	0	6	0	0	0	0	1	0	0
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	266	100	16	158	0	0	0	0	71	0	9
	2-Axle Truck	0	8	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	0	1	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	3	1	0	3	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	242	111	19	209	0	0	0	0	69	0	10
	2-Axle Truck	0	5	1	0	4	0	0	0	0	2	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	1	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	273	117	13	154	0	0	0	0	74	0	8
	2-Axle Truck	0	3	0	0	3	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,934	820	143	1,324	0	0	0	0	521	0	81
	2-Axle Truck	0	48	6	2	28	0	0	0	0	12	0	0
	3-Axle Truck	0	7	2	2	15	0	0	0	0	2	0	0
	4-Axle Truck	0	32	2	1	27	0	0	0	0	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	2021	830	148	1394	0	0	0	0	539	0	81

Peak Hour Volumes	0	1061	431	60	711	0	0	0	0	282	0	33
		0.949			0.820			0.000			0.938	
Peak Hour Factor						0.905						

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/05/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	60	189	41	9	249	4	7	21	126	64	15	6
	2-Axle Truck	3	2	0	0	3	0	1	1	1	0	2	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	3	4	2	0	7	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	83	220	69	10	282	4	12	32	164	91	48	7
	2-Axle Truck	2	8	1	0	6	0	0	2	0	2	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	1	0	0	0
	4-Axle Truck	0	10	1	0	10	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	77	210	54	10	261	5	11	29	200	91	44	4
	2-Axle Truck	2	6	3	0	7	0	0	1	3	2	1	0
	3-Axle Truck	0	4	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	6	0	0	1	2	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	99	204	45	7	202	8	7	43	143	67	41	2
	2-Axle Truck	2	4	0	0	9	0	1	1	7	6	0	0
	3-Axle Truck	0	5	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	6	1	1	11	0	0	1	1	2	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	69	164	35	8	182	8	12	30	112	56	49	3
	2-Axle Truck	2	7	1	0	4	0	2	1	2	1	0	0
	3-Axle Truck	0	7	0	0	0	0	0	0	1	0	1	0
	4-Axle Truck	2	7	1	1	15	0	0	1	0	1	1	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	64	121	36	9	198	21	14	17	103	52	37	2
	2-Axle Truck	8	4	1	2	3	1	0	0	6	1	0	1
	3-Axle Truck	0	5	4	0	1	0	0	2	2	0	0	0
	4-Axle Truck	0	8	1	1	10	0	0	1	2	5	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	74	149	41	11	199	10	16	32	91	45	19	6
	2-Axle Truck	1	14	1	0	10	0	2	2	3	4	2	2
	3-Axle Truck	0	8	0	0	4	2	0	1	1	0	2	0
	4-Axle Truck	0	6	1	1	5	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	55	144	30	10	156	14	16	43	97	34	34	5
	2-Axle Truck	4	7	0	0	4	0	1	1	3	1	0	0
	3-Axle Truck	0	4	1	0	0	0	0	0	0	0	1	1
	4-Axle Truck	0	4	1	1	10	0	0	0	2	4	1	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	581	1,401	351	74	1,729	74	95	247	1,036	500	287	35
	2-Axle Truck	24	52	7	2	46	1	7	9	25	17	5	4
	3-Axle Truck	0	34	5	0	10	2	0	3	5	0	4	1
	4-Axle Truck	5	48	8	5	74	0	0	4	7	13	2	10
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	610	1535	371	81	1859	77	102	263	1073	530	298	50

Peak Hour Volumes	331	876	217	37	1058	21	39	132	648	325	151	23
	0.904			0.891			0.829			0.832		
Peak Hour Factor	0.874											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/05/12

Evening Peak Hour

		Northbound			Southbound			Eastbound			Westbound		
Time	Classification	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	91	258	66	15	162	21	50	72	93	66	58	18
	2-Axle Truck	3	1	6	2	5	0	1	2	3	2	4	0
	3-Axle Truck	1	2	0	0	1	0	1	1	0	0	1	0
	4-Axle Truck	1	4	2	0	3	0	0	0	3	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	124	275	55	17	165	15	45	72	116	55	61	16
	2-Axle Truck	1	4	1	0	0	1	0	1	1	1	1	0
	3-Axle Truck	2	3	0	0	3	0	2	0	0	0	2	0
	4-Axle Truck	4	7	0	1	3	0	1	3	2	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	104	282	65	16	197	12	43	82	151	47	60	12
	2-Axle Truck	0	2	0	0	5	0	0	1	2	2	0	0
	3-Axle Truck	0	1	0	0	3	0	1	0	2	1	1	0
	4-Axle Truck	3	3	2	1	7	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	131	303	76	28	210	17	56	51	115	53	39	15
	2-Axle Truck	1	3	0	1	3	0	0	2	3	0	2	0
	3-Axle Truck	0	0	0	0	6	0	0	0	2	0	1	0
	4-Axle Truck	0	6	5	1	3	0	1	1	1	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	109	295	47	12	189	13	51	97	157	60	75	17
	2-Axle Truck	5	7	3	0	2	0	0	1	2	1	1	1
	3-Axle Truck	0	0	0	0	4	0	1	0	0	0	0	0
	4-Axle Truck	2	3	2	0	3	0	0	0	1	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	130	306	70	16	192	23	41	60	137	50	48	12
	2-Axle Truck	1	6	3	0	4	0	0	0	2	2	2	0
	3-Axle Truck	0	2	1	0	0	0	0	1	1	0	0	0
	4-Axle Truck	4	4	0	0	1	0	2	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	94	306	76	21	195	19	49	62	142	52	59	12
	2-Axle Truck	2	5	4	0	3	0	0	1	2	1	0	0
	3-Axle Truck	1	2	0	0	1	0	0	2	0	0	0	0
	4-Axle Truck	1	2	0	1	2	0	0	0	3	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	108	332	64	16	178	21	48	78	112	47	54	19
	2-Axle Truck	1	5	1	0	5	0	1	1	3	1	2	1
	3-Axle Truck	2	1	0	0	2	0	0	3	3	0	0	0
	4-Axle Truck	1	2	0	1	0	0	0	1	2	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	891	2,357	519	141	1,488	141	383	574	1,023	430	454	121
	2-Axle Truck	14	33	18	3	27	1	2	9	18	10	12	2
	3-Axle Truck	6	11	1	0	20	0	5	7	8	1	5	0
	4-Axle Truck	16	31	11	5	22	0	4	6	12	4	2	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	927	2432	549	149	1557	142	394	596	1061	445	473	128

Peak Hour Volumes	481	1250	287	80	818	72	201	278	568	221	228	59
	0.957			0.901			0.844			0.814		
Peak Hour Factor	0.9											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: I-10 Freeway Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 07/11/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	53	131	0	0	202	148	0	0	0	41	0	54
	2-Axle Truck	5	5	0	0	2	1	0	0	0	1	0	4
	3-Axle Truck	3	1	0	0	0	1	0	0	0	0	0	0
	4-Axle Truck	3	4	0	0	4	7	0	0	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	57	164	0	0	239	164	0	0	0	38	0	62
	2-Axle Truck	1	5	0	0	4	3	0	0	0	4	0	1
	3-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	3	5	0	0	2	8	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	56	165	0	0	234	220	0	0	0	27	1	76
	2-Axle Truck	2	6	0	0	5	4	0	0	0	0	0	1
	3-Axle Truck	2	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	6	8	0	0	3	8	0	0	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	67	209	0	0	252	179	0	0	0	33	0	102
	2-Axle Truck	3	6	0	0	6	2	0	0	0	4	0	1
	3-Axle Truck	0	2	0	0	0	2	0	0	0	1	0	0
	4-Axle Truck	3	7	0	0	4	5	0	0	0	1	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	45	174	0	0	194	129	0	0	0	23	0	93
	2-Axle Truck	2	9	0	0	4	6	0	0	0	1	0	5
	3-Axle Truck	3	2	0	0	3	0	0	0	0	1	0	1
	4-Axle Truck	8	8	0	0	5	1	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	51	192	0	0	193	133	0	0	0	29	0	85
	2-Axle Truck	5	5	0	0	5	1	0	0	0	0	0	2
	3-Axle Truck	1	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	7	3	0	0	6	10	0	0	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	49	163	0	0	211	161	0	0	0	25	0	72
	2-Axle Truck	0	4	0	0	3	4	0	0	0	3	0	1
	3-Axle Truck	4	2	0	0	0	2	0	0	0	0	0	2
	4-Axle Truck	5	6	0	0	4	6	0	0	0	4	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	44	175	0	0	241	112	0	0	0	19	0	71
	2-Axle Truck	4	7	0	0	10	8	0	0	0	0	0	5
	3-Axle Truck	4	3	0	0	3	1	0	0	0	0	0	0
	4-Axle Truck	4	3	0	0	1	6	0	0	0	2	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	422	1,373	0	0	1,766	1,246	0	0	0	235	1	615
	2-Axle Truck	22	47	0	0	39	29	0	0	0	13	0	20
	3-Axle Truck	17	17	0	0	8	6	0	0	0	2	0	3
	4-Axle Truck	39	44	0	0	29	51	0	0	0	14	0	13
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	500	1481	0	0	1842	1332	0	0	0	264	1	651

Peak Hour Volumes	258	775	0	0	956	731	0	0	0	138	1	348
	0.870			0.888			0.000			0.840		
Peak Hour Factor	0.874											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: I-10 Freeway Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 07/11/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	32	246	0	0	176	97	0	0	0	36	0	101
	2-Axle Truck	1	3	0	0	4	4	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	1	4	0	0	0	1	0	0
	4-Axle Truck	1	6	0	0	2	2	0	0	0	2	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	61	291	0	0	199	112	0	0	0	58	0	122
	2-Axle Truck	3	4	0	0	5	1	0	0	0	1	0	9
	3-Axle Truck	0	3	0	0	3	1	0	0	0	0	0	1
	4-Axle Truck	3	3	0	0	4	2	0	0	0	2	0	4
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	57	325	0	0	235	113	0	0	0	50	2	101
	2-Axle Truck	0	6	0	0	6	3	0	0	0	1	0	0
	3-Axle Truck	1	1	0	0	6	1	0	0	0	1	0	3
	4-Axle Truck	4	2	0	0	5	3	0	0	0	2	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	46	333	0	0	269	117	0	0	0	49	1	119
	2-Axle Truck	1	3	0	0	4	2	0	0	0	0	0	0
	3-Axle Truck	1	1	0	0	2	1	0	0	0	1	0	0
	4-Axle Truck	5	2	0	0	1	3	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	50	320	0	0	263	125	0	0	0	46	1	112
	2-Axle Truck	2	3	0	0	8	2	0	0	0	1	0	0
	3-Axle Truck	1	0	0	0	2	1	0	0	0	0	1	1
	4-Axle Truck	4	4	0	0	1	4	0	0	0	1	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	41	318	0	0	295	127	0	0	0	51	0	116
	2-Axle Truck	2	8	0	0	4	1	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	1	1	0	0	0	1	0	0
	4-Axle Truck	3	5	0	0	2	0	0	0	0	3	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	53	310	0	0	228	109	0	0	0	58	0	133
	2-Axle Truck	3	3	0	0	2	2	0	0	0	1	0	1
	3-Axle Truck	1	3	0	0	4	0	0	0	0	1	0	1
	4-Axle Truck	0	6	0	0	4	2	0	0	0	2	0	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	49	326	0	0	226	107	0	0	0	48	1	108
	2-Axle Truck	0	4	0	0	3	1	0	0	0	1	0	1
	3-Axle Truck	0	1	0	0	0	5	0	0	0	2	0	0
	4-Axle Truck	3	2	0	0	6	1	0	0	0	4	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	389	2,469	0	0	1,891	907	0	0	0	396	5	912
	2-Axle Truck	12	34	0	0	36	16	0	0	0	5	0	12
	3-Axle Truck	4	10	0	0	19	14	0	0	0	7	1	6
	4-Axle Truck	23	30	0	0	25	17	0	0	0	17	0	20
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	428	2543	0	0	1971	954	0	0	0	425	6	950

Peak Hour Volumes	213	1320	0	0	1090	497	0	0	0	216	3	494
	0.978			0.921			0.000			0.882		
Peak Hour Factor	0.935											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: I-10 Freeway Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 07/11/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	126	40	90	145	0	54	0	34	0	0	0
	2-Axle Truck	0	8	1	2	1	0	3	0	0	0	0	0
	3-Axle Truck	0	3	2	0	0	0	1	0	1	0	0	0
	4-Axle Truck	0	5	1	3	2	0	1	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	151	47	111	161	0	61	0	37	0	0	0
	2-Axle Truck	0	4	3	2	4	0	2	0	0	0	0	0
	3-Axle Truck	0	5	0	0	0	0	0	0	2	0	0	0
	4-Axle Truck	0	4	1	0	5	0	5	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	156	50	121	142	0	65	0	30	0	0	0
	2-Axle Truck	0	5	0	1	4	0	3	0	2	0	0	0
	3-Axle Truck	0	2	1	0	1	0	1	0	0	0	0	0
	4-Axle Truck	0	7	3	1	3	0	6	0	8	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	197	46	123	158	0	76	0	33	0	0	0
	2-Axle Truck	0	3	2	2	8	0	3	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	2	0	0	0	0	0
	4-Axle Truck	0	4	2	2	4	0	5	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	148	34	80	139	0	65	0	37	0	0	0
	2-Axle Truck	0	6	0	1	2	0	6	0	0	0	0	0
	3-Axle Truck	0	4	1	1	3	0	1	0	2	0	0	0
	4-Axle Truck	0	11	5	4	3	0	5	0	9	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	171	40	99	116	0	68	0	30	0	0	0
	2-Axle Truck	0	4	3	2	2	0	1	0	2	0	0	0
	3-Axle Truck	0	2	3	1	0	0	1	0	3	0	0	0
	4-Axle Truck	0	8	1	5	3	0	4	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	141	26	119	111	0	69	0	16	0	0	0
	2-Axle Truck	0	5	1	3	2	0	0	0	3	0	0	0
	3-Axle Truck	0	5	1	0	0	0	1	0	4	0	0	0
	4-Axle Truck	0	5	1	1	6	0	4	0	5	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	136	31	131	119	0	81	0	25	0	0	0
	2-Axle Truck	0	6	1	4	5	0	4	0	1	0	0	0
	3-Axle Truck	0	5	0	1	2	0	1	0	1	0	0	0
	4-Axle Truck	0	6	1	2	2	0	3	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,226	314	874	1,091	0	539	0	242	0	0	0
	2-Axle Truck	0	41	11	17	28	0	22	0	10	0	0	0
	3-Axle Truck	0	26	8	3	6	0	8	0	13	0	0	0
	4-Axle Truck	0	50	15	18	28	0	33	0	38	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1343	348	912	1153	0	602	0	303	0	0	0

Peak Hour Volumes	0	707	195	449	637	0	306	0	168	0	0	0
	0.888			0.914			0.948			0.000		
Peak Hour Factor	0.911											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: I-10 Freeway Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 07/11/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	155	29	75	131	0	121	0	23	0	0	0
	2-Axle Truck	0	2	1	2	3	0	2	0	1	0	0	0
	3-Axle Truck	0	1	0	0	3	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	2	2	0	4	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	195	42	99	156	0	152	0	38	0	0	0
	2-Axle Truck	0	5	0	1	4	0	3	0	3	0	0	0
	3-Axle Truck	0	1	0	0	2	0	0	0	2	0	0	0
	4-Axle Truck	0	2	0	3	3	0	5	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	226	24	103	173	0	148	0	39	0	0	0
	2-Axle Truck	0	0	0	1	6	0	4	0	1	0	0	0
	3-Axle Truck	0	1	1	1	6	0	1	0	2	0	0	0
	4-Axle Truck	0	5	2	4	3	0	0	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	211	16	115	191	0	161	0	33	0	0	0
	2-Axle Truck	0	3	1	3	0	0	1	0	1	0	0	0
	3-Axle Truck	0	1	0	0	2	0	1	0	1	0	0	0
	4-Axle Truck	0	6	1	0	2	0	0	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	185	29	106	211	0	181	0	33	0	0	0
	2-Axle Truck	0	2	1	4	5	0	4	0	1	0	0	0
	3-Axle Truck	0	0	0	1	1	0	0	0	1	0	0	0
	4-Axle Truck	0	4	1	1	2	0	4	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	181	42	126	208	0	190	0	42	0	0	0
	2-Axle Truck	0	5	0	3	1	0	6	1	1	0	0	0
	3-Axle Truck	0	0	0	0	2	0	1	0	2	0	0	0
	4-Axle Truck	0	5	0	1	3	0	5	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	206	45	101	185	0	156	0	43	0	0	0
	2-Axle Truck	0	4	0	1	2	0	0	0	2	0	0	0
	3-Axle Truck	0	3	0	0	5	0	3	0	1	0	0	0
	4-Axle Truck	0	2	0	2	4	0	3	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	205	41	99	171	0	151	0	22	0	0	0
	2-Axle Truck	0	3	5	1	2	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	3	1	4	2	0	3	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,564	268	824	1,426	0	1,260	0	273	0	0	0
	2-Axle Truck	0	24	8	16	23	0	21	1	11	0	0	0
	3-Axle Truck	0	7	1	2	23	0	6	0	11	0	0	0
	4-Axle Truck	0	28	5	17	21	0	24	0	33	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1623	282	859	1493	0	1311	1	328	0	0	0

Peak Hour Volumes	0	818	136	464	824	0	716	1	179	0	0	0
		0.917			0.936			0.892			0.000	
Peak Hour Factor						0.918						

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Slover Avenue
Counter: Counts Unlimited Inc.
Date: 04/03/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	14	151	2	13	140	31	40	19	4	2	10	21
	2-Axle Truck	2	7	0	0	2	1	1	1	1	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	1	0	1	2	0	1	0	0	0	1	0
7:15 AM	Cars	27	182	6	13	170	26	47	16	11	3	13	20
	2-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	1
	3-Axle Truck	0	2	0	0	3	0	0	0	0	1	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	2	0	3	2	0	0	1	1	0	0	3
7:30 AM	Cars	19	200	7	18	182	23	51	14	9	4	18	24
	2-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	3
	3-Axle Truck	1	2	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	4	0	5	3	0	2	0	2	0	1	4
7:45 AM	Cars	14	146	6	37	162	11	35	17	10	10	8	25
	2-Axle Truck	0	5	0	1	2	1	0	1	0	0	4	2
	3-Axle Truck	0	3	0	0	3	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	1	0	1	6	1	0	0	0	0	0	1
8:00 AM	Cars	13	151	3	19	151	10	32	6	8	4	14	19
	2-Axle Truck	2	6	1	0	3	1	2	0	0	0	2	1
	3-Axle Truck	0	5	0	0	1	1	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	1	1	0	0	0	0	0	0
	5-Axle Truck +	2	5	0	2	5	1	0	2	0	0	1	1
8:15 AM	Cars	17	120	6	16	130	21	34	16	6	0	7	13
	2-Axle Truck	1	1	0	0	4	2	2	0	0	1	0	2
	3-Axle Truck	0	2	0	0	7	0	1	1	0	0	0	0
	4-Axle Truck	0	1	0	0	0	2	0	0	0	0	0	0
	5-Axle Truck +	3	2	0	2	4	1	0	0	0	1	0	0
8:30 AM	Cars	9	135	2	11	102	14	32	16	12	6	9	14
	2-Axle Truck	1	6	0	2	3	0	0	0	0	1	2	2
	3-Axle Truck	0	3	0	0	2	0	0	0	1	0	0	1
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	6	0	1	3	3	1	2	0	0	0	2
8:45 AM	Cars	5	106	1	14	141	15	31	10	4	4	3	14
	2-Axle Truck	1	3	0	1	6	1	0	0	0	0	0	1
	3-Axle Truck	1	1	0	0	6	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	0
	5-Axle Truck +	1	2	0	4	2	0	0	0	1	0	2	3
Total	Cars	118	1,191	33	141	1,178	151	302	114	64	33	82	150
	2-Axle Truck	7	32	1	4	23	6	5	2	1	2	8	13
	3-Axle Truck	2	18	0	0	22	2	1	2	1	1	3	1
	4-Axle Truck	0	7	0	1	8	3	0	0	0	0	0	0
	5-Axle Truck +	6	23	0	19	27	6	4	5	4	1	5	14
	Total	133	1271	34	165	1258	168	312	123	70	37	98	178

Peak Hour Volumes	78	722	23	99	701	76	169	58	41	22	63	104
	0.868			0.944			0.848			0.875		
Peak Hour Factor	0.895											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Cedar Avenue
East/West Street: Slover Avenue
Counter: Counts Unlimited Inc.
Date: 04/03/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	11	187	2	11	175	16	42	28	18	4	12	16
	2-Axle Truck	0	7	0	0	3	0	0	0	0	0	2	1
	3-Axle Truck	0	4	0	1	1	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	1	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	1	0	2	3	0	0	0	0	2	0	2
4:15 PM	Cars	16	163	2	15	159	16	37	27	24	2	19	28
	2-Axle Truck	0	3	0	0	1	1	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	3	0	1	3	2	0	0	0	0	0	0
4:30 PM	Cars	16	174	5	22	188	19	37	31	15	3	19	24
	2-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	1	2	0	0	1
	4-Axle Truck	0	0	0	1	2	0	0	0	0	0	0	1
	5-Axle Truck +	1	4	1	2	4	1	1	0	0	0	0	2
4:45 PM	Cars	10	172	4	16	218	19	29	17	20	1	20	15
	2-Axle Truck	0	2	0	0	3	2	0	0	1	0	0	0
	3-Axle Truck	0	2	0	1	1	0	0	1	0	0	0	0
	4-Axle Truck	0	1	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	2	0	2	0	0	0	0	0	0	2	2
5:00 PM	Cars	14	169	2	17	202	15	43	33	16	3	15	27
	2-Axle Truck	1	1	0	1	1	0	0	0	0	0	0	2
	3-Axle Truck	0	1	0	0	3	0	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	2	0	0	0	0	0	0	0	0	0	1
5:15 PM	Cars	13	168	11	23	209	18	35	23	21	2	19	18
	2-Axle Truck	1	2	0	0	1	0	2	1	0	0	0	0
	3-Axle Truck	0	2	0	1	2	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	3	0	2	2	1	0	0	0	0	1	1
5:30 PM	Cars	15	195	8	12	205	25	31	30	13	2	18	8
	2-Axle Truck	1	1	0	0	1	0	2	1	0	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	1	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	2	0	2	4	0	1	0	0	0	0	1
5:45 PM	Cars	14	181	5	13	206	21	27	19	17	4	15	17
	2-Axle Truck	0	0	0	0	0	2	0	0	1	0	0	0
	3-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	5	0	2	2	0	1	0	1	0	0	0
Total	Cars	109	1,409	39	129	1,562	149	281	208	144	21	137	153
	2-Axle Truck	3	18	0	1	13	5	4	2	2	0	2	3
	3-Axle Truck	0	13	0	3	14	0	0	3	3	1	1	2
	4-Axle Truck	0	3	1	3	2	2	0	0	0	1	0	2
	5-Axle Truck +	2	22	1	13	18	4	3	0	1	2	3	9
	Total	114	1465	41	149	1609	160	288	213	150	25	143	169

Peak Hour Volumes	57	707	23	89	842	75	147	107	76	10	76	95
	0.969			0.956			0.897			0.905		
Peak Hour Factor	0.947											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Baseline Road
Counter: Counts Unlimited Inc.
Date: 04/27/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	32	93	7	52	126	11	13	104	15	10	186	33
	2-Axle Truck	0	5	0	3	4	0	1	4	0	0	5	0
	3-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	43	101	8	69	194	18	28	169	23	13	200	38
	2-Axle Truck	0	4	0	0	2	1	1	3	1	0	4	1
	3-Axle Truck	0	0	0	0	0	0	0	1	1	0	0	0
	4-Axle Truck	0	0	0	0	1	0	1	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	13	102	16	60	181	24	20	141	21	21	77	32
	2-Axle Truck	0	2	0	0	3	1	0	5	0	0	5	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	12	85	11	39	140	17	32	103	11	23	83	30
	2-Axle Truck	0	4	0	0	2	0	0	3	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	3	1	1	0	0	0	0	2	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	11	107	11	39	139	8	21	93	12	17	78	30
	2-Axle Truck	0	2	1	0	3	0	1	1	0	0	2	1
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	2	0	0	0	0	0	0	2	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	23	81	12	39	105	14	24	74	12	19	68	26
	2-Axle Truck	0	2	0	1	1	1	1	3	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	5	63	11	21	122	13	24	73	11	16	43	25
	2-Axle Truck	0	4	2	0	4	0	0	3	3	0	2	1
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	2	0	1	0	0	0	1	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	17	73	8	30	125	14	23	63	10	20	56	22
	2-Axle Truck	1	2	0	2	4	2	0	1	0	2	2	1
	3-Axle Truck	0	0	0	3	1	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	1	0	2	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	156	705	84	349	1,132	119	185	820	115	139	791	236
	2-Axle Truck	1	25	3	6	23	5	4	23	4	2	25	4
	3-Axle Truck	1	1	0	6	1	0	0	1	1	0	3	1
	4-Axle Truck	0	3	0	9	3	3	1	3	1	0	5	6
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	158	734	87	370	1159	127	190	847	121	141	824	247

Peak Hour Volumes	101	397	42	229	655	73	96	534	73	67	566	136
	0.865			0.839			0.767			0.751		
Peak Hour Factor	0.802											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Baseline Road
Counter: Counts Unlimited Inc.
Date: 04/27/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	26	133	22	39	159	27	45	102	16	35	90	45
	2-Axle Truck	0	6	1	4	1	0	1	0	0	0	2	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	30	142	24	38	134	26	46	103	26	26	121	40
	2-Axle Truck	0	1	0	0	3	1	0	2	1	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	1	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	27	119	16	46	141	24	48	103	15	35	125	39
	2-Axle Truck	0	2	0	0	4	0	1	3	0	0	3	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	33	137	25	49	156	20	41	98	20	18	107	34
	2-Axle Truck	0	2	0	0	1	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	29	138	33	58	147	26	40	119	20	31	138	37
	2-Axle Truck	0	3	0	1	1	0	1	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	27	155	26	38	140	26	44	111	17	29	111	46
	2-Axle Truck	0	2	0	0	2	1	0	3	0	0	2	0
	3-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	24	121	21	55	148	24	44	132	25	21	114	40
	2-Axle Truck	1	1	0	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	1	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	20	149	20	41	134	25	34	101	10	38	112	34
	2-Axle Truck	1	3	1	0	1	0	2	3	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	216	1,094	187	364	1,159	198	342	869	149	233	918	315
	2-Axle Truck	2	20	2	5	13	2	5	13	1	0	13	0
	3-Axle Truck	0	1	0	2	2	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	1	4	0	0	2	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	218	1115	189	372	1178	200	347	884	150	234	931	319

Peak Hour Volumes	114	559	105	202	598	97	170	466	82	99	477	159
	0.926			0.962			0.889			0.883		
Peak Hour Factor	0.917											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Etiwanda Avenue
Counter: Counts Unlimited Inc.
Date: 04/20/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	6	96	6	17	135	5	4	20	10	2	13	20
	2-Axle Truck	2	4	0	1	3	0	0	1	0	1	1	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	5	125	4	15	173	4	4	24	3	6	33	15
	2-Axle Truck	1	1	1	0	9	0	0	2	0	0	0	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	4	84	5	28	205	3	5	28	9	5	18	16
	2-Axle Truck	1	4	0	0	3	0	1	3	0	0	1	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	2	95	16	19	171	7	4	23	6	6	20	14
	2-Axle Truck	0	0	0	0	2	0	1	2	0	0	2	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	9	108	4	7	120	4	6	39	5	18	32	9
	2-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	3	103	6	7	125	1	6	19	3	8	21	9
	2-Axle Truck	0	0	1	0	5	0	0	0	0	0	1	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	2	89	2	12	154	3	4	12	7	1	14	8
	2-Axle Truck	0	5	0	0	2	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	4	72	4	6	104	4	1	10	7	3	13	10
	2-Axle Truck	0	2	0	0	7	1	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	35	772	47	111	1,187	31	34	175	50	49	164	101
	2-Axle Truck	4	18	2	1	32	1	2	8	0	1	6	2
	3-Axle Truck	0	6	0	0	7	1	0	0	0	0	1	0
	4-Axle Truck	0	2	0	0	13	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	39	798	49	112	1239	33	36	183	50	50	171	103

Peak Hour Volumes	22	424	30	69	693	18	21	121	23	35	107	55
	0.856			0.809			0.825			0.821		
Peak Hour Factor	0.826											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Etiwanda Avenue
Counter: Counts Unlimited Inc.
Date: 04/20/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	8	182	4	10	180	8	6	24	7	7	22	14
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	9	178	6	14	190	11	9	14	5	6	14	7
	2-Axle Truck	0	3	0	0	5	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	6	169	11	14	172	13	4	16	6	6	19	13
	2-Axle Truck	0	2	0	0	4	1	0	0	0	0	1	0
	3-Axle Truck	0	0	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	13	188	9	7	179	3	11	24	5	5	17	11
	2-Axle Truck	1	1	0	0	2	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	6	193	6	9	166	3	8	28	4	2	19	5
	2-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	11	209	12	5	194	7	13	19	10	5	16	6
	2-Axle Truck	0	3	2	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	9	191	9	15	159	4	7	25	12	4	19	6
	2-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	7	201	10	11	137	6	12	26	7	3	24	12
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	69	1,511	67	85	1,377	55	70	176	56	38	150	74
	2-Axle Truck	1	15	2	0	22	1	0	0	0	0	1	1
	3-Axle Truck	0	1	1	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	2	1	0	4	0	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	70	1529	71	85	1404	56	70	176	56	40	151	76

Peak Hour Volumes	40	790	38	36	712	17	39	96	31	16	71	29
	0.916			0.906			0.943			0.853		
Peak Hour Factor	0.91											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 04/24/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	11	74	13	32	134	12	7	79	10	14	85	42
	2-Axle Truck	1	5	0	5	4	0	2	6	1	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	0	0	0	2	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	18	64	17	65	125	20	16	137	11	25	109	37
	2-Axle Truck	2	0	2	0	3	1	0	5	0	0	6	2
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	23	69	17	69	148	25	23	150	14	9	128	19
	2-Axle Truck	2	3	1	2	2	1	0	6	0	0	9	1
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	23	73	30	52	115	22	22	200	15	23	141	24
	2-Axle Truck	2	1	1	2	2	0	0	8	0	0	5	1
	3-Axle Truck	0	1	0	2	1	0	0	1	0	1	1	0
	4-Axle Truck	0	1	0	0	0	0	0	2	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	20	86	28	40	84	21	18	110	17	18	115	27
	2-Axle Truck	0	2	1	0	2	1	0	5	0	0	7	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	20	67	10	30	94	25	8	160	11	20	145	19
	2-Axle Truck	0	2	0	0	2	0	0	6	0	0	4	1
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	1	0	1	0	2	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	28	75	11	53	77	22	14	121	8	22	120	20
	2-Axle Truck	1	2	0	0	2	0	1	4	0	2	3	0
	3-Axle Truck	0	1	1	0	0	0	0	2	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	4	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	27	46	15	40	89	26	13	108	15	19	118	22
	2-Axle Truck	0	3	0	0	4	0	0	5	0	0	6	2
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	170	554	141	381	866	173	121	1,065	101	150	961	210
	2-Axle Truck	8	18	5	9	21	3	3	45	1	2	42	7
	3-Axle Truck	0	2	1	3	2	0	1	5	0	1	3	0
	4-Axle Truck	0	2	1	2	0	1	0	10	1	0	8	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	178	576	148	395	889	177	125	1125	103	153	1014	218

Peak Hour Volumes	90	300	97	234	482	91	80	628	58	76	523	112
	0.889			0.817			0.772			0.907		
Peak Hour Factor	0.837											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 04/24/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	53	148	34	57	107	22	35	151	23	24	154	31
	2-Axle Truck	0	2	2	1	2	2	0	2	1	0	6	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	48	148	27	60	110	28	51	163	9	28	185	33
	2-Axle Truck	0	0	0	0	2	0	0	2	0	1	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	35	196	32	45	126	10	53	163	11	26	190	43
	2-Axle Truck	0	3	1	0	1	0	1	3	0	1	4	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	3	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	40	159	34	69	127	24	46	139	15	12	140	34
	2-Axle Truck	0	1	0	0	0	0	0	2	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	48	149	31	64	104	14	37	172	8	20	183	47
	2-Axle Truck	0	1	1	1	0	0	0	3	1	0	6	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	46	148	33	79	116	13	31	173	9	16	177	37
	2-Axle Truck	0	1	0	1	1	0	1	1	1	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	54	143	37	60	108	21	38	199	7	20	218	37
	2-Axle Truck	2	2	0	1	1	0	0	3	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	42	130	25	52	119	21	24	195	13	22	201	30
	2-Axle Truck	0	0	0	0	1	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	366	1,221	253	486	917	153	315	1,355	95	168	1,448	292
	2-Axle Truck	2	10	4	4	8	2	2	18	3	3	23	0
	3-Axle Truck	0	0	0	1	0	0	0	2	0	1	5	0
	4-Axle Truck	0	0	0	0	1	0	0	8	0	0	4	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	368	1231	257	491	926	155	317	1383	98	172	1480	292

Peak Hour Volumes	192	574	127	258	451	69	131	752	39	80	792	151
	0.938			0.926			0.926			0.923		
Peak Hour Factor	0.928											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 04/20/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	5	78	7	2	97	6	1	10	8	4	14	0
	2-Axle Truck	1	1	0	1	2	0	0	1	1	0	0	0
	3-Axle Truck	0	2	1	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	10	75	9	1	114	3	1	27	9	20	26	0
	2-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	1	1	0	0	0	0	0	1	0	1	0	0
	4-Axle Truck	0	0	0	0	2	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	16	106	17	2	133	7	2	37	13	20	32	0
	2-Axle Truck	0	3	0	0	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	13	108	21	3	126	4	2	40	12	26	40	2
	2-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	1	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	18	108	7	4	95	5	1	19	12	11	29	1
	2-Axle Truck	1	2	1	0	4	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	16	85	4	3	107	3	4	23	12	13	26	0
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	1	1	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	8	78	7	5	115	9	5	15	12	4	18	2
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	1	1
	3-Axle Truck	0	2	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	1	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	15	99	8	1	85	3	6	17	10	10	11	2
	2-Axle Truck	0	3	1	0	3	2	0	0	0	0	1	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	1	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	101	737	80	21	872	40	22	188	88	108	196	7
	2-Axle Truck	2	21	2	1	15	2	0	3	1	0	4	1
	3-Axle Truck	1	6	2	0	3	0	0	3	1	2	0	0
	4-Axle Truck	1	4	1	1	5	1	0	1	3	2	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	105	768	85	23	895	43	22	195	93	112	201	9

Peak Hour Volumes	59	411	55	10	481	19	6	127	48	80	129	4
	0.905			0.892			0.808			0.783		
Peak Hour Factor	0.867											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 04/20/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	17	168	11	6	157	1	26	31	19	11	33	4
	2-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	13	183	6	6	128	9	13	27	11	16	29	1
	2-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	15	156	5	4	156	8	21	22	27	16	28	2
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	20	193	8	9	141	5	16	36	25	8	31	0
	2-Axle Truck	0	0	0	0	3	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	21	183	8	5	177	3	19	29	23	16	27	4
	2-Axle Truck	0	1	0	0	0	0	0	0	1	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	25	199	5	5	131	0	10	32	22	10	34	1
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	19	167	14	3	135	7	9	20	19	14	28	1
	2-Axle Truck	0	0	0	0	1	0	0	1	3	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	18	210	18	3	111	9	10	26	19	13	24	5
	2-Axle Truck	0	3	0	0	2	0	1	0	1	0	0	0
	3-Axle Truck	1	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	148	1,459	75	41	1,136	42	124	223	165	104	234	18
	2-Axle Truck	0	7	0	0	8	0	1	2	6	0	1	0
	3-Axle Truck	1	3	0	0	4	0	0	0	1	0	0	0
	4-Axle Truck	1	2	0	0	2	0	0	0	2	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	150	1471	75	41	1150	42	125	225	174	105	235	18

Peak Hour Volumes	81	736	26	23	612	16	66	120	98	50	121	7
	0.916			0.880			0.910			0.927		
Peak Hour Factor	0.904											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 04/21/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	16	87	19	9	134	9	1	20	24	40	17	3
	2-Axle Truck	0	1	0	0	3	0	0	0	0	0	2	0
	3-Axle Truck	1	3	1	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	6	104	33	22	132	4	8	35	15	45	33	11
	2-Axle Truck	0	2	0	0	2	0	1	3	0	0	4	0
	3-Axle Truck	0	1	1	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	9	112	20	31	173	15	2	37	20	49	35	19
	2-Axle Truck	0	3	0	2	2	0	0	2	0	1	2	2
	3-Axle Truck	0	1	0	0	0	0	0	0	2	0	1	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	7	124	34	26	151	19	7	45	24	50	36	21
	2-Axle Truck	0	4	1	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	5	0	0	3	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	12	88	14	18	130	7	12	21	33	43	20	16
	2-Axle Truck	1	2	0	0	2	0	0	0	1	0	1	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	17	90	22	13	116	3	6	18	26	29	10	12
	2-Axle Truck	0	8	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	9	99	17	7	115	4	3	10	12	33	12	13
	2-Axle Truck	0	4	0	0	5	0	0	0	0	0	1	0
	3-Axle Truck	0	1	1	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	7	109	18	14	104	5	7	15	24	41	24	11
	2-Axle Truck	0	3	0	0	2	0	0	1	2	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	83	813	177	140	1,055	66	46	201	178	330	187	106
	2-Axle Truck	1	27	1	2	16	0	1	8	3	2	10	2
	3-Axle Truck	1	12	3	0	4	0	0	1	5	0	1	0
	4-Axle Truck	2	4	0	0	5	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	87	856	181	142	1080	66	47	211	186	332	198	108

Peak Hour Volumes	37	449	103	99	599	45	30	146	96	188	132	69
	0.837			0.829			0.872			0.892		
Peak Hour Factor	0.849											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 04/21/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	33	218	67	13	131	5	7	25	15	34	27	8
	2-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	21	199	63	9	140	4	6	19	13	38	25	8
	2-Axle Truck	0	1	0	0	1	0	0	0	0	1	0	0
	3-Axle Truck	0	1	1	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	28	214	62	11	165	2	9	26	12	38	34	5
	2-Axle Truck	0	0	0	0	4	0	0	0	0	0	1	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	32	199	77	11	129	6	8	31	25	36	18	5
	2-Axle Truck	0	2	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	21	227	69	12	146	3	8	25	13	34	30	12
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	25	216	57	12	134	6	11	39	19	29	26	9
	2-Axle Truck	0	5	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	21	203	76	11	131	4	8	27	13	43	28	9
	2-Axle Truck	0	1	0	0	2	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	23	177	64	22	124	5	12	23	18	30	12	9
	2-Axle Truck	1	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	204	1,653	535	101	1,100	35	69	215	128	282	200	65
	2-Axle Truck	1	12	0	0	13	0	0	3	0	1	3	0
	3-Axle Truck	0	5	1	0	7	0	0	0	0	0	1	0
	4-Axle Truck	0	2	1	0	6	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	205	1672	537	101	1126	35	69	218	128	284	204	65

Peak Hour Volumes	106	868	266	46	586	17	36	122	69	137	111	31
	0.969			0.882			0.822			0.894		
Peak Hour Factor	0.92											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/12/11

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	18	65	12	3	121	1	1	48	32	48	42	4
	2-Axle Truck	0	1	0	0	1	0	0	1	0	0	1	0
	3-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	1	1	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	19	67	14	4	127	1	1	50	36	52	44	5
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	2	0
	3-Axle Truck	1	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	1	1	2	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	42	131	36	21	149	2	7	64	62	52	32	5
	2-Axle Truck	2	0	0	1	1	0	0	3	0	0	0	0
	3-Axle Truck	0	1	1	0	0	0	0	0	3	0	0	0
	4-Axle Truck	1	1	1	0	0	0	0	0	2	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	37	127	33	18	156	7	7	60	62	47	42	4
	2-Axle Truck	1	1	1	0	1	0	0	1	0	1	0	0
	3-Axle Truck	1	1	0	0	2	0	0	0	0	1	1	0
	4-Axle Truck	0	0	2	0	1	0	0	0	2	1	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	42	119	23	5	120	5	11	24	48	31	27	2
	2-Axle Truck	0	4	1	0	1	0	1	2	4	1	0	0
	3-Axle Truck	1	2	0	0	1	0	0	0	1	1	0	0
	4-Axle Truck	5	0	1	0	0	0	0	1	1	3	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	30	100	19	9	143	3	11	29	45	38	31	3
	2-Axle Truck	0	2	2	0	1	0	1	1	1	0	0	0
	3-Axle Truck	1	0	1	0	1	0	0	2	1	1	0	0
	4-Axle Truck	1	0	4	0	1	0	0	1	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	25	89	12	8	123	7	9	21	25	21	20	3
	2-Axle Truck	0	0	0	0	0	0	0	0	0	2	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	2	0	1	0
	4-Axle Truck	1	1	0	0	0	0	0	0	1	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	32	116	23	13	115	5	4	35	23	24	37	3
	2-Axle Truck	2	3	1	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	1	2	2	0	1	0	0	1	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	245	814	172	81	1,054	31	51	331	333	313	275	29
	2-Axle Truck	5	12	5	1	6	0	2	8	6	4	3	0
	3-Axle Truck	4	6	2	0	7	0	0	2	9	3	2	0
	4-Axle Truck	9	5	10	0	5	0	0	5	11	10	6	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	263	837	189	82	1072	31	53	346	359	330	286	29

Peak Hour Volumes	164	489	125	54	578	17	38	188	234	178	137	14
	0.900			0.877			0.816			0.823		
Peak Hour Factor	0.863											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/12/11

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	48	199	24	28	170	15	16	72	62	24	59	11
	2-Axle Truck	2	2	0	0	1	0	0	1	0	0	2	0
	3-Axle Truck	3	0	2	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	1	0	0	0	2	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	73	184	24	14	171	17	21	73	62	34	76	8
	2-Axle Truck	2	0	0	0	0	0	0	1	0	1	1	0
	3-Axle Truck	2	2	0	0	2	0	1	1	0	0	0	0
	4-Axle Truck	1	0	1	0	0	0	0	0	1	2	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	65	210	45	20	193	11	29	62	72	50	58	9
	2-Axle Truck	4	2	0	1	1	0	0	1	1	1	5	1
	3-Axle Truck	2	0	1	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	2	1	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	66	235	33	12	183	15	25	69	85	36	73	16
	2-Axle Truck	2	1	0	0	2	0	0	0	2	0	1	1
	3-Axle Truck	0	0	0	0	0	0	0	1	1	1	0	1
	4-Axle Truck	0	0	2	0	1	0	0	0	3	3	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	49	249	26	21	181	16	29	61	86	54	79	6
	2-Axle Truck	4	1	0	1	0	0	1	0	0	1	1	0
	3-Axle Truck	0	0	0	0	4	0	1	1	1	2	1	0
	4-Axle Truck	6	0	0	0	0	0	0	0	4	0	4	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	62	224	18	16	166	13	17	37	98	37	73	10
	2-Axle Truck	1	1	0	0	1	0	0	0	0	0	2	1
	3-Axle Truck	0	1	2	0	0	0	0	0	3	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	1	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	72	273	33	16	171	14	15	59	79	30	71	12
	2-Axle Truck	4	0	0	2	0	0	0	0	1	0	6	0
	3-Axle Truck	0	0	1	0	2	0	0	1	0	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	1	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	70	232	27	18	166	17	22	60	74	36	50	14
	2-Axle Truck	4	3	0	0	0	0	0	0	2	0	9	1
	3-Axle Truck	1	0	0	0	1	0	0	0	1	1	1	0
	4-Axle Truck	0	0	2	0	1	0	0	1	1	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	505	1,806	230	145	1,401	118	174	493	618	301	539	86
	2-Axle Truck	23	10	0	4	5	0	1	3	6	3	27	4
	3-Axle Truck	8	3	6	0	10	0	2	4	7	4	2	1
	4-Axle Truck	9	0	7	0	3	0	0	2	14	17	11	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	545	1819	243	149	1419	118	177	502	645	325	579	91

Peak Hour Volumes	267	985	116	68	711	58	88	230	364	171	314	47
	0.891			0.938			0.917			0.899		
Peak Hour Factor	0.908											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: I-10 Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	25	95	0	0	148	84	0	0	0	49	0	40
	2-Axle Truck	3	0	0	0	2	1	0	0	0	3	0	0
	3-Axle Truck	2	0	0	0	0	0	0	0	0	1	0	1
	4-Axle Truck	7	2	0	0	2	3	0	0	0	12	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	22	114	0	0	169	122	0	0	0	60	1	43
	2-Axle Truck	5	5	0	0	2	0	0	0	0	4	0	3
	3-Axle Truck	1	3	0	0	0	1	0	0	0	0	0	1
	4-Axle Truck	7	6	0	0	4	5	0	0	0	8	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	23	95	0	0	206	145	0	0	0	58	0	53
	2-Axle Truck	6	3	0	0	8	3	0	0	0	2	0	1
	3-Axle Truck	4	3	0	0	3	0	0	0	0	1	0	0
	4-Axle Truck	10	4	0	0	1	1	0	0	0	10	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	32	131	0	0	221	102	0	0	0	58	3	71
	2-Axle Truck	7	7	0	0	3	3	0	0	0	0	1	1
	3-Axle Truck	0	2	0	0	2	0	0	0	0	1	0	0
	4-Axle Truck	12	1	0	0	5	2	0	0	0	11	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	36	113	0	0	152	77	0	0	0	42	0	47
	2-Axle Truck	3	1	0	0	4	1	0	0	0	8	0	0
	3-Axle Truck	4	3	0	0	2	4	0	0	0	1	0	0
	4-Axle Truck	7	4	0	0	2	2	0	0	0	8	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	32	110	0	0	162	74	0	0	0	28	0	47
	2-Axle Truck	8	3	0	0	10	3	0	0	0	1	0	4
	3-Axle Truck	5	1	0	0	2	0	0	0	0	3	0	1
	4-Axle Truck	11	5	0	0	5	2	0	0	0	6	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	31	98	0	0	138	78	0	0	0	29	0	40
	2-Axle Truck	13	7	0	0	9	1	0	0	0	4	0	0
	3-Axle Truck	2	1	0	0	1	0	0	0	0	1	0	1
	4-Axle Truck	11	1	0	0	1	4	0	0	0	5	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	26	96	0	0	125	55	0	0	0	31	0	51
	2-Axle Truck	9	5	0	0	2	5	0	0	0	1	0	0
	3-Axle Truck	5	0	0	0	2	1	0	0	0	2	0	0
	4-Axle Truck	20	1	0	0	5	0	0	0	0	12	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	227	852	0	0	1,321	737	0	0	0	355	4	392
	2-Axle Truck	54	31	0	0	40	17	0	0	0	23	1	9
	3-Axle Truck	23	13	0	0	12	6	0	0	0	10	0	4
	4-Axle Truck	85	24	0	0	25	19	0	0	0	72	0	7
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	389	920	0	0	1398	779	0	0	0	460	5	412

Peak Hour Volumes	179	495	0	0	784	468	0	0	0	272	5	222
	0.878			0.853			0.000			0.854		
Peak Hour Factor	0.86											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: I-10 Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	43	246	0	0	141	90	0	0	0	51	0	77
	2-Axle Truck	0	5	0	0	5	2	0	0	0	5	0	3
	3-Axle Truck	5	1	0	0	1	1	0	0	0	0	0	0
	4-Axle Truck	11	3	0	0	5	1	0	0	0	8	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	51	245	0	0	169	90	0	0	0	48	0	127
	2-Axle Truck	2	3	0	0	5	1	0	0	0	5	0	2
	3-Axle Truck	5	2	0	0	1	0	0	0	0	3	0	1
	4-Axle Truck	7	6	0	0	3	3	0	0	0	11	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	46	460	0	0	207	87	0	0	0	49	2	95
	2-Axle Truck	3	2	0	0	4	3	0	0	0	2	0	6
	3-Axle Truck	1	4	0	0	1	2	0	0	0	0	0	0
	4-Axle Truck	10	0	0	0	1	0	0	0	0	10	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	54	261	0	0	177	80	0	0	0	45	0	84
	2-Axle Truck	2	3	0	0	1	2	0	0	0	4	0	1
	3-Axle Truck	0	0	0	0	4	1	0	0	0	0	0	1
	4-Axle Truck	5	3	0	0	0	0	0	0	0	11	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	48	242	0	0	167	81	0	0	0	32	0	77
	2-Axle Truck	2	6	0	0	1	0	0	0	0	4	0	3
	3-Axle Truck	3	1	0	0	0	2	0	0	0	6	0	0
	4-Axle Truck	7	5	0	0	2	3	0	0	0	9	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	51	285	0	0	171	86	0	0	0	39	0	81
	2-Axle Truck	4	8	0	0	1	0	0	0	0	5	0	0
	3-Axle Truck	5	1	0	0	2	0	0	0	0	2	0	1
	4-Axle Truck	5	3	0	0	4	0	0	0	0	4	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	31	265	0	0	177	80	0	0	0	55	0	113
	2-Axle Truck	3	6	0	0	4	0	0	0	0	3	0	4
	3-Axle Truck	3	2	0	0	1	0	0	0	0	3	1	0
	4-Axle Truck	13	4	0	0	2	3	0	0	0	7	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	56	235	0	0	138	78	0	0	0	41	1	107
	2-Axle Truck	3	6	0	0	7	1	0	0	0	2	0	2
	3-Axle Truck	3	0	0	0	0	1	0	0	0	1	0	0
	4-Axle Truck	9	3	0	0	0	1	0	0	0	9	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	380	2,239	0	0	1,347	672	0	0	0	360	3	761
	2-Axle Truck	19	39	0	0	28	9	0	0	0	30	0	21
	3-Axle Truck	25	11	0	0	10	7	0	0	0	15	1	3
	4-Axle Truck	67	27	0	0	17	11	0	0	0	69	0	13
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	491	2316	0	0	1402	699	0	0	0	474	4	798

Peak Hour Volumes	245	1244	0	0	725	363	0	0	0	252	2	403
	0.708			0.892			0.000			0.821		
Peak Hour Factor	0.784											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: I-10 Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	76	44	68	127	0	50	0	47	0	0	0
	2-Axle Truck	0	3	2	2	4	0	1	0	3	0	0	0
	3-Axle Truck	0	1	2	0	1	0	0	0	3	0	0	0
	4-Axle Truck	0	10	10	2	14	0	1	0	12	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	73	38	99	138	0	64	0	61	0	0	0
	2-Axle Truck	0	5	12	0	7	0	4	0	2	0	0	0
	3-Axle Truck	0	3	4	0	0	0	1	0	1	0	0	0
	4-Axle Truck	0	10	13	1	10	0	1	0	9	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	88	50	115	155	0	46	0	77	0	0	0
	2-Axle Truck	0	10	6	5	4	0	1	0	7	0	0	0
	3-Axle Truck	0	4	4	1	4	0	2	0	1	0	0	0
	4-Axle Truck	0	9	15	0	11	0	5	0	13	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	95	33	128	156	0	68	0	66	0	0	0
	2-Axle Truck	0	11	4	2	3	0	4	0	2	0	0	0
	3-Axle Truck	0	2	4	0	3	0	3	0	0	0	0	0
	4-Axle Truck	0	11	18	2	14	0	0	0	11	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	96	35	63	131	0	44	1	48	0	0	0
	2-Axle Truck	0	6	7	2	10	0	1	0	4	0	0	0
	3-Axle Truck	0	4	3	1	1	0	3	1	1	0	0	0
	4-Axle Truck	0	10	13	1	8	0	1	0	12	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	92	32	90	101	0	45	1	44	0	0	0
	2-Axle Truck	0	15	8	5	5	0	1	0	3	0	0	0
	3-Axle Truck	0	3	2	2	3	0	2	0	0	0	0	0
	4-Axle Truck	0	16	15	5	7	0	1	0	7	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	77	34	77	91	0	61	2	37	0	0	0
	2-Axle Truck	0	13	10	5	8	0	3	0	4	0	0	0
	3-Axle Truck	0	3	0	0	3	0	2	0	1	0	0	0
	4-Axle Truck	0	9	9	1	7	0	2	0	10	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	75	31	71	92	0	63	0	45	0	0	0
	2-Axle Truck	0	9	12	0	4	0	3	0	5	0	0	0
	3-Axle Truck	0	4	0	0	3	0	0	0	1	0	0	0
	4-Axle Truck	0	20	12	2	12	0	1	0	15	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	672	297	711	991	0	441	4	425	0	0	0
	2-Axle Truck	0	72	61	21	45	0	18	0	30	0	0	0
	3-Axle Truck	0	24	19	4	18	0	13	1	8	0	0	0
	4-Axle Truck	0	95	105	14	83	0	12	0	89	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	863	482	750	1137	0	484	5	552	0	0	0

Peak Hour Volumes	0	437	259	420	655	0	248	2	315	0	0	0
	0.935			0.873			0.917			0.000		
Peak Hour Factor	0.901											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: I-10 Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	172	98	80	118	0	115	2	35	0	0	0
	2-Axle Truck	0	5	3	2	7	0	1	0	6	0	0	0
	3-Axle Truck	0	6	3	0	1	0	0	0	5	0	0	0
	4-Axle Truck	0	11	7	2	11	0	2	0	7	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	185	81	100	121	0	119	0	47	0	0	0
	2-Axle Truck	0	7	5	3	6	0	0	0	5	0	0	0
	3-Axle Truck	0	5	2	1	3	0	0	0	3	0	0	0
	4-Axle Truck	0	10	4	1	10	0	4	0	7	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	193	79	125	150	0	121	1	37	0	0	0
	2-Axle Truck	0	5	3	3	4	0	1	0	11	0	0	0
	3-Axle Truck	0	3	0	0	0	0	3	0	5	0	0	0
	4-Axle Truck	0	8	6	1	11	0	0	0	10	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	191	57	91	147	0	165	0	41	0	0	0
	2-Axle Truck	0	6	3	1	8	0	1	0	3	0	0	0
	3-Axle Truck	0	1	1	1	3	0	0	0	4	0	0	0
	4-Axle Truck	0	6	7	0	10	0	2	0	8	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	162	87	88	107	0	118	1	48	0	0	0
	2-Axle Truck	0	6	1	0	5	0	3	0	6	0	0	0
	3-Axle Truck	0	1	1	0	5	0	2	0	5	0	0	0
	4-Axle Truck	0	11	3	0	12	0	3	0	13	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	195	75	99	116	0	136	1	47	0	0	0
	2-Axle Truck	0	8	3	0	6	0	4	0	8	0	0	0
	3-Axle Truck	0	9	1	0	4	0	1	0	2	0	0	0
	4-Axle Truck	0	5	5	2	7	0	1	0	9	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	172	48	114	108	0	128	0	48	0	0	0
	2-Axle Truck	0	3	1	2	4	0	2	0	2	0	0	0
	3-Axle Truck	0	4	2	0	6	0	0	0	3	0	0	0
	4-Axle Truck	0	16	5	2	8	0	4	0	8	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	156	72	75	121	0	149	0	43	0	0	0
	2-Axle Truck	0	2	3	5	6	0	1	0	5	0	0	0
	3-Axle Truck	0	3	1	1	1	0	0	0	2	0	0	0
	4-Axle Truck	0	10	8	1	8	0	1	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,426	597	772	988	0	1,051	5	346	0	0	0
	2-Axle Truck	0	42	22	16	46	0	13	0	46	0	0	0
	3-Axle Truck	0	32	11	3	23	0	6	0	29	0	0	0
	4-Axle Truck	0	77	45	9	77	0	17	0	68	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1577	675	800	1134	0	1087	5	489	0	0	0

Peak Hour Volumes	0	810	332	411	595	0	561	3	257	0	0	0
	0.949			0.855			0.916			0.000		
Peak Hour Factor	0.906											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Jurupa Avenue
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	13	94	0	0	123	4	2	0	10	0	0	0
	2-Axle Truck	2	5	0	0	4	1	0	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	16	1	1	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	7	105	0	0	133	2	3	0	5	0	0	0
	2-Axle Truck	0	7	0	0	4	1	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	8	0	0	17	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	13	122	0	0	145	3	4	0	13	0	0	0
	2-Axle Truck	2	6	0	0	9	0	0	0	5	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	1	12	0	0	18	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	15	132	0	0	164	3	5	0	13	0	0	0
	2-Axle Truck	2	5	0	0	8	0	1	0	0	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	22	0	0	13	1	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	12	106	0	0	134	4	1	0	8	0	0	0
	2-Axle Truck	1	8	0	0	8	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	12	0	0	14	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	7	97	0	0	111	4	2	0	5	0	0	0
	2-Axle Truck	1	20	0	0	13	0	0	0	3	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	2	17	0	0	13	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	6	92	0	0	94	5	3	0	9	0	0	0
	2-Axle Truck	1	26	0	0	12	1	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	2	19	0	0	12	1	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	7	16	0	0	122	5	3	0	11	0	0	0
	2-Axle Truck	1	16	0	0	11	0	0	0	2	0	0	0
	3-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	20	0	0	16	1	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	80	764	0	0	1,026	30	23	0	74	0	0	0
	2-Axle Truck	10	93	0	0	69	3	1	0	15	0	0	0
	3-Axle Truck	0	5	0	0	11	0	0	0	0	0	0	0
	4-Axle Truck	7	121	0	0	119	4	2	0	17	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	97	983	0	0	1225	37	26	0	106	0	0	0

Peak Hour Volumes	57	561	0	0	656	15	14	0	59	0	0	0
	0.868			0.888			0.730			0.000		
Peak Hour Factor	0.869											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Jurupa Avenue
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	9	155	0	0	145	6	8	0	25	0	0	0
	2-Axle Truck	1	4	0	0	7	1	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	2	12	0	0	5	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	9	156	0	0	148	9	11	0	22	0	0	0
	2-Axle Truck	2	7	0	0	19	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	17	0	0	2	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	5	179	0	0	164	10	13	0	22	0	0	0
	2-Axle Truck	0	6	0	0	8	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	4	13	0	0	17	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	9	140	0	0	124	12	4	0	15	0	0	0
	2-Axle Truck	2	9	0	0	7	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	2	11	0	0	14	1	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	14	176	0	0	140	11	20	0	23	0	0	0
	2-Axle Truck	2	7	0	0	9	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	13	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	12	205	0	0	137	7	9	0	22	0	0	0
	2-Axle Truck	1	12	0	0	9	0	0	0	3	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	3	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	5	158	0	0	136	12	2	0	12	0	0	0
	2-Axle Truck	2	4	0	0	8	0	0	0	2	0	0	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	8	11	0	0	10	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	13	153	0	0	122	7	8	0	23	0	0	0
	2-Axle Truck	3	8	0	0	10	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	3	11	0	0	10	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	76	1,322	0	0	1,116	74	75	0	164	0	0	0
	2-Axle Truck	13	57	0	0	77	1	0	0	11	0	0	0
	3-Axle Truck	0	5	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	20	86	0	0	79	2	4	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	109	1470	0	0	1274	77	79	0	179	0	0	0

Peak Hour Volumes	52	771	0	0	651	42	48	0	89	0	0	0
	0.876			0.866			0.745			0.000		
Peak Hour Factor	0.859											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Agua Mansa Road
Counter: Counts Unlimited Inc.
Date: 03/20/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	14	44	0	2	69	36	12	4	5	0	2	1
	2-Axle Truck	0	1	0	0	1	1	2	0	0	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	4	0	0	2	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	8	49	0	0	52	29	21	2	7	0	3	1
	2-Axle Truck	1	2	0	0	0	2	2	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	1	0	0	0	0	0
	4-Axle Truck	1	3	0	0	1	1	2	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	5	43	0	3	84	34	24	8	12	0	3	2
	2-Axle Truck	0	0	0	0	4	2	0	0	0	0	0	0
	3-Axle Truck	0	1	1	0	1	0	1	0	0	0	0	0
	4-Axle Truck	0	2	0	0	2	2	3	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	9	53	2	8	114	27	24	3	9	1	5	0
	2-Axle Truck	0	0	0	0	3	1	0	0	0	0	0	0
	3-Axle Truck	1	2	0	0	1	0	0	0	2	0	0	0
	4-Axle Truck	0	0	1	0	6	0	3	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	4	36	0	0	68	21	13	2	7	0	6	0
	2-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	1	2	0	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	1	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	1	37	0	1	60	24	14	6	6	0	1	0
	2-Axle Truck	0	0	0	1	1	0	1	0	0	0	0	0
	3-Axle Truck	1	1	0	0	2	2	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	4	3	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	5	35	1	8	35	20	12	3	3	0	0	1
	2-Axle Truck	0	0	0	0	5	0	1	0	2	0	0	2
	3-Axle Truck	1	2	0	0	1	0	1	0	0	0	0	0
	4-Axle Truck	1	3	0	1	5	2	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	3	38	0	0	28	6	13	3	2	0	6	0
	2-Axle Truck	1	3	0	0	4	2	2	0	1	0	0	0
	3-Axle Truck	1	2	0	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	1	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	49	335	3	22	510	197	133	31	51	1	26	5
	2-Axle Truck	2	8	0	1	20	8	8	0	4	0	0	2
	3-Axle Truck	5	11	1	1	7	4	3	0	3	0	0	0
	4-Axle Truck	2	15	1	1	19	10	15	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	58	369	5	25	556	219	159	31	60	1	26	7

Peak Hour Volumes	39	205	4	14	340	135	96	17	37	1	13	4
	0.912			0.764			0.781			0.750		
Peak Hour Factor	0.802											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Riverside Avenue
East/West Street: Agua Mansa Road
Counter: Counts Unlimited Inc.
Date: 03/20/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	9	49	0	2	82	16	76	6	15	0	2	1
	2-Axle Truck	2	1	0	0	2	1	2	0	0	0	0	0
	3-Axle Truck	0	1	0	0	1	1	1	0	1	0	0	0
	4-Axle Truck	1	0	0	0	0	2	3	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	4	51	0	1	79	16	68	6	12	0	8	0
	2-Axle Truck	0	1	0	0	3	2	2	0	1	0	0	0
	3-Axle Truck	0	0	0	0	1	0	2	0	0	0	0	0
	4-Axle Truck	0	1	0	1	1	3	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	8	75	0	2	102	27	88	9	5	0	3	0
	2-Axle Truck	0	1	0	0	1	1	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	4-Axle Truck	1	1	0	0	2	0	2	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	7	75	0	2	95	19	90	14	22	0	2	2
	2-Axle Truck	0	1	0	0	2	0	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	4	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	13	71	0	0	97	16	98	13	15	0	5	1
	2-Axle Truck	0	1	0	0	1	0	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	5	78	0	3	103	18	101	14	12	2	3	1
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	2	0	0	3	1	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	3	69	0	2	69	19	83	9	7	0	2	2
	2-Axle Truck	1	1	0	0	0	3	3	0	1	0	0	0
	3-Axle Truck	0	0	1	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	1	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	5	68	1	0	83	11	45	6	16	0	5	1
	2-Axle Truck	0	0	0	0	1	2	1	0	0	0	0	0
	3-Axle Truck	2	0	0	0	1	0	1	0	0	0	0	0
	4-Axle Truck	1	2	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	54	536	1	12	710	142	649	77	104	2	30	8
	2-Axle Truck	3	6	0	0	10	9	11	0	2	0	0	0
	3-Axle Truck	2	1	1	0	3	2	7	0	1	1	0	0
	4-Axle Truck	3	6	0	1	12	8	7	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	62	549	2	13	735	161	674	77	109	3	30	8

Peak Hour Volumes	34	305	0	7	411	84	386	50	55	2	13	4
	0.985			0.923			0.952			0.792		
Peak Hour Factor	0.946											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: Columbia Avenue
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	4	114	13	19	74	4	3	10	9	9	6	31
	2-Axle Truck	0	1	0	2	12	0	1	0	0	1	0	2
	3-Axle Truck	0	2	0	2	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	4	0	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	2	103	22	25	92	2	4	18	15	13	6	33
	2-Axle Truck	0	5	0	3	14	0	0	0	0	2	0	6
	3-Axle Truck	0	1	0	2	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	4	0	0	0	0	0	0	0	4
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	3	135	28	29	85	1	5	25	9	11	8	33
	2-Axle Truck	0	5	2	4	15	0	0	0	1	1	0	4
	3-Axle Truck	0	1	2	1	3	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	5	0	0	0	0	0	0	0	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	1	188	46	34	104	0	5	16	9	9	7	43
	2-Axle Truck	0	8	1	4	19	1	0	1	0	1	1	2
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	5	121	21	39	83	2	3	11	9	18	9	28
	2-Axle Truck	0	3	1	6	14	0	0	0	0	0	0	4
	3-Axle Truck	0	0	0	3	2	0	0	0	1	0	0	1
	4-Axle Truck	0	0	0	5	0	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	3	75	10	35	107	5	3	17	10	14	8	38
	2-Axle Truck	0	9	2	2	27	0	0	1	0	1	0	3
	3-Axle Truck	0	0	1	0	4	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	4	0	0	0	0	0	0	0	11
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	1	100	19	27	83	0	1	12	8	12	4	34
	2-Axle Truck	0	9	0	4	23	0	0	0	0	0	0	8
	3-Axle Truck	0	0	0	2	3	0	0	0	0	0	0	2
	4-Axle Truck	0	2	1	3	0	0	0	0	0	0	0	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	6	83	11	38	77	1	3	13	11	12	9	35
	2-Axle Truck	0	7	0	2	18	0	0	1	0	0	1	2
	3-Axle Truck	0	2	0	2	2	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	5	2	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	25	919	170	246	705	15	27	122	80	98	57	275
	2-Axle Truck	0	47	6	27	142	1	1	3	1	6	2	31
	3-Axle Truck	0	8	3	12	16	1	0	0	1	0	0	6
	4-Axle Truck	0	4	1	32	2	0	0	0	0	0	0	36
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	25	978	180	317	865	17	28	125	82	104	59	348

Peak Hour Volumes	12	548	114	173	463	9	16	71	39	55	33	180
	0.685			0.876			0.788			0.882		
Peak Hour Factor	0.784											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: Columbia Avenue
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	6	102	34	65	162	4	3	15	13	34	11	23
	2-Axle Truck	0	11	1	2	7	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	1	3	0	0	0	0	0	0	3
	4-Axle Truck	0	0	0	3	0	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	4	92	22	69	144	7	4	15	5	26	16	30
	2-Axle Truck	0	5	1	6	6	0	0	0	0	0	0	4
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	1
	4-Axle Truck	0	1	0	2	0	0	0	0	0	0	0	4
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	4	105	34	74	173	7	7	28	10	26	13	41
	2-Axle Truck	0	6	1	2	1	0	0	0	0	0	1	3
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	13	114	25	51	122	8	6	24	7	26	23	28
	2-Axle Truck	1	8	2	2	2	0	1	0	0	1	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	6	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	13	113	36	72	151	5	7	24	3	31	26	47
	2-Axle Truck	0	14	2	4	6	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	12	147	30	66	125	3	5	15	5	38	15	42
	2-Axle Truck	0	8	2	3	4	0	0	0	0	1	0	4
	3-Axle Truck	0	2	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	6	0	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	11	114	36	41	135	3	1	22	10	32	18	35
	2-Axle Truck	0	11	0	4	5	0	0	0	0	0	0	3
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	5	0	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	4	88	11	10	93	6	5	23	10	20	22	25
	2-Axle Truck	0	10	1	2	3	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	4	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	67	875	228	448	1,105	43	38	166	63	233	144	271
	2-Axle Truck	1	73	10	25	34	0	1	0	0	4	1	16
	3-Axle Truck	0	3	0	5	6	0	0	0	0	0	0	6
	4-Axle Truck	0	1	1	30	2	0	0	0	0	0	0	20
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	68	952	239	508	1147	43	39	166	63	237	145	313

Peak Hour Volumes	43	517	132	293	585	23	26	91	25	123	78	179
	0.861			0.866			0.789			0.888		
Peak Hour Factor	0.863											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: SR-60 Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	43	20	49	51	0	21	0	46	0	0	0
	2-Axle Truck	0	4	1	6	1	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	60	23	72	63	0	38	0	57	0	0	0
	2-Axle Truck	0	1	4	9	1	0	5	0	3	0	0	0
	3-Axle Truck	0	0	0	3	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	79	31	80	66	0	48	0	57	0	0	0
	2-Axle Truck	0	7	0	6	5	0	2	0	2	0	0	0
	3-Axle Truck	0	0	0	3	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	82	33	81	71	0	81	0	53	0	0	0
	2-Axle Truck	0	6	7	5	9	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	77	27	60	56	0	36	0	31	0	0	0
	2-Axle Truck	0	7	1	1	4	0	2	0	0	0	0	0
	3-Axle Truck	0	0	0	2	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	60	25	78	72	0	25	0	44	0	0	0
	2-Axle Truck	0	6	0	18	5	0	7	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	58	30	77	63	0	30	0	37	0	0	0
	2-Axle Truck	0	10	3	19	5	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	67	34	61	59	0	25	0	33	0	0	0
	2-Axle Truck	0	5	3	13	6	0	1	0	2	1	0	0
	3-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	526	223	558	501	0	304	0	358	0	0	0
	2-Axle Truck	0	46	19	77	36	0	18	0	13	1	0	0
	3-Axle Truck	0	0	0	14	2	0	1	0	0	0	0	0
	4-Axle Truck	0	0	2	3	0	0	2	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	572	244	652	539	0	325	0	372	1	0	0

Peak Hour Volumes	0	324	126	336	290	0	205	0	190	0	0	0
	0.872			0.899			0.721			0.000		
Peak Hour Factor	0.836											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: SR-60 Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	23	116	0	0	204	28	0	0	0	12	16	53
	2-Axle Truck	3	8	0	0	11	1	0	0	0	0	0	11
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	40	120	0	0	154	26	0	0	0	20	10	74
	2-Axle Truck	4	2	0	0	8	2	0	0	0	0	0	6
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	1	3
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	47	113	0	0	170	43	0	0	0	13	7	42
	2-Axle Truck	3	7	0	0	12	1	0	0	0	0	0	4
	3-Axle Truck	1	1	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	29	98	0	0	157	35	0	0	0	12	14	56
	2-Axle Truck	4	6	0	0	10	3	0	0	0	0	0	3
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	72	138	0	0	178	51	0	0	0	11	19	66
	2-Axle Truck	1	4	0	0	3	0	0	0	0	0	0	4
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	50	98	0	0	152	33	0	0	0	21	11	67
	2-Axle Truck	1	3	0	0	4	0	0	0	0	0	0	4
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	77	108	0	0	162	46	0	0	0	24	35	90
	2-Axle Truck	2	4	0	0	6	3	0	0	0	0	0	6
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	43	114	0	0	143	31	0	0	0	22	25	68
	2-Axle Truck	0	2	0	0	2	1	0	0	0	1	0	6
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	381	905	0	0	1,320	293	0	0	0	135	137	516
	2-Axle Truck	18	36	0	0	56	11	0	0	0	1	0	44
	3-Axle Truck	3	3	0	0	3	0	0	0	0	1	1	8
	4-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	9
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	402	946	0	0	1382	304	0	0	0	137	138	577

Peak Hour Volumes	247	472	0	0	654	165	0	0	0	79	90	322
	0.836			0.879			0.000			0.777		
Peak Hour Factor	0.837											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: SR-60 Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	43	20	49	51	0	21	0	46	0	0	0
	2-Axle Truck	0	4	1	6	1	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	60	23	72	63	0	38	0	57	0	0	0
	2-Axle Truck	0	1	4	9	1	0	5	0	3	0	0	0
	3-Axle Truck	0	0	0	3	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	79	31	80	66	0	48	0	57	0	0	0
	2-Axle Truck	0	7	0	6	5	0	2	0	2	0	0	0
	3-Axle Truck	0	0	0	3	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	82	33	81	71	0	81	0	53	0	0	0
	2-Axle Truck	0	6	7	5	9	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	77	27	60	56	0	36	0	31	0	0	0
	2-Axle Truck	0	7	1	1	4	0	2	0	0	0	0	0
	3-Axle Truck	0	0	0	2	2	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	60	25	78	72	0	25	0	44	0	0	0
	2-Axle Truck	0	6	0	18	5	0	7	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	58	30	77	63	0	30	0	37	0	0	0
	2-Axle Truck	0	10	3	19	5	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	67	34	61	59	0	25	0	33	0	0	0
	2-Axle Truck	0	5	3	13	6	0	1	0	2	1	0	0
	3-Axle Truck	0	0	0	2	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	526	223	558	501	0	304	0	358	0	0	0
	2-Axle Truck	0	46	19	77	36	0	18	0	13	1	0	0
	3-Axle Truck	0	0	0	14	2	0	1	0	0	0	0	0
	4-Axle Truck	0	0	2	3	0	0	2	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	572	244	652	539	0	325	0	372	1	0	0

Peak Hour Volumes	0	324	126	336	290	0	205	0	190	0	0	0
	0.872			0.899			0.721			0.000		
Peak Hour Factor	0.836											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Main Street
East/West Street: SR-60 Eastbound Ramps
Counter: Counts Unlimited Inc.
Date: 06/27/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	115	10	80	127	0	52	0	79	0	0	0
	2-Axle Truck	0	6	2	4	4	0	5	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	96	19	70	104	0	37	1	91	0	0	0
	2-Axle Truck	0	3	0	7	8	0	4	0	1	0	0	0
	3-Axle Truck	0	1	0	2	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	150	14	82	93	0	32	0	94	0	0	0
	2-Axle Truck	0	5	0	2	2	0	4	0	4	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	117	12	72	108	0	34	1	91	0	0	0
	2-Axle Truck	0	4	1	2	4	0	5	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	147	25	68	120	0	34	1	61	0	0	0
	2-Axle Truck	0	7	1	3	1	0	3	0	2	0	0	0
	3-Axle Truck	0	0	0	1	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	140	15	60	108	0	37	1	79	0	0	0
	2-Axle Truck	0	1	0	4	4	0	4	0	3	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	1	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	128	13	79	108	0	27	0	91	0	0	0
	2-Axle Truck	0	3	1	2	1	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	102	18	67	98	0	45	0	56	0	0	0
	2-Axle Truck	0	0	1	3	3	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	995	126	578	866	0	298	4	642	0	0	0
	2-Axle Truck	0	29	6	27	27	0	26	0	14	0	0	0
	3-Axle Truck	0	3	0	4	0	0	3	0	1	0	0	0
	4-Axle Truck	0	2	1	2	1	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1029	133	611	894	0	328	4	658	0	0	0

Peak Hour Volumes	0	572	69	295	441	0	155	3	336	0	0	0
	0.890			0.948			0.922			0.000		
Peak Hour Factor	0.921											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Wildrose Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	7	0	38	19	31	0	0	24	11
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	1	2	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	18	0	36	15	28	0	0	32	5
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	18	0	41	9	31	0	0	35	5
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	22	0	31	8	47	0	0	48	9
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	0	8	0	30	12	52	0	0	43	11
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	0	0	9	0	23	13	38	0	0	33	10
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	1	0	0	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	16	0	24	13	23	0	0	25	4
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	0	9	0	20	8	42	0	0	46	4
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	107	0	243	97	292	0	0	286	59
	2-Axle Truck	0	0	0	0	0	4	0	4	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	8	0	0	11	0
	4-Axle Truck	0	0	0	0	0	2	1	9	0	0	10	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	107	0	249	98	313	0	0	308	60

Peak Hour Volumes	0	0	0	66	0	140	44	169	0	0	170	30
	0.000			0.873			0.795			0.794		
Peak Hour Factor	0.819											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Wildrose Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	0	6	0	12	53	69	0	0	70	7
	2-Axle Truck	0	0	0	0	0	0	0	3	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	5	0	21	30	97	0	0	59	22
	2-Axle Truck	0	0	0	0	0	1	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	4	0	0	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	21	0	18	42	91	0	0	60	14
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	3	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	7	0	19	36	87	0	0	70	14
	2-Axle Truck	0	0	0	0	0	1	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	3	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	0	15	0	17	47	81	0	0	52	12
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	10	0	20	44	59	0	0	70	12
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	0	14	0	16	39	72	0	0	52	15
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	0	0	9	0	19	45	54	0	0	37	10
	2-Axle Truck	0	0	0	0	0	1	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	87	0	142	336	610	0	0	470	106
	2-Axle Truck	0	0	0	0	0	4	1	7	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	7	0	0	1	0
	4-Axle Truck	0	0	0	1	0	1	0	16	0	0	9	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	88	0	147	338	640	0	0	480	107

Peak Hour Volumes	0	0	0	48	0	78	156	373	0	0	245	63
	0.000			0.808			0.965			0.895		
Peak Hour Factor	0.919											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Indigo Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	2	4	2	6	2	32	1	15	42	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	1	0	3	2	0	5	3	34	1	12	32	1
	2-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	1	1	4	0	8	2	32	1	7	32	3
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	7	1	9	2	34	2	3	42	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	3	3	2	9	2	34	0	10	32	5
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	1	1	0	2	12	1	30	2	4	35	1
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	5	1	2	6	2	33	0	5	38	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	2	4	1	2	3	30	0	5	42	0
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	1	2	17	25	10	57	17	259	7	61	295	10
	2-Axle Truck	0	0	0	0	0	0	0	7	0	0	11	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	2	17	25	10	57	17	267	8	61	309	10

Peak Hour Volumes	1	1	6	17	3	28	9	136	6	37	156	4
	0.500			0.706			0.921			0.835		
Peak Hour Factor	0.835											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Indigo Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	2	4	1	0	7	3	53	1	9	32	2
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	1	1	13	3	1	3	5	66	0	7	59	2
	2-Axle Truck	0	0	0	0	0	0	0	0	1	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	3	17	4	1	4	9	52	0	6	53	1
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	6	1	0	2	17	52	0	1	51	2
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	1	12	4	3	2	3	70	2	2	62	2
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	3	5	2	1	2	4	60	0	0	69	4
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	3	4	4	4	0	7	9	55	0	3	49	5
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	2	4	1	1	6	11	61	1	1	85	1
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	4	16	65	20	7	33	61	469	4	29	460	19
	2-Axle Truck	0	0	0	0	0	0	0	2	1	0	8	0
	3-Axle Truck	0	0	0	0	0	0	0	4	0	0	5	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	4	16	65	20	7	33	61	475	5	29	473	19

Peak Hour Volumes	3	10	25	11	5	17	27	249	3	6	271	12
	0.731			0.750			0.930			0.821		
Peak Hour Factor	0.854											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Eucalyptus Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	14	0	18	2	35	0	0	31	4
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	13	0	20	8	26	0	0	28	6
	2-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	23	0	13	4	37	0	0	32	3
	2-Axle Truck	0	0	0	1	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	11	0	16	9	36	0	0	29	1
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	4	0	19	1	12	7	30	2	0	31	2
	2-Axle Truck	0	0	0	1	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	0	0	13	0	11	4	28	0	0	27	3
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	13	0	13	1	38	0	0	26	3
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	0	9	0	17	2	33	0	0	29	1
	2-Axle Truck	0	0	0	1	0	0	1	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	4	0	115	1	120	37	263	2	0	233	23
	2-Axle Truck	0	0	0	3	0	0	1	11	0	0	10	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	4	0	118	1	120	38	274	2	0	243	23

Peak Hour Volumes	0	4	0	68	1	61	28	135	2	0	124	12
	0.250			0.878			0.878			0.944		
Peak Hour Factor	0.877											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Eucalyptus Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	0	11	0	9	25	68	0	0	50	18
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	8	0	9	27	61	0	0	50	12
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	8	0	17	22	63	0	0	53	22
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	8	0	6	12	24	0	0	29	13
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	0	3	0	7	15	23	0	0	20	14
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	6	0	5	16	28	0	0	24	7
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	0	3	0	9	15	34	0	0	26	4
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	1	0	6	3	7	14	22	0	0	20	10
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1	0	53	3	69	146	323	0	0	272	100
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	6	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1	0	53	3	69	146	325	0	0	278	100

Peak Hour Volumes	0	0	0	35	0	41	86	217	0	0	186	65
	0.000			0.760			0.815			0.826		
Peak Hour Factor	0.812											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Baseline Road
Counter: Counts Unlimited Inc.
Date: 04/20/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	3	22	9	81	14	11	25	83	2	1	64	51
	2-Axle Truck	0	0	0	0	1	0	1	1	1	1	2	2
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	5	28	2	67	14	15	30	65	6	3	97	69
	2-Axle Truck	0	0	1	1	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	12	45	2	28	14	24	33	81	11	2	111	66
	2-Axle Truck	0	0	0	1	1	0	0	3	0	0	5	2
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	0	0	0	1	2	0	0	2	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	13	39	3	35	39	28	32	80	20	2	87	49
	2-Axle Truck	0	0	1	1	0	1	0	1	0	0	7	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	1	0
	4-Axle Truck	0	0	0	0	1	1	1	1	1	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	12	40	1	30	31	22	23	54	13	2	88	56
	2-Axle Truck	0	0	0	0	0	1	1	2	0	0	4	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	2	2	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	5	6	3	23	12	16	19	65	4	1	59	32
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	1	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	1	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	4	7	1	23	7	16	12	59	0	0	64	28
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	3	3
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	1	5	0	12	5	10	16	54	5	3	60	25
	2-Axle Truck	0	0	0	0	0	0	1	1	0	0	2	2
	3-Axle Truck	0	0	0	0	0	0	1	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	4	0	0	2	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	55	192	21	299	136	142	190	541	61	14	630	376
	2-Axle Truck	0	0	2	3	2	2	3	11	1	1	23	9
	3-Axle Truck	0	0	0	2	0	0	3	2	0	0	1	2
	4-Axle Truck	0	0	0	1	1	1	7	10	1	0	6	5
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	55	192	23	305	139	145	203	564	63	15	660	392

Peak Hour Volumes	42	152	10	165	100	92	124	292	51	9	403	247
	0.864			0.842			0.852			0.858		
Peak Hour Factor	0.854											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Baseline Road
Counter: Counts Unlimited Inc.
Date: 04/20/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	43	12	16	1	7	3	3	62	20	16	83	8
	2-Axle Truck	0	0	0	0	0	0	0	1	1	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	37	11	27	0	7	3	6	85	27	20	87	6
	2-Axle Truck	1	0	0	0	1	0	0	1	2	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	4	0	1	0	0	0	0	1	2	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	52	9	21	4	5	3	4	100	35	23	103	3
	2-Axle Truck	0	0	1	0	0	0	0	1	0	1	1	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	37	6	31	5	7	4	2	94	41	17	90	6
	2-Axle Truck	1	0	1	0	0	1	0	2	0	0	1	1
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	50	12	23	7	5	2	5	90	34	27	138	7
	2-Axle Truck	0	0	1	0	0	0	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	65	12	31	3	7	1	4	85	48	17	130	5
	2-Axle Truck	0	0	1	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	53	23	26	4	13	1	4	117	39	15	105	4
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	49	13	13	2	9	5	4	103	28	19	110	2
	2-Axle Truck	1	0	0	0	0	0	0	2	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	386	98	188	26	60	22	32	736	272	154	846	41
	2-Axle Truck	3	0	4	0	1	1	0	8	3	1	8	1
	3-Axle Truck	1	0	1	0	0	0	0	5	1	0	0	0
	4-Axle Truck	5	0	1	0	0	0	0	3	5	1	5	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	395	98	194	26	61	23	32	752	281	156	859	42

Peak Hour Volumes	219	60	96	16	34	9	17	402	152	78	487	18
	0.845			0.819			0.876			0.833		
Peak Hour Factor	0.85											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 06/29/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	21	22	11	12	56	12	0	58	24	14	47	5
	2-Axle Truck	0	0	0	1	1	0	0	2	1	1	2	0
	3-Axle Truck	0	0	3	0	0	0	0	1	1	0	1	0
	4-Axle Truck	2	0	4	0	0	0	0	2	0	6	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	13	42	12	13	74	6	4	82	28	14	60	6
	2-Axle Truck	1	1	0	0	1	0	0	2	0	0	4	0
	3-Axle Truck	0	0	4	0	0	0	1	1	0	0	0	0
	4-Axle Truck	0	0	4	0	0	0	0	1	1	9	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	11	32	10	13	75	6	4	109	24	13	68	4
	2-Axle Truck	0	1	1	0	0	0	0	5	0	1	1	0
	3-Axle Truck	0	1	5	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	6	0	0	1	0	0	0	9	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	18	40	12	13	63	9	5	112	25	16	66	2
	2-Axle Truck	0	1	0	0	2	0	0	1	0	0	3	0
	3-Axle Truck	0	0	7	0	0	0	0	1	0	1	1	0
	4-Axle Truck	2	2	3	1	0	0	0	2	1	5	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	23	35	14	8	51	5	6	72	22	16	49	3
	2-Axle Truck	0	0	1	0	1	0	0	1	0	0	4	0
	3-Axle Truck	0	0	7	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	7	3	0	0	0	3	0	5	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	21	30	8	6	51	9	1	80	26	9	64	4
	2-Axle Truck	0	1	1	0	0	0	0	3	1	0	4	0
	3-Axle Truck	0	1	5	0	0	0	0	0	0	0	2	0
	4-Axle Truck	0	2	4	0	2	0	0	1	0	14	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	37	29	10	3	42	5	8	68	27	14	81	7
	2-Axle Truck	1	0	2	0	0	0	0	4	0	0	3	0
	3-Axle Truck	2	1	3	0	1	0	0	2	1	1	0	0
	4-Axle Truck	0	1	5	0	0	0	0	2	0	13	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	41	29	10	6	60	17	6	91	17	13	79	3
	2-Axle Truck	1	1	2	0	0	0	0	5	1	0	1	0
	3-Axle Truck	0	0	4	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	0	1	0	1	0	0	0	1	10	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	185	259	87	74	472	69	34	672	193	109	514	34
	2-Axle Truck	3	5	7	1	5	0	0	23	3	2	22	0
	3-Axle Truck	2	3	38	0	2	0	1	5	2	3	4	0
	4-Axle Truck	5	5	34	4	3	1	0	11	3	71	10	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	195	272	166	79	482	70	35	711	201	185	550	34

Peak Hour Volumes	69	155	93	51	268	27	20	392	101	89	263	15
	0.911			0.911			0.872			0.936		
Peak Hour Factor	0.903											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Foothill Boulevard (SR-66)
Counter: Counts Unlimited Inc.
Date: 06/29/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	40	83	20	11	46	5	19	106	38	17	113	12
	2-Axle Truck	1	1	0	2	1	0	0	3	0	1	2	0
	3-Axle Truck	0	0	2	0	1	0	0	1	1	3	0	0
	4-Axle Truck	0	0	4	0	0	0	0	0	0	4	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	48	63	12	10	57	9	19	137	40	16	110	9
	2-Axle Truck	0	1	1	0	2	0	0	1	0	0	7	0
	3-Axle Truck	0	0	4	0	0	1	0	0	0	3	0	0
	4-Axle Truck	1	0	7	0	0	0	0	0	1	5	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	38	85	14	6	44	12	13	125	43	20	143	12
	2-Axle Truck	1	2	2	0	0	0	0	7	0	0	4	0
	3-Axle Truck	0	0	3	0	0	0	0	0	0	6	0	0
	4-Axle Truck	1	2	4	0	0	0	0	1	0	8	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	31	76	20	6	43	14	12	128	46	14	133	17
	2-Axle Truck	0	3	2	0	2	0	0	2	1	0	2	0
	3-Axle Truck	0	2	2	0	2	0	0	2	0	3	2	0
	4-Axle Truck	0	1	14	0	0	0	0	1	0	9	3	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	47	94	27	8	62	10	18	146	49	16	146	8
	2-Axle Truck	1	1	1	0	0	0	0	3	1	0	3	0
	3-Axle Truck	0	0	2	0	0	0	1	0	1	0	1	0
	4-Axle Truck	1	0	6	1	0	0	0	0	0	3	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	40	87	20	10	61	16	16	131	25	19	145	15
	2-Axle Truck	0	0	3	0	0	0	0	2	0	0	2	0
	3-Axle Truck	0	0	1	0	0	0	0	2	0	5	0	0
	4-Axle Truck	1	0	4	0	0	0	0	1	0	4	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	39	73	18	7	60	6	17	115	33	17	131	13
	2-Axle Truck	1	0	0	0	0	0	0	3	0	0	3	0
	3-Axle Truck	0	0	3	1	0	0	0	1	0	4	0	0
	4-Axle Truck	2	1	6	1	0	0	0	1	0	4	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	30	78	18	11	51	22	17	110	25	14	135	13
	2-Axle Truck	0	1	1	0	0	0	1	3	0	0	3	0
	3-Axle Truck	0	0	2	0	0	0	0	0	0	1	1	0
	4-Axle Truck	0	1	7	1	1	0	0	0	0	9	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	313	639	149	69	424	94	131	998	299	133	1,056	99
	2-Axle Truck	4	9	10	2	5	0	1	24	2	1	26	0
	3-Axle Truck	0	2	19	1	3	1	1	6	2	25	4	0
	4-Axle Truck	6	5	52	3	1	0	0	4	1	46	10	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	323	655	230	75	433	95	133	1032	304	205	1096	101

Peak Hour Volumes	161	353	125	31	214	52	60	551	166	107	586	54
	0.888			0.853			0.887			0.968		
Peak Hour Factor	0.906											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 09/28/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	14	87	16	18	103	11	9	35	26	25	64	14
	2-Axle Truck	1	2	0	3	6	1	1	2	1	1	2	0
	3-Axle Truck	0	6	0	0	4	0	0	0	0	0	0	1
	4-Axle Truck	0	6	0	0	18	0	0	0	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	24	102	27	10	126	12	18	54	31	66	63	11
	2-Axle Truck	0	3	1	0	0	1	0	0	0	0	4	0
	3-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	3	1	0	9	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	23	133	44	32	139	9	21	59	37	60	68	12
	2-Axle Truck	3	3	2	0	2	0	0	2	0	0	0	0
	3-Axle Truck	0	5	0	0	3	1	0	0	0	1	0	0
	4-Axle Truck	0	5	0	0	13	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	25	120	45	31	107	5	17	71	23	55	66	10
	2-Axle Truck	0	1	2	0	2	0	0	1	0	0	1	1
	3-Axle Truck	0	3	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	5	2	0	9	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	28	66	31	19	88	7	15	62	13	21	36	18
	2-Axle Truck	0	4	0	0	3	0	0	2	0	3	1	0
	3-Axle Truck	0	5	0	0	1	0	0	0	0	0	0	1
	4-Axle Truck	0	9	1	0	15	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	12	58	18	13	82	3	9	36	9	22	28	17
	2-Axle Truck	2	5	0	0	1	0	0	1	1	0	3	2
	3-Axle Truck	0	4	0	0	1	0	0	0	0	0	1	0
	4-Axle Truck	0	2	0	1	9	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	9	57	27	10	65	9	13	37	16	40	30	22
	2-Axle Truck	1	4	1	0	5	0	1	1	0	0	1	0
	3-Axle Truck	0	8	1	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	6	2	0	14	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	19	66	12	17	68	5	8	27	12	22	43	16
	2-Axle Truck	0	5	1	0	1	0	0	1	0	0	1	0
	3-Axle Truck	0	2	2	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	3	3	0	14	0	0	0	0	2	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	154	689	220	150	778	61	110	381	167	311	398	120
	2-Axle Truck	7	27	7	3	20	2	2	10	2	4	13	3
	3-Axle Truck	0	36	4	0	15	1	0	0	0	1	1	2
	4-Axle Truck	0	39	9	1	101	0	0	0	0	13	1	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	161	791	240	154	914	64	112	391	169	329	413	127

Peak Hour Volumes	90	487	141	94	542	40	66	224	118	215	269	49
	0.823			0.849			0.857			0.906		
Peak Hour Factor	0.855											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Rialto Avenue
Counter: Counts Unlimited Inc.
Date: 09/28/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	23	118	46	16	104	5	12	52	8	44	80	16
	2-Axle Truck	0	2	0	0	2	0	0	4	0	1	2	0
	3-Axle Truck	0	2	0	0	4	0	0	0	0	1	0	0
	4-Axle Truck	0	9	0	0	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	16	91	36	16	87	3	13	41	13	40	60	20
	2-Axle Truck	0	3	2	1	2	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	10	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	28	114	38	19	79	5	5	36	22	33	48	32
	2-Axle Truck	0	4	1	0	2	0	0	1	0	0	1	0
	3-Axle Truck	0	2	2	1	3	0	0	0	0	1	0	0
	4-Axle Truck	0	8	0	0	8	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	25	117	36	18	77	9	10	56	14	38	67	18
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	1	0
	3-Axle Truck	0	1	1	0	2	0	0	1	0	1	0	0
	4-Axle Truck	0	9	1	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	20	145	46	15	118	3	15	51	15	43	56	30
	2-Axle Truck	0	2	0	0	0	0	0	2	0	0	0	0
	3-Axle Truck	0	4	0	0	2	0	0	0	0	1	0	0
	4-Axle Truck	0	9	2	1	8	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	25	131	36	18	104	1	10	53	18	37	84	20
	2-Axle Truck	0	2	1	0	2	0	0	0	0	0	0	2
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	11	1	1	2	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	18	111	44	22	107	9	5	73	10	42	47	21
	2-Axle Truck	0	4	1	0	1	0	0	1	0	0	1	0
	3-Axle Truck	1	2	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	3	1	0	8	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	20	135	41	17	85	4	11	55	16	44	54	25
	2-Axle Truck	0	1	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	2	1	1	4	0	0	0	0	0	0	0
	4-Axle Truck	0	4	1	0	8	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	175	962	323	141	761	39	81	417	116	321	496	182
	2-Axle Truck	0	21	5	1	10	0	0	9	0	1	8	2
	3-Axle Truck	1	14	4	2	25	0	0	1	0	4	0	0
	4-Axle Truck	0	59	6	2	52	0	0	0	0	10	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	176	1056	338	146	848	39	81	427	116	336	504	184

Peak Hour Volumes	84	567	175	75	454	17	41	235	59	174	243	98
	0.906			0.916			0.941			0.888		
Peak Hour Factor	0.909											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Merrill Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	2	47	8	6	105	2	3	19	10	9	13	10
	2-Axle Truck	0	1	0	0	3	0	0	0	0	0	1	0
	3-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	7	1	0	7	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	4	56	6	14	121	5	3	20	12	16	18	12
	2-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	2	0	0	0	0	1	0	0
	4-Axle Truck	0	6	0	0	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	4	61	3	17	138	3	8	35	9	10	22	11
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	1	0
	3-Axle Truck	0	5	0	0	2	0	0	0	0	0	1	0
	4-Axle Truck	0	1	0	0	8	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	7	91	4	12	108	3	4	40	7	12	29	13
	2-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	1	3	0	0	0	0	1	0	0
	4-Axle Truck	0	12	0	0	8	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	9	72	6	9	105	4	5	26	9	17	23	14
	2-Axle Truck	0	0	0	1	2	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	1	2	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	9	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	5	70	5	4	102	4	5	30	7	9	23	6
	2-Axle Truck	0	1	0	1	0	0	0	0	0	0	0	1
	3-Axle Truck	0	4	0	0	8	0	0	1	0	0	0	0
	4-Axle Truck	0	9	0	0	6	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	3	41	6	10	90	4	5	28	9	11	18	12
	2-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	11	1	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	4	63	7	15	91	5	2	25	7	11	20	9
	2-Axle Truck	0	1	0	0	2	0	0	0	0	0	1	0
	3-Axle Truck	0	2	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	6	2	0	10	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	38	501	45	87	860	30	35	223	70	95	166	87
	2-Axle Truck	0	8	0	2	12	0	0	0	0	0	3	1
	3-Axle Truck	0	21	0	2	22	0	0	1	0	3	1	0
	4-Axle Truck	0	57	4	0	57	0	0	1	0	3	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	38	587	49	91	951	30	35	225	70	101	170	89

Peak Hour Volumes	24	320	19	55	516	15	20	121	37	60	94	50
	0.769			0.867			0.856			0.911		
Peak Hour Factor	0.842											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Merrill Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	5	124	12	22	81	3	11	43	7	11	56	13
	2-Axle Truck	0	3	1	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	3	1	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	8	2	0	2	0	0	1	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	13	119	13	25	137	14	8	60	10	5	47	25
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	10	147	13	21	125	7	8	43	11	10	39	23
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	10	3	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	10	96	6	18	81	5	14	63	9	9	59	26
	2-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	4	1	0	5	0	0	0	0	1	0	0
	4-Axle Truck	0	7	4	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	6	120	12	19	104	3	8	57	10	9	51	16
	2-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	1	1	0	4	0	0	0	0	0	0	1
	4-Axle Truck	0	9	2	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	14	143	10	23	95	10	11	72	11	12	62	17
	2-Axle Truck	0	0	0	0	1	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	5	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	11	113	12	29	100	6	18	58	8	15	57	18
	2-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	4	1	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	6	106	8	10	79	4	11	60	14	11	55	23
	2-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	10	2	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	75	968	86	167	802	52	89	456	80	82	426	161
	2-Axle Truck	0	7	1	1	2	1	0	2	0	0	0	0
	3-Axle Truck	0	13	3	0	27	0	0	0	0	1	0	1
	4-Axle Truck	0	64	14	0	21	0	0	1	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	75	1052	104	168	852	53	89	459	80	85	426	162

Peak Hour Volumes	40	546	52	81	437	25	41	236	41	42	211	83
	0.862			0.848			0.837			0.884		
Peak Hour Factor	0.857											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	8	65	2	2	128	16	10	17	37	9	14	1
	2-Axle Truck	1	1	1	0	4	0	0	0	1	0	0	0
	3-Axle Truck	0	3	1	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	7	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	11	57	1	5	161	5	11	12	30	3	18	5
	2-Axle Truck	1	3	1	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	8	76	3	3	199	11	11	15	43	6	14	3
	2-Axle Truck	1	0	1	0	2	0	0	1	1	1	0	0
	3-Axle Truck	0	8	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	10	93	2	3	153	8	12	14	29	3	12	6
	2-Axle Truck	1	3	0	0	1	0	0	0	2	0	0	0
	3-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	12	0	0	9	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	14	88	1	4	118	11	11	18	28	4	14	5
	2-Axle Truck	0	2	3	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	3	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	11	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	14	74	4	4	142	10	8	15	27	6	12	2
	2-Axle Truck	2	2	0	0	1	1	0	0	0	1	0	0
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	7	57	4	4	112	7	8	15	28	8	19	3
	2-Axle Truck	2	2	1	0	3	0	0	0	1	0	0	0
	3-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	12	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	9	71	3	5	128	10	10	13	25	9	14	2
	2-Axle Truck	1	2	1	0	4	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	6	0	0	0	1	0	0	0
	4-Axle Truck	0	7	0	0	11	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	81	581	20	30	1,141	78	81	119	247	48	117	27
	2-Axle Truck	9	15	8	0	17	1	0	2	6	2	0	0
	3-Axle Truck	0	24	1	0	23	0	0	0	1	0	0	0
	4-Axle Truck	0	60	0	0	63	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	90	680	29	30	1244	79	81	121	254	51	117	27

Peak Hour Volumes	50	381	14	14	664	41	42	64	130	22	52	16
	0.904			0.799			0.831			0.938		
Peak Hour Factor	0.841											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	21	175	20	9	95	13	20	31	22	9	33	1
	2-Axle Truck	1	4	1	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	4	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	36	164	11	7	121	10	16	27	25	13	24	4
	2-Axle Truck	1	1	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	13	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	38	164	17	14	140	14	27	29	22	2	30	3
	2-Axle Truck	1	0	1	0	1	0	0	0	1	0	0	0
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	35	148	11	9	102	19	24	25	21	7	28	1
	2-Axle Truck	1	1	0	0	0	0	0	0	1	1	0	0
	3-Axle Truck	0	6	0	0	7	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	31	146	18	8	115	15	16	35	14	6	28	3
	2-Axle Truck	1	3	1	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	35	194	11	7	101	13	22	40	18	7	26	3
	2-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	4	0	0	0	0	1	0	0
	4-Axle Truck	0	6	0	0	7	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	41	159	5	4	110	16	19	45	13	10	22	6
	2-Axle Truck	1	1	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	7	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	27	151	7	2	109	14	11	28	25	6	39	4
	2-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	264	1,301	100	60	893	114	155	260	160	60	230	25
	2-Axle Truck	6	12	4	0	3	0	0	0	3	1	1	0
	3-Axle Truck	0	15	0	0	31	0	0	0	0	1	0	0
	4-Axle Truck	0	76	0	0	25	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	270	1404	104	60	952	114	155	260	163	62	231	25

Peak Hour Volumes	134	713	61	39	488	56	87	112	92	32	116	9
	0.962			0.838			0.921			0.892		
Peak Hour Factor	0.909											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Violet Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	63	27	15	161	0	0	0	0	7	0	8
	2-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	70	28	25	178	0	0	0	0	7	0	3
	2-Axle Truck	0	5	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	69	35	17	223	0	0	0	0	25	0	23
	2-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	9	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	93	21	23	148	0	0	0	0	6	0	19
	2-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	9	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	102	27	13	150	0	0	0	0	8	0	11
	2-Axle Truck	0	5	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	3	0	0	11	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	81	16	18	129	0	0	0	0	3	0	12
	2-Axle Truck	0	4	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	71	17	17	136	0	0	0	0	4	0	9
	2-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	14	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	78	15	15	131	0	0	0	0	5	0	8
	2-Axle Truck	0	4	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	0	11	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	627	186	143	1,256	0	0	0	0	65	0	93
	2-Axle Truck	0	30	0	0	25	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	60	0	0	66	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	717	186	143	1347	0	0	0	0	65	0	93

Peak Hour Volumes	0	373	111	78	746	0	0	0	0	46	0	56
		0.883			0.814			0.000			0.531	
Peak Hour Factor						0.805						

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Violet Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

		Northbound			Southbound			Eastbound			Westbound		
Time	Classification	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	199	5	10	109	0	0	0	0	21	0	29
	2-Axle Truck	0	5	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	4	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	197	5	12	164	0	0	0	0	26	0	16
	2-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	14	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	199	8	5	141	0	0	0	0	18	0	14
	2-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	185	9	8	114	0	0	0	0	12	0	18
	2-Axle Truck	0	2	0	1	2	0	0	0	0	0	0	0
	3-Axle Truck	0	5	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	180	3	4	120	0	0	0	0	22	0	27
	2-Axle Truck	0	6	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	1	5	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	203	5	6	112	0	0	0	0	12	0	18
	2-Axle Truck	0	4	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	5	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	192	5	7	136	0	0	0	0	22	0	16
	2-Axle Truck	0	6	0	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	10	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	174	12	7	112	0	0	0	0	14	0	13
	2-Axle Truck	0	2	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,529	52	59	1,008	0	0	0	0	147	0	151
	2-Axle Truck	0	31	0	1	9	0	0	0	0	0	0	0
	3-Axle Truck	0	15	0	1	29	0	0	0	0	0	0	0
	4-Axle Truck	0	77	0	0	27	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1652	52	61	1073	0	0	0	0	147	0	151

Peak Hour Volumes	0	848	27	36	562	0	0	0	0	77	0	77
	0.981			0.817			0.000			0.770		
Peak Hour Factor	0.892											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Hospital Entrance
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	121	41	13	149	0	0	0	0	6	0	0
	2-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	4	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	1	8	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	90	33	11	182	0	0	0	0	12	0	6
	2-Axle Truck	0	4	0	0	4	0	0	0	0	0	0	1
	3-Axle Truck	0	3	0	0	1	0	0	0	0	0	0	1
	4-Axle Truck	0	8	0	0	5	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	83	35	13	218	0	0	0	0	22	0	2
	2-Axle Truck	0	4	1	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	6	1	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	1	7	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	103	38	11	169	0	0	0	0	30	0	2
	2-Axle Truck	0	3	0	0	2	0	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	4	0	1	11	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	115	51	20	122	0	0	0	0	18	0	3
	2-Axle Truck	0	4	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	7	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	102	34	20	124	0	0	0	0	23	0	3
	2-Axle Truck	0	4	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	4	0	0	6	0	0	0	0	1	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	65	42	26	100	0	0	0	0	20	0	6
	2-Axle Truck	0	4	0	0	5	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	2	2	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	80	35	19	132	0	0	0	0	31	0	2
	2-Axle Truck	0	4	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	5	0	1	12	0	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	759	309	133	1,196	0	0	0	0	162	0	24
	2-Axle Truck	0	30	1	0	25	0	0	0	0	0	0	1
	3-Axle Truck	0	24	1	0	23	0	0	0	0	0	0	1
	4-Axle Truck	0	50	0	6	58	0	0	0	0	2	0	10
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	863	311	139	1302	0	0	0	0	164	0	36

Peak Hour Volumes	0	456	149	51	769	0	0	0	0	70	0	17
	0.855			0.840			0.000			0.659		
Peak Hour Factor	0.833											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Hospital Entrance
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	180	21	16	115	0	0	0	0	51	0	12
	2-Axle Truck	0	5	1	0	1	0	0	0	0	0	0	1
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	9	0	0	6	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	182	25	15	140	0	0	0	0	56	0	14
	2-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	4-Axle Truck	0	12	0	0	4	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	170	18	8	178	0	0	0	0	56	0	16
	2-Axle Truck	0	2	1	1	3	0	0	0	0	0	0	1
	3-Axle Truck	0	2	0	1	3	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	192	17	7	133	0	0	0	0	55	0	3
	2-Axle Truck	0	1	1	1	2	0	0	0	0	0	0	1
	3-Axle Truck	0	4	0	1	4	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	151	18	9	119	0	0	0	0	48	0	15
	2-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	3-Axle Truck	0	1	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	4	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	198	15	11	141	0	0	0	0	49	0	9
	2-Axle Truck	0	3	1	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	0	8	0	0	8	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	180	13	5	127	0	0	0	0	39	0	10
	2-Axle Truck	0	2	1	1	0	0	0	0	0	0	0	1
	3-Axle Truck	0	2	0	1	0	0	0	0	0	0	0	0
	4-Axle Truck	0	6	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	153	25	7	141	0	0	0	0	26	0	13
	2-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	3-Axle Truck	0	1	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	0	11	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	1,406	152	78	1,094	0	0	0	0	380	0	92
	2-Axle Truck	0	18	7	3	7	0	0	0	0	0	0	7
	3-Axle Truck	0	16	0	3	25	0	0	0	0	0	0	0
	4-Axle Truck	0	76	0	0	29	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1516	159	84	1155	0	0	0	0	380	0	100

Peak Hour Volumes	0	787	84	50	599	0	0	0	0	218	0	50
	0.963			0.832			0.000			0.918		
Peak Hour Factor	0.905											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 09/28/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	13	19	25	28	207	13	43	19	7	6	190	8
	2-Axle Truck	2	2	0	0	3	0	0	1	1	0	1	0
	3-Axle Truck	0	0	0	2	3	0	0	0	0	0	1	2
	4-Axle Truck	0	0	0	2	3	0	0	0	0	0	1	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	16	41	55	31	209	7	72	38	11	14	199	11
	2-Axle Truck	0	0	1	2	0	0	4	3	1	0	0	0
	3-Axle Truck	0	0	0	0	4	0	1	0	0	0	4	0
	4-Axle Truck	0	0	0	0	4	0	1	0	0	0	4	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	21	26	68	15	146	8	107	22	9	5	228	11
	2-Axle Truck	2	0	1	0	1	0	3	5	2	1	4	0
	3-Axle Truck	0	1	0	1	2	0	1	0	0	0	2	0
	4-Axle Truck	0	0	1	1	2	0	1	0	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	13	31	48	26	222	4	41	28	6	9	220	21
	2-Axle Truck	0	0	3	0	4	0	1	0	1	0	1	0
	3-Axle Truck	0	0	0	0	5	0	1	0	0	0	4	0
	4-Axle Truck	0	0	0	0	5	0	2	0	0	0	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	24	19	23	28	151	5	36	25	4	5	179	13
	2-Axle Truck	1	3	0	0	0	1	0	0	0	1	3	0
	3-Axle Truck	0	0	0	0	3	0	0	0	0	0	1	1
	4-Axle Truck	0	1	0	0	4	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	13	21	27	22	141	5	25	18	3	6	138	17
	2-Axle Truck	0	1	1	2	5	0	1	2	1	0	2	0
	3-Axle Truck	0	0	0	0	4	0	0	0	0	1	3	1
	4-Axle Truck	0	0	0	0	4	0	0	0	0	0	3	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	10	13	27	21	171	2	31	17	10	2	140	11
	2-Axle Truck	1	0	2	0	2	0	0	1	1	0	1	0
	3-Axle Truck	0	0	0	0	5	0	0	0	0	0	4	2
	4-Axle Truck	0	0	0	0	5	0	0	0	0	0	4	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	5	20	17	26	156	3	25	33	8	4	133	3
	2-Axle Truck	1	0	2	0	2	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	3	0	1	0	1	0	1	0
	4-Axle Truck	0	0	0	0	3	0	1	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	115	190	290	197	1,403	47	380	200	58	51	1,427	95
	2-Axle Truck	7	6	10	4	17	1	9	12	8	2	12	0
	3-Axle Truck	0	1	0	3	29	0	4	0	1	1	20	6
	4-Axle Truck	0	1	1	3	30	0	5	0	0	0	18	6
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	122	198	301	207	1479	48	398	212	67	54	1477	107

Peak Hour Volumes	67	120	202	108	820	32	278	116	38	35	864	55
	0.810			0.902			0.720			0.924		
Peak Hour Factor	0.861											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 09/28/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	14	38	33	27	171	18	24	34	14	9	156	17
	2-Axle Truck	0	0	0	0	0	1	0	1	2	0	1	0
	3-Axle Truck	1	1	2	0	2	0	0	0	0	0	6	0
	4-Axle Truck	0	1	0	0	9	0	0	1	0	0	11	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	26	40	32	41	185	19	36	34	6	13	192	14
	2-Axle Truck	2	1	1	2	2	1	0	0	1	0	1	2
	3-Axle Truck	0	0	0	0	4	0	0	0	0	0	3	0
	4-Axle Truck	0	0	2	0	5	1	0	0	1	1	9	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	21	49	52	32	217	8	26	32	12	5	240	25
	2-Axle Truck	0	2	0	1	2	0	0	0	1	1	1	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	4	0
	4-Axle Truck	2	0	0	1	6	0	0	1	0	0	9	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	22	49	27	40	212	8	26	40	12	10	184	20
	2-Axle Truck	0	0	0	0	1	0	0	0	1	0	1	0
	3-Axle Truck	1	0	0	1	0	0	2	0	0	1	9	0
	4-Axle Truck	1	0	4	1	10	0	0	1	0	0	6	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	20	54	46	36	201	7	20	46	16	6	196	20
	2-Axle Truck	2	0	0	2	2	0	1	1	2	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	5	0
	4-Axle Truck	0	0	0	2	11	0	0	0	0	0	12	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	23	42	26	36	185	16	17	57	18	4	157	15
	2-Axle Truck	0	0	0	1	0	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	2	0	1	1	1	0	5	0
	4-Axle Truck	0	0	1	4	12	0	0	0	0	0	8	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	22	29	24	34	168	10	49	83	15	8	169	27
	2-Axle Truck	1	0	1	3	0	0	0	1	1	0	1	1
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	2	1
	4-Axle Truck	1	0	1	3	10	0	0	0	0	0	3	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	18	33	32	41	171	9	27	32	18	8	117	21
	2-Axle Truck	0	0	1	6	1	0	0	0	1	0	1	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	1	0
	4-Axle Truck	0	0	1	1	9	0	0	0	0	0	9	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	166	334	272	287	1,510	95	225	358	111	63	1,411	159
	2-Axle Truck	5	3	3	15	8	2	1	3	10	1	6	3
	3-Axle Truck	4	1	2	1	12	0	3	1	1	1	35	1
	4-Axle Truck	4	1	9	12	72	1	0	3	1	1	67	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	179	339	286	315	1602	98	229	365	123	66	1519	164

Peak Hour Volumes	99	195	164	159	858	44	111	155	52	37	872	81
	0.902			0.972			0.924			0.868		
Peak Hour Factor	0.917											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: I-10 Freeway WB Ramps
Counter: Counts Unlimited Inc.
Date: 11/17/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	0	88	0	4	0	165	0	128	127
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	6
	4-Axle Truck	0	0	0	0	5	0	0	0	0	0	1	6
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	1	82	0	1	2	166	0	155	133
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	1	4	0	1	0	1	0	2	11
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	1	76	0	1	1	121	0	237	208
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	0	4	0	0	0	0	0	0	11
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	1	99	0	2	0	162	0	165	128
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	8
	4-Axle Truck	0	0	0	0	7	0	0	0	1	0	1	13
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	0	3	58	0	2	0	118	0	125	110
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	7
	4-Axle Truck	0	0	0	0	10	0	0	0	0	0	0	14
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	0	0	0	71	0	1	0	111	0	101	108
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	1	0	0	5
	4-Axle Truck	0	0	0	0	7	0	1	0	0	0	2	9
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	2	78	0	1	1	111	0	90	103
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	7	0	0	1	0	0	1	12
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	0	1	83	0	3	0	115	0	92	73
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	4	0	0	0	4	0	1	13
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	9	635	0	15	4	1,069	0	1,093	990
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	9	0	0	0	2	0	3	31
	4-Axle Truck	0	0	0	1	48	0	2	1	6	0	8	89
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	10	692	0	17	5	1077	0	1104	1110

Peak Hour Volumes	0	0	0	4	369	0	9	3	616	0	691	655
	0.000			0.863			0.918			0.735		
Peak Hour Factor	0.796											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: I-10 Freeway WB Ramps
Counter: Counts Unlimited Inc.
Date: 11/17/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	0	1	131	0	0	0	134	0	137	97
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	2	6
	4-Axle Truck	0	0	0	0	7	0	0	0	2	0	2	8
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	0	128	0	0	2	138	0	141	102
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	2
	4-Axle Truck	0	0	0	0	6	0	0	0	3	0	2	10
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	0	127	0	1	1	137	0	185	112
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	3
	4-Axle Truck	0	0	0	0	5	0	1	0	1	0	2	7
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	0	123	0	1	3	147	0	122	103
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	8
	4-Axle Truck	0	0	0	0	7	0	0	0	2	0	2	6
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	0	1	127	0	1	0	138	0	162	93
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	7
	4-Axle Truck	0	0	0	0	10	0	0	0	3	0	1	14
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	2	103	0	1	1	139	0	129	93
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	1	0	0	5
	4-Axle Truck	0	0	0	0	13	0	0	0	5	0	0	6
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	0	1	115	0	2	0	122	0	108	100
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	1
	4-Axle Truck	0	0	0	0	9	0	0	0	3	0	2	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	0	0	0	118	0	0	0	120	0	112	84
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	9	0	1	0	2	0	0	8
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	5	972	0	6	7	1,075	0	1,096	784
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	12	0	0	0	2	0	3	32
	4-Axle Truck	0	0	0	0	66	0	2	0	21	0	11	61
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	5	1050	0	8	7	1098	0	1110	877

Peak Hour Volumes	0	0	0	1	537	0	4	6	569	0	618	467
	0.000			0.975			0.946			0.878		
Peak Hour Factor	0.918											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: I-10 Freeway EB Ramps
Counter: Counts Unlimited Inc.
Date: 11/17/10

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	83	0	1	0	3	3	0	0	0	114	6	0
	2-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	5	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	87	0	0	0	2	1	0	0	0	151	3	0
	2-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	4	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	6	0	0	0	0	1	0	0	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	79	0	2	0	3	1	0	0	0	234	3	0
	2-Axle Truck	2	0	0	0	0	0	0	0	0	5	0	0
	3-Axle Truck	2	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	5	0	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	92	0	8	0	10	3	0	0	0	165	4	0
	2-Axle Truck	2	0	0	0	0	0	0	0	0	3	0	0
	3-Axle Truck	5	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	8	0	0	0	0	1	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	60	0	0	0	2	1	0	0	0	133	4	0
	2-Axle Truck	3	0	0	0	0	1	0	0	0	0	1	0
	3-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	11	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	71	0	0	0	3	1	0	0	0	105	1	0
	2-Axle Truck	2	0	0	0	0	1	0	0	0	1	0	0
	3-Axle Truck	3	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	8	0	0	0	0	0	0	0	0	2	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	83	0	1	0	2	4	0	0	0	75	4	0
	2-Axle Truck	3	0	0	0	0	0	0	0	0	1	0	0
	3-Axle Truck	1	0	0	0	0	1	0	0	0	1	0	0
	4-Axle Truck	7	0	0	0	0	1	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	80	0	1	0	2	4	0	0	0	89	1	0
	2-Axle Truck	4	0	0	0	0	0	0	0	0	5	1	0
	3-Axle Truck	5	0	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	4	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	635	0	13	0	27	18	0	0	0	1,066	26	0
	2-Axle Truck	20	0	0	0	0	2	0	0	0	15	2	0
	3-Axle Truck	23	0	1	0	0	1	0	0	0	2	0	0
	4-Axle Truck	54	0	0	0	0	4	0	0	0	6	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	732	0	14	0	27	25	0	0	0	1089	30	0

Peak Hour Volumes	385	0	11	0	18	11	0	0	0	676	17	0
	0.861			0.518			0.000			0.713		
Peak Hour Factor	0.751											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Pepper Avenue
East/West Street: I-10 Freeway EB Ramps
Counter: Counts Unlimited Inc.
Date: 11/17/10

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	111	0	0	0	13	25	0	0	0	132	4	0
	2-Axle Truck	1	0	0	0	0	2	0	0	0	0	1	0
	3-Axle Truck	2	0	0	0	0	1	0	0	0	2	0	0
	4-Axle Truck	7	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	111	1	0	0	12	17	0	0	0	145	1	0
	2-Axle Truck	1	0	0	0	0	1	0	0	0	2	1	0
	3-Axle Truck	2	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	6	0	0	0	1	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	122	1	1	0	22	27	0	0	0	165	3	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	5	0	0	0	0	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	99	0	1	0	13	27	0	0	0	147	6	0
	2-Axle Truck	3	0	0	0	0	0	0	0	0	1	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	8	0	0	0	0	1	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	120	1	1	0	15	21	0	0	0	142	5	0
	2-Axle Truck	1	0	0	0	0	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	8	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	93	0	0	0	6	21	0	0	0	148	2	0
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	14	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	96	0	3	0	11	12	0	0	0	97	6	0
	2-Axle Truck	1	0	0	0	0	0	0	0	0	2	0	0
	3-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	11	0	0	0	0	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	112	0	3	0	15	11	0	0	0	107	3	0
	2-Axle Truck	2	0	0	0	0	0	0	0	0	2	0	0
	3-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	9	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	864	3	9	0	107	161	0	0	0	1,083	30	0
	2-Axle Truck	9	0	0	0	0	4	0	0	0	8	2	0
	3-Axle Truck	11	0	0	0	1	1	0	0	0	3	0	0
	4-Axle Truck	68	0	0	0	1	1	0	0	0	11	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	952	3	9	0	109	167	0	0	0	1105	32	0

Peak Hour Volumes	488	3	3	0	64	94	0	0	0	612	16	0
Peak Hour Factor	0.943			0.806			0.000			0.918		
	0.912											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Meridian Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	8	17	0	2	60	6	1	12	8	4	12	1
	2-Axle Truck	0	1	0	0	0	0	0	1	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	7	9	1	5	54	10	2	11	10	3	14	2
	2-Axle Truck	0	0	0	0	1	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	11	16	1	2	73	8	2	11	17	3	10	2
	2-Axle Truck	0	0	0	0	0	0	1	1	0	1	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	10	17	2	1	65	11	3	10	12	5	14	3
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	4	19	3	2	44	11	6	13	13	7	13	0
	2-Axle Truck	0	0	0	0	0	0	2	2	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	12	15	2	4	43	9	8	15	11	1	13	6
	2-Axle Truck	0	0	0	0	1	0	0	1	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	10	10	0	2	42	12	5	9	13	3	15	1
	2-Axle Truck	0	0	0	0	1	0	0	1	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	9	10	0	5	36	11	4	15	13	2	13	6
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	71	113	9	23	417	78	31	96	97	28	104	21
	2-Axle Truck	0	1	0	0	3	0	3	7	0	4	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	71	114	9	23	420	78	34	104	97	32	105	21

Peak Hour Volumes	37	67	8	9	226	39	22	54	53	18	51	11
	0.966			0.825			0.896			0.909		
Peak Hour Factor	0.875											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Meridian Avenue
East/West Street: San Bernadino Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	14	61	4	7	43	11	26	32	13	2	29	6
	2-Axle Truck	0	0	0	0	0	0	0	1	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	16	61	1	7	28	13	17	21	20	1	26	8
	2-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	17	73	6	2	38	8	18	47	15	1	28	4
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	12	59	3	2	26	11	16	36	11	1	26	9
	2-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	19	82	8	4	29	14	18	26	17	1	16	8
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	18	66	5	5	37	21	16	45	16	3	24	8
	2-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	20	63	3	3	29	6	20	31	13	1	21	10
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	19	64	5	1	38	12	11	22	13	1	25	12
	2-Axle Truck	0	2	0	1	0	0	0	1	0	1	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	135	529	35	31	268	96	142	260	118	11	195	65
	2-Axle Truck	0	2	0	1	0	1	0	4	0	4	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	135	531	35	32	268	97	142	264	118	15	195	65

Peak Hour Volumes	66	280	22	13	130	54	68	156	59	8	94	29
	0.844			0.782			0.873			0.885		
Peak Hour Factor	0.844											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Meridian Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	37	0	35	15	15	0	0	24	31
	2-Axle Truck	0	0	0	1	0	0	0	1	0	0	2	1
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	36	0	36	10	14	0	0	26	36
	2-Axle Truck	0	0	0	2	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	54	0	49	13	32	0	0	29	19
	2-Axle Truck	0	0	0	1	0	1	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	1	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	43	0	39	19	26	0	0	33	35
	2-Axle Truck	0	0	0	1	0	1	1	2	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	0	28	0	34	16	26	0	0	35	17
	2-Axle Truck	0	0	0	1	0	1	1	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	0	0	33	0	25	9	24	0	0	24	17
	2-Axle Truck	0	0	0	1	0	1	1	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	24	0	26	10	19	0	0	31	14
	2-Axle Truck	0	0	0	1	0	0	1	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	0	21	0	20	13	25	0	0	17	19
	2-Axle Truck	0	0	0	2	0	1	1	3	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	276	0	264	105	181	0	0	219	188
	2-Axle Truck	0	0	0	10	0	5	5	10	0	0	14	1
	3-Axle Truck	0	0	0	0	0	0	0	4	0	0	1	0
	4-Axle Truck	0	0	0	1	0	0	0	2	0	0	3	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	287	0	269	110	197	0	0	237	190

Peak Hour Volumes	0	0	0	176	0	161	58	95	0	0	120	123
	0.000			0.795			0.781			0.856		
Peak Hour Factor	0.811											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Meridian Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	0	55	0	20	41	38	0	0	58	21
	2-Axle Truck	0	0	0	1	0	0	1	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	51	0	21	28	72	0	0	41	30
	2-Axle Truck	0	0	0	1	0	1	0	0	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	58	0	40	38	94	0	0	34	20
	2-Axle Truck	0	0	0	2	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	35	0	12	28	52	0	0	41	30
	2-Axle Truck	0	0	0	1	0	0	0	2	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	0	46	0	22	34	45	0	0	43	36
	2-Axle Truck	0	0	0	1	0	0	0	2	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	47	0	32	35	44	0	0	41	31
	2-Axle Truck	0	0	0	1	0	0	0	0	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	0	37	0	22	24	45	0	0	35	39
	2-Axle Truck	0	0	0	1	0	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	0	0	26	0	20	32	32	0	0	33	29
	2-Axle Truck	0	0	0	1	0	0	1	0	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	355	0	189	260	422	0	0	326	236
	2-Axle Truck	0	0	0	9	0	1	2	8	0	0	19	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	364	0	190	262	433	0	0	347	236

Peak Hour Volumes	0	0	0	204	0	94	136	263	0	0	183	101
	0.000			0.745			0.744			0.866		
Peak Hour Factor	0.776											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Hermosa Avenue
East/West Street: C Street
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	0	0	0	0	7	0	1	13	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	0	0	0	0	14	0	1	11	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	0	0	0	0	14	1	0	17	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	1	0	0	0	0	19	0	0	22	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	0	0	0	0	0	9	0	0	14	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	1	0	0	0	0	0	0	11	0	0	14	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	0	0	0	0	9	1	0	16	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	1	0	1	0	0	0	0	13	0	0	17	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	2	0	2	0	0	0	0	96	2	2	124	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	0	2	0	0	0	0	98	3	2	125	0

Peak Hour Volumes	0	0	1	0	0	0	0	56	1	2	64	0
	0.250			0.000			0.750			0.750		
Peak Hour Factor	0.738											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Hermosa Avenue
East/West Street: C Street
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	1	0	0	0	0	30	0	0	22	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	0	0	0	0	18	1	1	20	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	0	0	0	0	31	1	0	23	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	0	0	0	0	27	0	0	17	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	1	0	0	0	0	32	2	0	37	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	0	0	0	0	23	0	0	30	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	1	0	0	0	0	23	0	2	23	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	0	1	0	0	0	0	17	0	0	33	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	4	0	0	0	0	201	4	3	205	0
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	1	0	0	0	0	0	1	1	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	5	0	0	0	0	201	5	4	207	0

Peak Hour Volumes	0	0	3	0	0	0	0	95	2	2	124	0
	0.750			0.000			0.713			0.851		
Peak Hour Factor	0.785											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Hermosa Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	0	0	55	0	20	41	38	0	0	58	21
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	0	0	51	0	21	28	72	0	0	41	30
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	0	0	58	0	40	38	94	0	0	34	20
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	1
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	0	0	35	0	12	28	52	0	0	41	30
	2-Axle Truck	0	0	0	0	0	0	0	3	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	0	0	46	0	22	34	45	0	0	43	36
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	0	0	47	0	32	35	44	0	0	41	31
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	0	0	37	0	22	24	45	0	0	35	39
	2-Axle Truck	0	0	0	0	0	1	1	1	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	0	0	26	0	20	32	32	0	0	33	29
	2-Axle Truck	0	0	0	0	0	0	0	4	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	355	0	189	260	422	0	0	326	236
	2-Axle Truck	0	0	0	0	0	1	1	15	0	0	16	1
	3-Axle Truck	0	0	0	0	0	0	0	4	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	4	0	0	4	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	355	0	190	261	445	0	0	348	237

Peak Hour Volumes	0	0	0	199	0	93	135	267	0	0	184	102
	0.000			0.745			0.739			0.851		
Peak Hour Factor	0.77											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Hermosa Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	0	0	0	0	0	0	92	0	0	86	1
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	0	0	1	0	2	1	118	0	0	68	3
	2-Axle Truck	0	0	0	0	0	1	0	3	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	0	0	0	0	2	0	149	0	0	54	0
	2-Axle Truck	0	0	0	0	0	0	0	2	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	0	0	1	0	1	1	84	0	0	73	0
	2-Axle Truck	0	0	0	0	0	0	0	3	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	0	0	3	0	1	1	89	0	0	74	1
	2-Axle Truck	0	0	0	1	0	0	0	2	0	0	4	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	0	0	0	0	1	0	89	0	0	73	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	0	0	0	0	0	0	85	0	0	75	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	0	0	2	0	1	1	57	0	0	56	0
	2-Axle Truck	0	0	0	0	0	0	0	1	0	0	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	0	0	7	0	8	4	763	0	0	559	5
	2-Axle Truck	0	0	0	1	0	1	0	15	0	0	16	0
	3-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	8	0	9	4	781	0	0	577	5

Peak Hour Volumes	0	0	0	2	0	6	2	454	0	0	287	4
	0.000			0.500			0.755			0.808		
Peak Hour Factor	0.77											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Olive Street
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	6	38	8	1	116	8	1	6	8	1	2	3
	2-Axle Truck	2	2	1	0	3	1	0	0	1	1	0	1
	3-Axle Truck	0	0	0	0	1	0	0	1	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	7	35	6	2	94	6	9	8	3	9	7	2
	2-Axle Truck	1	3	0	0	4	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	4	47	9	5	135	7	3	12	7	2	7	5
	2-Axle Truck	0	1	0	0	4	0	0	0	1	1	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	5	47	10	1	122	6	7	9	4	7	9	2
	2-Axle Truck	2	0	2	0	3	0	0	0	0	2	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	2	44	6	3	94	7	8	4	10	3	4	0
	2-Axle Truck	0	1	1	0	1	0	1	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	6	49	5	2	89	6	1	11	5	5	7	2
	2-Axle Truck	1	2	0	0	5	0	0	0	1	0	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	6	39	2	4	84	6	3	6	3	7	6	1
	2-Axle Truck	0	3	1	0	2	0	0	0	1	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	6	69	3	6	89	10	4	8	8	4	5	2
	2-Axle Truck	1	5	0	0	3	0	0	0	0	1	0	1
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	42	368	49	24	823	56	36	64	48	38	47	17
	2-Axle Truck	7	17	5	0	25	1	1	0	6	5	1	4
	3-Axle Truck	0	1	0	0	3	0	0	1	0	1	1	0
	4-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	49	388	54	24	852	57	37	65	54	44	49	21

Peak Hour Volumes	27	173	36	9	484	28	20	36	24	24	26	14
	0.894			0.857			0.870			0.800		
Peak Hour Factor	0.863											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Olive Street
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	16	170	3	5	90	15	11	16	13	9	15	3
	2-Axle Truck	1	1	0	0	1	0	0	0	2	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	7	154	7	6	93	6	8	17	11	9	12	4
	2-Axle Truck	0	3	0	0	3	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	8	135	4	15	88	9	16	18	6	23	12	4
	2-Axle Truck	0	2	0	0	0	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	17	140	6	5	86	12	13	14	9	7	16	5
	2-Axle Truck	1	5	0	0	0	0	0	0	0	0	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	20	161	1	7	93	10	12	21	13	9	5	7
	2-Axle Truck	0	1	0	0	1	0	0	1	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	21	172	10	6	115	9	10	21	12	6	11	5
	2-Axle Truck	2	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	27	167	7	5	118	9	15	10	9	3	10	3
	2-Axle Truck	0	0	0	0	4	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	16	176	6	1	107	13	8	11	5	2	18	4
	2-Axle Truck	1	1	0	1	0	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	132	1,275	44	50	790	83	93	128	78	68	99	35
	2-Axle Truck	5	13	0	1	9	0	1	1	7	0	1	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	137	1291	44	51	800	83	94	129	86	68	100	35

Peak Hour Volumes	87	679	24	20	438	41	45	64	42	20	44	19
	0.963			0.917			0.786			0.865		
Peak Hour Factor	0.922											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/08/08

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	84	125	23	5	102	0	3	18	82	19	25	16
	2-Axle Truck	0	9	1	0	7	0	1	1	1	0	3	3
	3-Axle Truck	1	0	1	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	2	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	62	112	46	10	123	3	5	46	104	20	54	47
	2-Axle Truck	2	1	2	0	6	0	0	5	2	1	1	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	1	0
	4-Axle Truck	3	1	2	0	1	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	78	92	12	13	113	5	4	50	122	17	36	37
	2-Axle Truck	3	2	1	0	8	0	1	4	1	0	3	2
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	2
	4-Axle Truck	2	0	0	0	1	1	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	60	91	11	11	158	1	3	53	103	16	25	11
	2-Axle Truck	0	5	2	0	3	1	0	4	1	3	3	1
	3-Axle Truck	0	0	0	0	2	0	0	0	1	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	59	94	10	11	127	6	2	25	71	15	21	19
	2-Axle Truck	4	1	3	0	6	1	2	2	2	4	5	0
	3-Axle Truck	2	0	0	0	2	0	0	0	2	0	0	0
	4-Axle Truck	0	1	2	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	40	73	13	13	125	8	5	25	53	16	11	18
	2-Axle Truck	0	6	3	0	2	0	0	3	4	3	5	0
	3-Axle Truck	1	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	1	1	1	0	1	0	0	0	2	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	29	63	9	7	112	4	6	23	68	21	15	7
	2-Axle Truck	1	4	4	0	3	0	1	6	2	5	3	0
	3-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	3	2	1	0	2	0	0	1	1	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	35	70	18	7	93	6	3	22	75	17	23	8
	2-Axle Truck	4	4	8	2	2	0	0	1	0	2	2	0
	3-Axle Truck	0	0	0	1	0	0	0	0	1	0	0	0
	4-Axle Truck	1	1	1	0	1	0	0	1	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	447	720	142	77	953	33	31	262	678	141	210	163
	2-Axle Truck	14	32	24	2	37	2	5	26	13	18	25	7
	3-Axle Truck	4	0	1	1	7	0	0	0	5	1	3	2
	4-Axle Truck	10	6	7	0	6	1	0	3	3	5	5	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	475	758	174	80	1003	36	36	291	699	165	243	174

Peak Hour Volumes	295	438	101	39	525	11	17	182	417	79	156	121
	0.855			0.817			0.846			0.701		
Peak Hour Factor	0.817											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Valley Boulevard
Counter: Counts Unlimited Inc.
Date: 04/08/08

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	47	140	30	17	113	7	14	66	81	18	35	20
	2-Axle Truck	2	4	7	1	5	0	0	3	3	1	2	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	0
	4-Axle Truck	0	2	0	0	2	1	0	0	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	59	176	19	18	131	4	9	51	83	14	35	22
	2-Axle Truck	0	7	4	0	0	0	0	5	1	1	1	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	1	0	0	0	0	0	0	2	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	64	168	32	18	122	4	8	47	76	13	46	25
	2-Axle Truck	1	8	4	0	5	1	0	5	1	0	4	0
	3-Axle Truck	0	0	2	0	0	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	59	221	24	19	126	3	8	71	69	13	51	26
	2-Axle Truck	1	9	2	0	3	0	0	1	0	3	1	0
	3-Axle Truck	1	0	0	0	0	0	1	0	0	0	1	0
	4-Axle Truck	0	0	1	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	63	183	22	18	110	6	10	61	74	18	70	28
	2-Axle Truck	2	3	4	1	1	1	0	2	0	1	4	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	69	201	27	20	136	10	11	58	78	15	47	16
	2-Axle Truck	3	7	0	0	1	0	0	3	0	1	3	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	60	198	17	28	104	7	5	49	77	22	41	23
	2-Axle Truck	0	8	4	0	1	0	0	1	2	1	2	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	2	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	44	194	22	26	116	12	13	51	68	12	43	28
	2-Axle Truck	3	3	1	2	2	0	0	2	0	2	1	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	2	1	0	1	0	0	1	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	465	1,481	193	164	958	53	78	454	606	125	368	188
	2-Axle Truck	12	49	26	4	18	2	0	22	7	10	18	2
	3-Axle Truck	1	1	2	0	2	0	1	2	0	2	2	0
	4-Axle Truck	1	5	2	0	4	1	0	6	1	3	6	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	479	1536	223	168	982	56	79	484	614	140	394	190

Peak Hour Volumes	263	801	118	76	505	25	38	251	298	66	230	96
		0.929			0.907			0.972			0.790	
Peak Hour Factor						0.91						

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: I-10 Freeway Westbound Ramps
Counter: NDS
Date: 09/04/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
12:00 AM	Cars	25	132	0	0	164	68	0	0	0	35	0	89
	2-Axle Truck	0	3	0	0	3	1	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	1
	4-Axle Truck	0	0	0	0	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	36	130	0	0	176	73	0	0	0	63	0	79
	2-Axle Truck	1	2	0	0	4	1	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	2	2	0	0	0	0	0	0	0	7	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	29	118	0	0	201	78	0	0	0	54	0	71
	2-Axle Truck	1	2	0	0	2	0	0	0	0	0	1	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	29	104	0	0	183	81	0	0	0	75	0	84
	2-Axle Truck	0	3	0	0	1	1	0	0	0	3	0	1
	3-Axle Truck	0	0	0	0	2	0	0	0	0	1	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	19	89	0	0	124	60	0	0	0	42	0	60
	2-Axle Truck	0	1	0	0	2	2	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	2	0	0
	4-Axle Truck	4	0	0	0	0	3	0	0	0	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	20	80	0	0	131	52	0	0	0	40	0	51
	2-Axle Truck	0	3	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	2	1	0	0	0	1	0	0	0	6	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	19	82	0	0	140	39	0	0	0	18	0	45
	2-Axle Truck	1	3	0	0	2	4	0	0	0	0	0	2
	3-Axle Truck	0	1	0	0	0	2	0	0	0	0	0	0
	4-Axle Truck	3	3	0	0	0	1	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	18	90	0	0	133	41	0	0	0	19	0	48
	2-Axle Truck	1	3	0	0	3	2	0	0	0	1	0	0
	3-Axle Truck	1	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	1	0	0	0	0	4	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	195	825	0	0	1,252	492	0	0	0	346	0	527
	2-Axle Truck	4	20	0	0	17	11	0	0	0	4	1	6
	3-Axle Truck	1	3	0	0	3	2	0	0	0	6	0	1
	4-Axle Truck	12	7	0	0	4	5	0	0	0	30	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	212	855	0	0	1276	510	0	0	0	386	1	536

Peak Hour Volumes	123	497	0	0	739	303	0	0	0	247	1	328
	0.896			0.927			0.000			0.862		
Peak Hour Factor	0.901											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: I-10 Freeway Westbound Ramps
Counter: NDS
Date: 09/04/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	31	185	0	0	183	50	0	0	0	63	0	76
	2-Axle Truck	0	1	0	0	2	0	0	0	0	2	0	1
	3-Axle Truck	2	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	2	2	0	0	1	1	0	0	0	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	22	206	0	0	177	44	0	0	0	40	0	70
	2-Axle Truck	3	1	0	0	0	1	0	0	0	2	1	2
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	1
	4-Axle Truck	1	0	0	0	0	1	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	43	183	0	0	172	55	0	0	0	44	0	71
	2-Axle Truck	3	1	0	0	1	1	0	0	0	2	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	1	0	0	0	0	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	32	177	0	0	138	49	0	0	0	95	0	69
	2-Axle Truck	3	0	0	0	0	0	0	0	0	2	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	1	1	0	0	0	0	0	0	0	4	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	24	171	0	0	154	49	0	0	0	78	1	72
	2-Axle Truck	0	1	0	0	2	0	0	0	0	3	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	0	0	2	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	26	163	0	0	145	61	0	0	0	45	1	71
	2-Axle Truck	0	2	0	0	0	0	0	0	0	3	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	1	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	26	159	0	0	136	56	0	0	0	58	0	92
	2-Axle Truck	0	3	0	0	0	2	0	0	0	1	0	2
	3-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	4-Axle Truck	0	1	0	0	2	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	20	157	0	0	121	37	0	0	0	34	0	100
	2-Axle Truck	0	1	0	0	1	1	0	0	0	1	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	0	3	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	224	1,401	0	0	1,226	401	0	0	0	457	2	621
	2-Axle Truck	9	10	0	0	6	5	0	0	0	16	1	7
	3-Axle Truck	2	1	0	0	3	0	0	0	0	2	0	1
	4-Axle Truck	6	6	0	0	4	4	0	0	0	18	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	241	1418	0	0	1239	410	0	0	0	493	3	630

Peak Hour Volumes	144	759	0	0	677	202	0	0	0	263	1	291
	0.969			0.923			0.000			0.816		
Peak Hour Factor	0.911											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: I-10 Freeway Eastbound Ramps
Counter: NDS
Date: 09/04/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
12:00 AM	Cars	0	127	62	109	138	0	90	0	43	0	0	0
	2-Axle Truck	0	0	2	0	4	0	1	0	1	0	0	0
	3-Axle Truck	0	1	2	0	1	0	1	0	0	0	0	0
	4-Axle Truck	0	1	1	2	4	0	3	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	135	59	110	108	0	92	0	49	0	0	0
	2-Axle Truck	0	3	0	0	1	0	1	0	2	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	5	0	2	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	140	68	100	117	0	88	2	39	0	0	0
	2-Axle Truck	0	3	1	0	2	0	1	0	2	0	0	0
	3-Axle Truck	0	0	1	1	0	0	0	0	1	0	0	0
	4-Axle Truck	0	2	2	0	2	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	125	75	90	143	0	85	0	40	0	0	0
	2-Axle Truck	0	3	1	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	1	1	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	1	0	4	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	126	54	103	130	0	70	0	48	0	0	0
	2-Axle Truck	0	0	2	0	5	0	1	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	1	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	125	63	84	108	0	65	0	37	0	0	0
	2-Axle Truck	0	1	1	0	3	0	2	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	2	1	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	122	84	89	104	0	62	1	41	0	0	0
	2-Axle Truck	0	2	0	2	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	2	2	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	Cars	0	99	51	72	82	0	79	1	38	0	0	0
	2-Axle Truck	0	1	0	1	1	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	1	2	1	3	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	999	516	757	930	0	631	4	335	0	0	0
	2-Axle Truck	0	13	7	3	19	0	6	0	8	0	0	0
	3-Axle Truck	0	2	4	1	4	0	1	0	2	0	0	0
	4-Axle Truck	0	8	15	7	16	0	4	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	1022	542	768	969	0	642	4	351	0	0	0

Peak Hour Volumes	0	543	281	412	531	0	363	2	181	0	0	0
	0.949			0.914			0.935			0.000		
Peak Hour Factor	0.931											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: I-10 Freeway Eastbound Ramps
Counter: NDS
Date: 09/04/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	112	20	56	142	0	47	1	42	0	0	0
	2-Axle Truck	0	3	3	1	1	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	1	0	0	0
	4-Axle Truck	0	0	1	2	1	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	118	16	91	149	0	49	0	45	0	0	0
	2-Axle Truck	0	3	2	3	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	1	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	4	1	1	5	0	0	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	108	24	95	160	0	38	0	68	0	0	0
	2-Axle Truck	0	3	1	1	1	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	2	1	4	0	0	0	5	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	96	17	86	173	0	36	0	59	0	0	0
	2-Axle Truck	0	2	2	0	5	0	1	0	1	0	0	0
	3-Axle Truck	0	0	1	0	3	0	0	0	1	0	0	0
	4-Axle Truck	0	0	4	2	1	0	2	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	71	13	64	104	0	36	2	38	0	0	0
	2-Axle Truck	0	1	1	1	1	0	1	0	0	0	0	0
	3-Axle Truck	0	0	1	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	3	4	2	3	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	68	10	71	101	0	33	3	27	0	0	0
	2-Axle Truck	0	1	0	0	0	0	1	0	3	0	0	0
	3-Axle Truck	0	0	0	0	1	0	2	0	0	0	0	0
	4-Axle Truck	0	2	6	2	3	0	1	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	60	10	76	82	0	42	0	20	0	0	0
	2-Axle Truck	0	3	3	0	2	0	1	0	1	0	0	0
	3-Axle Truck	0	0	2	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	3	7	1	1	0	3	0	5	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	76	12	69	82	0	31	1	12	0	0	0
	2-Axle Truck	0	3	0	1	3	0	1	0	2	0	0	0
	3-Axle Truck	0	1	1	0	1	0	0	0	2	0	0	0
	4-Axle Truck	0	1	2	1	4	0	1	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	709	122	608	993	0	312	7	311	0	0	0
	2-Axle Truck	0	19	12	7	14	0	5	0	10	0	0	0
	3-Axle Truck	0	1	6	0	9	0	3	0	5	0	0	0
	4-Axle Truck	0	13	27	12	22	0	7	0	28	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	742	167	627	1038	0	327	7	354	0	0	0

Peak Hour Volumes	0	449	95	339	648	0	173	1	235	0	0	0
	0.938			0.914			0.905			0.000		
Peak Hour Factor	0.919											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Agua Mansa Road
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	8	89	1	5	64	24	17	2	6	0	3	2
	2-Axle Truck	2	2	0	1	3	1	0	0	0	0	0	0
	3-Axle Truck	0	3	0	0	0	1	2	0	0	0	0	0
	4-Axle Truck	1	2	0	0	1	6	7	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	11	88	1	5	95	23	22	1	6	0	4	3
	2-Axle Truck	0	0	0	1	2	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	2	0	1	0	0	0
	4-Axle Truck	0	2	0	0	0	3	4	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	10	75	0	9	74	28	12	6	12	2	6	8
	2-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	1
	3-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	1	0	0	1	3	3	0	0	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	13	49	2	6	126	27	19	3	14	0	5	3
	2-Axle Truck	0	2	0	1	2	1	1	0	2	1	0	1
	3-Axle Truck	1	0	0	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	3	6	2	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	5	67	2	10	62	19	6	1	3	2	2	11
	2-Axle Truck	2	1	0	0	4	1	2	0	1	0	0	0
	3-Axle Truck	0	1	0	0	3	2	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	3	6	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	6	39	0	7	57	8	8	6	2	1	5	4
	2-Axle Truck	1	3	0	2	1	1	1	0	0	0	0	0
	3-Axle Truck	1	2	0	0	6	6	3	0	1	0	0	0
	4-Axle Truck	0	3	0	0	1	6	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	9	34	0	10	49	10	6	3	8	1	1	3
	2-Axle Truck	0	4	0	0	1	3	0	2	1	1	0	0
	3-Axle Truck	0	2	0	0	0	1	3	0	0	0	0	0
	4-Axle Truck	0	4	0	0	2	3	3	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	8	37	4	13	48	11	6	3	3	4	4	12
	2-Axle Truck	1	1	0	1	8	0	2	0	1	0	1	1
	3-Axle Truck	1	3	0	0	3	2	4	0	0	0	0	0
	4-Axle Truck	1	1	0	0	4	2	5	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	70	478	10	65	575	150	96	25	54	10	30	46
	2-Axle Truck	6	13	0	6	21	7	7	2	5	2	1	3
	3-Axle Truck	3	13	0	0	13	13	14	0	2	0	0	0
	4-Axle Truck	3	14	0	0	12	32	30	0	3	0	1	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	82	518	10	71	621	202	147	27	64	12	32	49

Peak Hour Volumes	47	315	4	28	372	124	92	12	42	3	19	18
	0.847			0.753			0.890			0.556		
Peak Hour Factor	0.789											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Rancho Avenue
East/West Street: Agua Mansa Road
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	14	79	1	11	94	14	80	13	15	4	4	14
	2-Axle Truck	0	5	0	0	4	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	0	3	0	0	0	0	0
	4-Axle Truck	0	2	0	0	0	5	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	9	76	1	1	65	22	79	10	12	2	5	14
	2-Axle Truck	0	2	0	0	1	0	5	0	2	0	0	0
	3-Axle Truck	0	0	0	0	1	0	2	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	1	1	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	7	96	2	3	68	14	69	15	19	1	3	7
	2-Axle Truck	0	2	0	0	4	1	2	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	2	2	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	8	96	0	5	86	12	71	13	16	3	4	2
	2-Axle Truck	0	5	0	0	4	1	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	2	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	11	92	1	8	106	19	84	7	10	0	4	2
	2-Axle Truck	1	1	0	0	0	0	1	0	0	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	8	107	0	2	85	6	74	13	10	0	3	7
	2-Axle Truck	0	6	0	0	0	0	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	6	100	0	3	72	10	63	7	21	1	1	3
	2-Axle Truck	0	1	0	0	1	2	2	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	1	0	0	0
	4-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	5	80	1	1	65	7	41	9	19	0	3	2
	2-Axle Truck	0	1	0	0	0	0	1	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	1	2	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	1	2	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	68	726	6	34	641	104	561	87	122	11	27	51
	2-Axle Truck	1	23	0	0	14	4	12	0	4	0	0	0
	3-Axle Truck	1	2	0	0	1	3	8	0	1	0	0	0
	4-Axle Truck	0	2	0	0	1	11	7	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	70	753	6	34	657	122	588	87	127	11	27	51

Peak Hour Volumes	38	365	4	20	328	73	316	51	66	10	16	37
	0.925			0.822			0.967			0.716		
Peak Hour Factor	0.89											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: Rancho Avenue
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	44	48	0	0	33	1	1	0	60	0	0	0
	2-Axle Truck	2	0	0	0	5	0	0	0	3	0	0	0
	3-Axle Truck	0	3	0	0	3	0	0	0	2	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	48	60	0	0	49	2	2	0	58	0	0	0
	2-Axle Truck	0	0	0	0	6	0	0	0	0	0	0	0
	3-Axle Truck	1	2	0	0	5	0	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	36	50	0	0	42	1	1	0	84	0	0	0
	2-Axle Truck	0	0	0	0	3	0	0	0	2	0	0	0
	3-Axle Truck	1	2	0	0	2	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	49	61	0	0	54	3	0	0	90	0	0	0
	2-Axle Truck	3	0	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	0	2	0	0	2	0	1	0	2	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	42	56	0	0	41	0	2	0	60	0	0	0
	2-Axle Truck	3	1	0	0	3	0	0	0	1	0	0	0
	3-Axle Truck	0	2	0	0	4	0	0	0	0	0	0	0
	4-Axle Truck	3	0	0	0	0	0	2	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	23	48	0	0	25	0	1	0	54	0	0	0
	2-Axle Truck	1	1	0	0	3	0	0	0	0	0	0	0
	3-Axle Truck	2	4	0	0	2	0	0	0	0	0	0	0
	4-Axle Truck	3	1	0	0	0	0	1	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	34	35	0	0	33	1	2	0	46	0	0	0
	2-Axle Truck	0	1	0	0	2	0	0	0	2	0	0	0
	3-Axle Truck	1	2	0	0	4	0	0	0	1	0	0	0
	4-Axle Truck	3	1	0	0	1	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	34	41	0	0	24	2	0	0	50	0	0	0
	2-Axle Truck	4	2	0	0	2	0	1	0	3	0	0	0
	3-Axle Truck	1	3	0	0	4	1	0	0	1	0	0	0
	4-Axle Truck	2	0	0	0	0	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	310	399	0	0	301	10	9	0	502	0	0	0
	2-Axle Truck	13	5	0	0	27	0	1	0	11	0	0	0
	3-Axle Truck	6	20	0	0	26	1	1	0	7	0	0	0
	4-Axle Truck	13	5	0	0	1	0	3	0	23	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	342	429	0	0	355	11	14	0	543	0	0	0

Peak Hour Volumes	187	239	0	0	214	6	8	0	310	0	0	0
	0.918			0.887			0.837			0.000		
Peak Hour Factor	0.883											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: Rancho Avenue
Counter: Counts Unlimited inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	67	76	0	0	105	1	3	0	68	0	0	0
	2-Axle Truck	1	3	0	0	3	0	0	0	6	0	0	0
	3-Axle Truck	0	1	0	0	0	0	1	0	1	0	0	0
	4-Axle Truck	2	0	0	0	0	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	57	86	0	0	91	2	6	0	118	0	0	0
	2-Axle Truck	1	2	0	0	1	0	0	0	2	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	2	0	0	0
	4-Axle Truck	1	3	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	53	81	0	0	96	3	3	0	135	0	0	0
	2-Axle Truck	0	2	0	0	0	0	0	0	3	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	2	0	0	0
	4-Axle Truck	2	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	61	73	0	0	82	1	1	0	114	0	0	0
	2-Axle Truck	3	1	0	0	0	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	0	1	0	0	0	4	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	93	88	0	0	113	0	3	0	97	0	0	0
	2-Axle Truck	0	2	0	0	1	0	0	0	3	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	75	86	0	0	131	2	3	0	121	0	0	0
	2-Axle Truck	1	1	0	0	1	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	63	77	0	0	111	0	3	0	99	0	0	0
	2-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	1	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	69	68	0	0	84	1	1	0	86	0	0	0
	2-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	1	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	538	635	0	0	813	10	23	0	838	0	0	0
	2-Axle Truck	6	15	0	0	6	0	0	0	19	0	0	0
	3-Axle Truck	3	2	0	0	1	0	1	0	10	0	0	0
	4-Axle Truck	7	4	0	0	2	0	0	0	10	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	554	656	0	0	822	10	24	0	877	0	0	0

Peak Hour Volumes	290	335	0	0	427	6	10	0	486	0	0	0
	0.849			0.808			0.867			0.000		
Peak Hour Factor	0.843											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: I-215 Freeway SB Ramps
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	85	0	0	27	0	24	0	49	0	0	0
	2-Axle Truck	0	8	0	0	0	0	0	0	3	0	0	0
	3-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	76	0	0	26	0	26	0	71	0	0	0
	2-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	0	0	0	0	0	2	0	0	0	0	0
	4-Axle Truck	0	4	0	0	0	0	0	0	2	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	70	0	0	36	0	22	0	77	0	0	0
	2-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	1	0	0	0	0	1	0	1	0	0	0
	4-Axle Truck	0	5	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	64	0	0	46	0	36	0	70	0	0	0
	2-Axle Truck	0	1	0	0	0	0	3	0	2	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	2	0	0	0
	4-Axle Truck	0	4	0	0	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	84	0	0	20	0	26	0	55	0	0	0
	2-Axle Truck	0	5	0	0	0	0	0	0	1	0	0	0
	3-Axle Truck	0	2	0	0	0	0	0	0	2	0	0	0
	4-Axle Truck	0	4	0	0	1	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	51	0	0	35	0	14	0	41	0	0	0
	2-Axle Truck	0	2	0	0	3	0	0	0	5	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	9	0	0	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	65	0	0	22	0	18	0	55	0	0	0
	2-Axle Truck	0	6	0	0	2	0	0	0	5	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	5	0	0	1	0	0	0	4	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	63	0	0	21	0	15	0	40	0	0	0
	2-Axle Truck	0	3	0	0	2	0	0	0	7	0	0	0
	3-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	2	0	0	3	0	0	0	3	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	558	0	0	233	0	181	0	458	0	0	0
	2-Axle Truck	0	29	0	0	7	0	3	0	25	0	0	0
	3-Axle Truck	0	10	0	0	0	0	3	0	9	0	0	0
	4-Axle Truck	0	35	0	0	8	0	0	0	14	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	632	0	0	248	0	187	0	506	0	0	0

Peak Hour Volumes	0	325	0	0	131	0	116	0	289	0	0	0
	0.855			0.697			0.888			0.000		
Peak Hour Factor	0.841											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: I-215 Freeway SB Ramps
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	119	0	0	47	0	31	0	75	0	0	0
	2-Axle Truck	0	3	0	0	4	0	0	0	2	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	2	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	107	0	0	48	0	43	0	79	0	0	0
	2-Axle Truck	0	1	0	0	0	0	1	0	3	0	0	0
	3-Axle Truck	0	1	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	3	0	0	2	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	104	0	0	36	0	36	0	69	0	0	0
	2-Axle Truck	0	4	0	0	2	0	0	0	2	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	3	0	0	0
	4-Axle Truck	0	2	0	0	3	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	91	0	0	40	0	36	0	74	0	0	0
	2-Axle Truck	0	3	0	0	2	0	1	0	2	0	0	0
	3-Axle Truck	0	1	0	0	1	0	0	0	1	0	0	0
	4-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	137	0	0	33	0	51	0	65	0	0	0
	2-Axle Truck	0	4	0	0	2	0	0	0	8	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	122	0	0	56	0	46	0	60	0	0	0
	2-Axle Truck	0	1	0	0	0	0	0	0	5	0	0	0
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	116	0	0	52	0	34	0	72	0	0	0
	2-Axle Truck	0	2	0	0	1	0	0	0	6	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	113	0	0	42	0	39	0	69	0	0	0
	2-Axle Truck	0	1	0	0	1	0	2	0	3	0	0	0
	3-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	909	0	0	354	0	316	0	563	0	0	0
	2-Axle Truck	0	19	0	0	12	0	4	0	31	0	0	0
	3-Axle Truck	0	4	0	0	2	0	2	0	5	0	0	0
	4-Axle Truck	0	11	0	0	6	0	0	0	6	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	943	0	0	374	0	322	0	605	0	0	0

Peak Hour Volumes	0	499	0	0	187	0	173	0	292	0	0	0
	0.879			0.835			0.923			0.000		
Peak Hour Factor	0.888											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: I-215 Freeway NB Ramps
Counter: Counts Unlimited Inc.
Date: 07/10/13

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	0	31	60	25	49	0	0	0	0	7	0	45
	2-Axle Truck	0	3	3	2	2	0	0	0	0	0	0	4
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	4-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	33	55	17	83	0	0	0	0	3	0	44
	2-Axle Truck	0	2	1	0	1	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	2	2	0	2	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	33	59	39	82	0	0	0	0	3	0	37
	2-Axle Truck	0	1	3	1	0	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	3	0	1	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	0	32	50	21	90	0	0	0	0	5	0	34
	2-Axle Truck	0	2	1	2	0	0	0	0	0	0	0	0
	3-Axle Truck	0	1	0	1	1	0	0	0	0	0	0	1
	4-Axle Truck	0	1	2	0	3	0	0	0	0	0	0	4
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	0	35	34	17	55	0	0	0	0	4	0	40
	2-Axle Truck	0	1	7	1	2	0	0	0	0	0	0	4
	3-Axle Truck	0	1	0	2	0	0	0	0	0	0	0	0
	4-Axle Truck	0	2	1	0	3	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	29	31	21	60	0	0	0	0	6	0	30
	2-Axle Truck	0	3	4	1	3	0	0	0	0	0	0	0
	3-Axle Truck	0	0	1	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	3	2	0	3	0	0	0	0	0	0	8
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	20	28	21	52	0	0	0	0	7	0	34
	2-Axle Truck	0	3	5	1	5	0	0	0	0	0	0	2
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	1
	4-Axle Truck	0	1	1	0	5	0	0	0	0	0	0	3
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	34	34	17	45	0	0	0	0	4	0	29
	2-Axle Truck	0	2	1	4	5	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	2
	4-Axle Truck	0	0	2	2	4	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	247	351	178	516	0	0	0	0	39	0	293
	2-Axle Truck	0	17	25	12	18	0	0	0	0	0	0	12
	3-Axle Truck	0	2	1	3	5	0	0	0	0	0	0	7
	4-Axle Truck	0	11	14	2	21	0	0	0	0	0	0	24
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	277	391	195	560	0	0	0	0	39	0	336

Peak Hour Volumes	0	143	240	108	316	0	0	0	0	18	0	178
	0.958			0.855			0.000			0.831		
Peak Hour Factor	0.886											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: La Cadena Drive
East/West Street: I-215 Freeway NB Ramps
Counter: Counts Unlimited Inc.
Date: 07/10/13

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	63	133	46	69	0	0	0	0	3	0	39
	2-Axle Truck	0	0	3	3	2	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1
	4-Axle Truck	0	2	1	0	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	73	115	40	72	0	0	0	0	1	0	28
	2-Axle Truck	0	2	3	1	1	0	0	0	0	0	0	2
	3-Axle Truck	0	1	0	0	3	0	0	0	0	0	0	1
	4-Axle Truck	0	0	2	0	3	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	73	118	41	74	0	0	0	0	1	0	32
	2-Axle Truck	0	2	2	1	1	0	0	0	0	0	0	2
	3-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	1
	4-Axle Truck	0	0	1	0	4	0	0	0	0	0	0	2
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	0	57	92	38	81	0	0	0	0	5	0	36
	2-Axle Truck	0	1	1	2	3	0	0	0	0	0	0	4
	3-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	94	139	30	61	0	0	0	0	3	0	49
	2-Axle Truck	0	0	1	1	8	0	0	0	0	1	0	3
	3-Axle Truck	0	0	0	0	1	0	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	77	131	37	86	0	0	0	0	3	0	36
	2-Axle Truck	0	0	0	1	3	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	57	87	22	95	0	0	0	0	6	0	60
	2-Axle Truck	0	1	1	2	6	0	0	0	0	0	0	1
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	62	53	32	79	0	0	0	0	4	0	58
	2-Axle Truck	0	0	0	0	2	0	0	0	0	0	0	2
	3-Axle Truck	0	1	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	0	556	868	286	617	0	0	0	0	26	0	338
	2-Axle Truck	0	6	11	11	26	0	0	0	0	1	0	16
	3-Axle Truck	0	3	0	0	6	0	0	0	0	1	0	3
	4-Axle Truck	0	4	5	0	12	0	0	0	0	0	0	7
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	569	884	297	661	0	0	0	0	28	0	364

Peak Hour Volumes	0	306	485	151	327	0	0	0	0	14	0	167
		0.845			0.934			0.000			0.794		
Peak Hour Factor						0.865							

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Mount Vernon Avenue
East/West Street: Valley Boulevard/I-10 Freeway Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 11/08/11

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	57	37	6	0	28	43	4	5	7	29	13	5
	2-Axle Truck	0	7	1	0	1	4	1	0	1	1	1	0
	3-Axle Truck	3	2	0	2	0	3	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	55	48	10	0	48	59	14	10	20	30	17	5
	2-Axle Truck	2	5	1	0	2	3	1	0	0	2	1	0
	3-Axle Truck	5	1	1	0	0	4	1	0	0	0	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	46	60	12	0	77	63	13	10	19	41	5	3
	2-Axle Truck	2	7	1	0	4	1	2	0	1	2	1	1
	3-Axle Truck	4	2	0	0	2	3	0	0	1	0	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	66	103	11	0	77	42	14	12	17	54	9	6
	2-Axle Truck	2	3	0	0	3	5	2	0	3	2	0	1
	3-Axle Truck	0	2	0	0	3	2	3	0	1	0	0	3
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	48	90	5	0	58	43	5	5	11	38	6	3
	2-Axle Truck	7	6	0	0	4	5	1	0	0	5	4	0
	3-Axle Truck	3	4	0	0	3	0	1	0	1	3	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	50	36	6	2	63	53	7	10	21	37	5	2
	2-Axle Truck	4	1	0	0	3	4	2	0	1	1	1	0
	3-Axle Truck	1	4	0	0	1	3	0	0	0	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	43	64	7	0	55	41	11	6	24	22	10	1
	2-Axle Truck	4	3	0	2	3	3	2	0	3	1	0	0
	3-Axle Truck	3	3	0	0	1	3	1	1	1	4	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	36	56	4	1	66	42	19	14	16	26	4	8
	2-Axle Truck	1	1	0	0	4	4	1	0	0	1	1	0
	3-Axle Truck	1	1	0	0	2	3	0	0	2	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	401	494	61	3	472	386	87	72	135	277	69	33
	2-Axle Truck	22	33	3	2	24	29	12	0	9	15	9	2
	3-Axle Truck	20	19	1	2	12	21	6	1	6	10	0	10
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	443	546	65	7	508	436	105	73	150	302	78	45

Peak Hour Volumes	240	331	41	0	281	230	57	37	74	177	43	25
	0.818			0.852			0.808			0.817		
Peak Hour Factor	0.828											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Mount Vernon Avenue
East/West Street: Valley Boulevard/I-10 Freeway Westbound Ramps
Counter: Counts Unlimited Inc.
Date: 11/08/11

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	82	113	9	1	99	47	14	14	27	40	50	8
	2-Axle Truck	2	2	0	0	0	2	1	0	3	1	1	0
	3-Axle Truck	2	3	0	0	2	0	0	0	1	0	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	62	109	9	1	93	61	14	17	18	45	98	7
	2-Axle Truck	1	1	0	0	2	0	0	0	1	5	0	0
	3-Axle Truck	1	1	0	0	1	0	0	1	0	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	76	103	9	4	74	59	15	10	24	49	37	13
	2-Axle Truck	1	1	0	0	2	4	3	0	0	1	1	0
	3-Axle Truck	2	4	0	0	1	0	0	0	1	2	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	68	138	5	10	84	57	17	16	16	49	26	10
	2-Axle Truck	0	1	0	0	0	2	0	0	0	1	1	0
	3-Axle Truck	2	2	0	0	1	1	0	0	0	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	80	126	9	1	109	62	23	23	30	37	19	4
	2-Axle Truck	1	1	0	0	1	0	2	0	2	0	1	0
	3-Axle Truck	2	1	0	0	3	1	0	0	0	1	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	78	114	9	1	109	59	17	17	27	55	60	1
	2-Axle Truck	0	1	0	0	0	2	1	0	0	2	1	0
	3-Axle Truck	3	0	0	0	2	3	0	0	0	1	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	88	140	6	0	93	58	17	15	32	59	46	9
	2-Axle Truck	4	1	0	0	1	0	0	0	0	1	2	0
	3-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	59	111	5	2	88	54	11	4	22	54	15	7
	2-Axle Truck	0	0	0	0	1	1	2	0	1	3	0	0
	3-Axle Truck	3	1	0	0	0	2	0	0	0	3	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	593	954	61	20	749	457	128	116	196	388	351	59
	2-Axle Truck	9	8	0	0	7	11	9	0	7	14	7	0
	3-Axle Truck	15	12	0	0	10	8	0	1	2	9	0	8
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	617	974	61	20	766	476	137	117	205	411	358	67

Peak Hour Volumes	326	525	29	12	403	246	77	71	107	207	156	27
	0.921			0.934			0.797			0.799		
Peak Hour Factor	0.884											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Mount Vernon Avenue
East/West Street: I-10 Freeway EB Ramps
Counter: Counts Unlimited Inc.
Date: 11/09/11

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	1	88	26	24	27	1	0	0	1	49	0	30
	2-Axle Truck	0	5	3	2	3	1	0	0	0	3	0	5
	3-Axle Truck	0	6	1	0	1	0	0	0	0	4	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Cars	0	69	19	19	57	3	0	1	0	72	0	32
	2-Axle Truck	0	9	5	5	5	0	0	0	0	12	0	4
	3-Axle Truck	0	4	3	0	0	0	0	0	0	5	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Cars	0	84	18	24	91	4	0	0	0	69	3	50
	2-Axle Truck	0	16	5	9	11	1	1	3	1	8	0	8
	3-Axle Truck	0	4	5	2	1	0	0	0	0	3	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Cars	2	103	12	36	69	3	0	0	0	100	0	58
	2-Axle Truck	0	13	6	8	11	1	2	1	0	8	0	5
	3-Axle Truck	0	0	3	6	1	0	0	0	0	1	0	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Cars	1	78	22	24	67	0	0	0	0	72	0	28
	2-Axle Truck	0	19	4	11	15	1	5	2	2	8	0	5
	3-Axle Truck	0	4	2	2	2	1	0	0	0	4	0	5
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Cars	0	54	22	21	66	0	0	0	0	66	0	31
	2-Axle Truck	0	10	8	13	10	2	0	5	0	8	0	3
	3-Axle Truck	0	2	3	1	0	0	0	1	0	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Cars	0	68	22	26	53	0	0	0	0	39	0	27
	2-Axle Truck	0	13	7	7	7	1	2	3	0	6	0	3
	3-Axle Truck	0	2	3	4	2	0	0	0	0	1	0	3
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Cars	0	69	25	25	60	0	0	0	0	60	0	28
	2-Axle Truck	0	12	12	6	15	0	0	1	0	6	0	5
	3-Axle Truck	0	1	3	3	2	0	0	0	0	3	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	4	613	166	199	490	11	0	1	1	527	3	284
	2-Axle Truck	0	97	50	61	77	7	10	15	3	59	0	38
	3-Axle Truck	0	23	23	18	9	1	0	1	0	22	0	16
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	4	733	239	278	576	19	10	17	4	608	3	338

Peak Hour Volumes	3	387	110	157	344	13	8	12	3	348	3	197
	0.899			0.899			0.639			0.787		
Peak Hour Factor	0.852											

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Mount Vernon Avenue
East/West Street: I-10 Freeway EB Ramps
Counter: Counts Unlimited Inc.
Date: 11/09/11

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	0	144	75	41	106	0	0	0	0	60	1	47
	2-Axle Truck	3	6	10	6	6	1	0	0	1	4	0	4
	3-Axle Truck	0	2	2	2	0	0	0	0	0	2	0	3
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Cars	0	101	53	41	98	0	0	0	0	85	0	48
	2-Axle Truck	1	10	5	9	8	3	0	0	0	13	0	7
	3-Axle Truck	0	0	2	1	1	0	0	0	0	6	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Cars	0	144	66	22	103	0	0	2	1	89	0	58
	2-Axle Truck	1	8	7	4	8	3	0	0	0	11	0	8
	3-Axle Truck	0	2	3	2	1	0	0	0	0	2	0	4
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Cars	1	153	55	32	100	0	1	2	1	73	0	49
	2-Axle Truck	0	13	8	7	12	3	1	0	0	12	0	3
	3-Axle Truck	0	3	3	1	1	0	0	0	0	2	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Cars	0	179	86	40	110	0	3	1	1	81	0	47
	2-Axle Truck	0	13	9	9	17	0	1	0	0	8	0	3
	3-Axle Truck	0	3	0	4	1	0	0	0	0	2	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Cars	0	129	45	35	118	0	2	1	0	101	0	44
	2-Axle Truck	0	10	5	8	11	2	1	0	1	9	0	2
	3-Axle Truck	0	2	1	2	0	0	0	0	0	2	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Cars	0	129	39	48	119	1	1	1	1	69	0	45
	2-Axle Truck	0	15	2	6	13	0	0	1	0	4	0	3
	3-Axle Truck	0	1	3	1	1	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Cars	0	117	29	33	101	1	0	1	0	74	0	60
	2-Axle Truck	0	12	3	6	16	0	0	0	0	4	0	5
	3-Axle Truck	0	2	0	0	2	0	0	0	0	1	0	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
Total	Cars	1	1,096	448	292	855	2	7	8	4	632	1	398
	2-Axle Truck	5	87	49	55	91	12	3	1	2	65	0	35
	3-Axle Truck	0	15	14	13	7	0	0	0	0	17	0	10
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	0	0	0	0	0	0	0	0	0	0	0
	Total	6	1198	511	360	953	14	10	9	6	714	1	443

Peak Hour Volumes	2	659	288	166	482	8	9	6	4	392	0	219
	0.818			0.906			0.792			0.888		
Peak Hour Factor	0.861											

APPENDIX C

Future Growth Increment Calculation Worksheets

CEDAR AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			66	680	90			
			<	v	>			
		61 ^				^	57	
		343 >				<	440	
		73 v				v	65	
			<	^	>			
			99	441	105			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				836	559			
				v	^			
		605 <	IN =			2520 <	562	
		477 >	OUT =			2520 >	538	
				v	^			
				818	645			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			4	56	3			
			<	v	>			
		5 ^				^	6	
		14 >				<	30	
		5 v				v	19	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			11	64	14			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			70	736	93			
			<	v	>			
		66 ^				^	63	
		357 >				<	470	
		78 v				v	84	
			<	^	>			
			110	505	119			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				1338	1166			
				v	^			
		1994 <	IN =			6299 <	1916	
		2131 >	OUT =			6299 >	2111	
				v	^			
				1028	914			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				25	26			
				v	^			
		48 <	IN =			145 <	52	
		44 >	OUT =			145 >	50	
				v	^			
				21	24			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				517	452			
				v	^			
		774 <	IN =			2442 <	745	
		824 >	OUT =			2442 >	819	
				v	^			
				398	355			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				1571	1416			
				v	^			
		2547 <	IN =			8321 <	2682	
		2919 >	OUT =			8322 >	2741	
				v	^			
				1618	1149			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				35	34			
				v	^			
		70 <	IN =			208 <	79	
		63 >	OUT =			208 >	70	
				v	^			
				34	31			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				609	549			
				v	^			
		991 <	IN =			3231 <	1045	
		1130 >	OUT =			3232 >	1065	
				v	^			
				626	447			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				94	99			
				v	^			
		221 <				<	305	
		309 >				>	249	
				v	^			
				231	93			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				90	100			
				v	^			
		220 <	IN =			790 <	300	
		310 >	OUT =			800 >	250	
				v	^			
				230	90			

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

				80	90			
				v	^			
		190 <				<	260	
		260 >				>	210	
				v	^			
				200	80			

NEW PROJECTED VOLUMES (PCE'S): 2035

				980	720			
				v	^			
		840 <				<	880	
		760 >				>	780	
				v	^			
				1100	810			

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

				30	30			
				v	^			
		70 <				<	90	
		90 >				>	70	
				v	^			
				70	30			

INITIAL FUTURE YEAR VOLUMES:

2020

				930	660			
				v	^			
		720 <	IN =			2990 <	710	
		590 >	OUT =			2990 >	640	
				v	^			
				970	760			

BALANCED FUTURE YEAR VOLUMES:

2020

				930	660			
				v	^			
		720 <	IN =			2990 <	710	
		590 >	OUT =			2990 >	640	
				v	^			
				970	760			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			84	535	130			
			<	v	>			
		288 ^				^	100	
		914 >				<	660	
		96 v				v	161	
			<	^	>			
			139	877	88			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				749	1265			
				v	^			
		883 <	IN =			4072 <	921	
		1298 >	OUT =			4072 >	1132	
				v	^			
				792	1104			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	35	0			
			<	v	>			
		2 ^				^	5	
		16 >				<	26	
		7 v				v	14	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			3	28	16			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			84	570	130			
			<	v	>			
		290 ^				^	105	
		930 >				<	686	
		103 v				v	175	
			<	^	>			
			142	905	104			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2293	2212			
				v	^			
		3260 <	IN =			10511 <	3103	
		3308 >	OUT =			10513 >	3447	
				v	^			
				1594	1807			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				41	46			
				v	^			
		64 <	IN =			221 <	72	
		68 >	OUT =			220 >	80	
				v	^			
				30	40			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				652	631			
				v	^			
		929 <	IN =			2998 <	887	
		943 >	OUT =			2999 >	985	
				v	^			
				454	516			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2294	2705			
				v	^			
		4807 <	IN =			14208 <	4756	
		4486 >	OUT =			14208 >	4686	
				v	^			
				2010	2672			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				53	61			
				v	^			
		102 <	IN =			327 <	114	
		102 >	OUT =			328 >	114	
				v	^			
				51	58			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				656	773			
				v	^			
		1371 <	IN =			4060 <	1360	
		1282 >	OUT =			4060 >	1341	
				v	^			
				576	763			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				5	144			
				v	^			
		447 <				<	479	
		343 >				>	360	
				v	^			
				124	249			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				80	140			
				v	^			
		450 <	IN =			1150 <	480	
		340 >	OUT =			1070 >	360	
				v	^			
				120	250			

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

				70	120			
				v	^			
		380 <				<	410	
		290 >				>	310	
				v	^			
				100	210			

NEW PROJECTED VOLUMES (PCE'S): 2035

				850	1420			
				v	^			
		1290 <				<	1380	
		1610 >				>	1470	
				v	^			
				950	1360			

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

				20	40			
				v	^			
		130 <				<	140	
		100 >				>	110	
				v	^			
				40	70			

INITIAL FUTURE YEAR VOLUMES:

2020

				800	1340			
				v	^			
		1040 <	IN =			4550 <	1110	
		1420 >	OUT =			4540 >	1270	
				v	^			
				890	1220			

BALANCED FUTURE YEAR VOLUMES:

2020

				800	1340			
				v	^			
		1040 <	IN =			4550 <	1110	
		1420 >	OUT =			4540 >	1270	
				v	^			
				890	1220			

CEDAR AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**110**	SOUTH LEG		NORTH	LEFT	**142**	SOUTH LEG	
BOUND	THRU	**505**	IN ...	**760**	BOUND	THRU	**905**	IN ...	**1,220**
	RIGHT	**119**	OUT ...	**970**		RIGHT	**104**	OUT ...	**890**
SOUTH	LEFT	**93**	NORTH LEG		SOUTH	LEFT	**130**	NORTH LEG	
BOUND	THRU	**736**	IN ...	**930**	BOUND	THRU	**570**	IN ...	**800**
	RIGHT	**70**	OUT ...	**660**		RIGHT	**84**	OUT ...	**1,340**
EAST	LEFT	**66**	WEST LEG		EAST	LEFT	**290**	WEST LEG	
BOUND	THRU	**357**	IN ...	**590**	BOUND	THRU	**930**	IN ...	**1,420**
	RIGHT	**78**	OUT ...	**720**		RIGHT	**103**	OUT ...	**1,040**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**175**	EAST LEG	
BOUND	THRU	**470**	IN ...	**710**	BOUND	THRU	**686**	IN ...	**1,110**
	RIGHT	**63**	OUT ...	**640**		RIGHT	**105**	OUT ...	**1,270**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**110**	**115**	NORTH LEG	NORTH	LEFT	**142**	**160**	NORTH LEG
BOUND	THRU	**505**	**516**	RATIO **6.4%**	BOUND	THRU	**905**	**939**	RATIO **8.6%**
	RIGHT	**119**	**128**	ADT 24,800		RIGHT	**104**	**118**	ADT 24,800
SOUTH	LEFT	**93**	**92**	SOUTH LEG	SOUTH	LEFT	**130**	**134**	SOUTH LEG
BOUND	THRU	**736**	**770**	RATIO **7.2%**	BOUND	THRU	**570**	**578**	RATIO **8.8%**
	RIGHT	**70**	**68**	ADT 24,000		RIGHT	**84**	**86**	ADT 24,000
EAST	LEFT	**66**	**74**	EAST LEG	EAST	LEFT	**290**	**289**	EAST LEG
BOUND	THRU	**357**	**420**	RATIO **5.1%**	BOUND	THRU	**930**	**1,017**	RATIO **9.0%**
	RIGHT	**78**	**96**	ADT 26,500		RIGHT	**103**	**111**	ADT 26,500
WEST	LEFT	**84**	**103**	WEST LEG	WEST	LEFT	**175**	**201**	WEST LEG
BOUND	THRU	**470**	**537**	RATIO **4.8%**	BOUND	THRU	**686**	**794**	RATIO **8.9%**
	RIGHT	**63**	**70**	ADT 27,500		RIGHT	**105**	**112**	ADT 27,500

CEDAR AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**110**	SOUTH LEG		NORTH	LEFT	**142**	SOUTH LEG	
BOUND	THRU	**505**	IN ...	**810**	BOUND	THRU	**905**	IN ...	**1,360**
	RIGHT	**119**	OUT ...	**1,100**		RIGHT	**104**	OUT ...	**950**
SOUTH	LEFT	**93**	NORTH LEG		SOUTH	LEFT	**130**	NORTH LEG	
BOUND	THRU	**736**	IN ...	**980**	BOUND	THRU	**570**	IN ...	**850**
	RIGHT	**70**	OUT ...	**720**		RIGHT	**84**	OUT ...	**1,420**
EAST	LEFT	**66**	WEST LEG		EAST	LEFT	**290**	WEST LEG	
BOUND	THRU	**357**	IN ...	**760**	BOUND	THRU	**930**	IN ...	**1,610**
	RIGHT	**78**	OUT ...	**840**		RIGHT	**103**	OUT ...	**1,290**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**175**	EAST LEG	
BOUND	THRU	**470**	IN ...	**880**	BOUND	THRU	**686**	IN ...	**1,380**
	RIGHT	**63**	OUT ...	**780**		RIGHT	**105**	OUT ...	**1,470**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**110**	**122**	NORTH LEG	NORTH	LEFT	**142**	**194**	NORTH LEG
BOUND	THRU	**505**	**545**	RATIO **10.5%**	BOUND	THRU	**905**	**1,003**	RATIO **14.0%**
	RIGHT	**119**	**144**	ADT 16,174		RIGHT	**104**	**144**	ADT 16,174
SOUTH	LEFT	**93**	**94**	SOUTH LEG	SOUTH	LEFT	**130**	**149**	SOUTH LEG
BOUND	THRU	**736**	**826**	RATIO **13.1%**	BOUND	THRU	**570**	**595**	RATIO **15.7%**
	RIGHT	**70**	**64**	ADT 14,625		RIGHT	**84**	**95**	ADT 14,625
EAST	LEFT	**66**	**89**	EAST LEG	EAST	LEFT	**290**	**293**	EAST LEG
BOUND	THRU	**357**	**542**	RATIO **5.5%**	BOUND	THRU	**930**	**1,177**	RATIO **9.3%**
	RIGHT	**78**	**132**	ADT 30,423		RIGHT	**103**	**119**	ADT 30,423
WEST	LEFT	**84**	**142**	WEST LEG	WEST	LEFT	**175**	**236**	WEST LEG
BOUND	THRU	**470**	**654**	RATIO **5.3%**	BOUND	THRU	**686**	**1,001**	RATIO **9.5%**
	RIGHT	**63**	**86**	ADT 30,204		RIGHT	**105**	**124**	ADT 30,204

CEDAR AVENUE (NS) / RIALTO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				62	620	171		
			<		v	>		
		72	^				^	396
		154	>				<	191
		215	v				v	199
			<		^	>		
				154	506	126		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					853	974		
					v	^		
		407	<	IN =	2866	<	786	
		441	>	OUT =	2866	>	451	
					v	^		
					1034	786		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	50	12		
			<		v	>		
		2	^				^	40
		8	>				<	10
		11	v				v	20
			<		^	>		
				9	51	2		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				62	670	183		
			<		v	>		
		74	^				^	436
		162	>				<	201
		226	v				v	219
			<		^	>		
				163	557	128		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1026	955		
					v	^		
		468	<	IN =	3167	<	522	
		686	>	OUT =	3168	>	606	
					v	^		
					1139	933		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					22	26		
					v	^		
		10	<	IN =	76	<	12	
		9	>	OUT =	76	>	14	
					v	^		
					26	33		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					397	372		
					v	^		
		181	<	IN =	1229	<	202	
		264	>	OUT =	1229	>	235	
					v	^		
					441	366		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1649	1178		
					v	^		
		388	<	IN =	4189	<	530	
		599	>	OUT =	4190	>	594	
					v	^		
					2030	1411		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					36	33		
					v	^		
		8	<	IN =	102	<	15	
		8	>	OUT =	101	>	15	
					v	^		
					45	43		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					639	459		
					v	^		
		150	<	IN =	1626	<	206	
		230	>	OUT =	1626	>	231	
					v	^		
					786	550		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					244	88		
					v	^		
		-31	<			<	5	
		-34	>			>	-4	
					v	^		
					348	187		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					240	110		
					v	^		
		40	<	IN =	570	<	90	
		50	>	OUT =	550	>	50	
					v	^		
					350	190		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					220	100		
					v	^		
		40	<			<	80	
		50	>			>	50	
					v	^		
					320	180		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1140	1170		
					v	^		
		470	<			<	940	
		510	>			>	520	
					v	^		
					1440	1030		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					90	40		
					v	^		
		10	<			<	30	
		20	>			>	20	
					v	^		
					130	70		

INITIAL FUTURE YEAR VOLUMES:

2020

					1010	1110		
					v	^		
		440	<	IN =	3300	<	890	
		480	>	OUT =	3290	>	490	
					v	^		
					1250	920		

BALANCED FUTURE YEAR VOLUMES:

2020

					1010	1110		
					v	^		
		440	<	IN =	3300	<	890	
		480	>	OUT =	3290	>	490	
					v	^		
					1250	920		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				90	587	79		
			<		v	>		
		58	^				^	96
		195	>				<	158
		154	v				v	53
			<		^	>		
				182	709	42		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					756	863		
					v	^		
		430	<	IN =	2403	<	307	
		407	>	OUT =	2403	>	316	
					v	^		
					794	933		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	38	6		
			<		v	>		
		3	^				^	9
		2	>				<	6
		0	v				v	6
			<		^	>		
				0	28	6		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				90	625	85		
			<		v	>		
		61	^				^	105
		197	>				<	164
		154	v				v	59
			<		^	>		
				182	737	48		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1631	1773		
					v	^		
		1102	<	IN =	5435	<	1014	
		884	>	OUT =	5434	>	966	
					v	^		
					1593	1906		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					32	41		
					v	^		
		15	<	IN =	119	<	20	
		16	>	OUT =	118	>	23	
					v	^		
					39	51		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					465	507		
					v	^		
		312	<	IN =	1552	<	289	
		252	>	OUT =	1551	>	276	
					v	^		
					456	546		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2032	2663		
					v	^		
		1102	<	IN =	7138	<	998	
		804	>	OUT =	7138	>	926	
					v	^		
					2447	3304		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					52	59		
					v	^		
		14	<	IN =	161	<	20	
		14	>	OUT =	161	>	23	
					v	^		
					65	75		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					582	760		
					v	^		
		312	<	IN =	2039	<	284	
		229	>	OUT =	2039	>	265	
					v	^		
					701	944		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					120	256		
					v	^		
		0	<			<	-4	
		-23	>			>	-11	
					v	^		
					249	400		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					120	260		
					v	^		
		40	<	IN =	590	<	30	
		40	>	OUT =	580	>	30	
					v	^		
					250	400		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					110	240		
					v	^		
		40	<			<	30	
		40	>			>	30	
					v	^		
					230	370		

NEW PROJECTED VOLUMES (PCE'S): 2035

					910	1140		
					v	^		
		480	<			<	360	
		450	>			>	360	
					v	^		
					1070	1340		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					40	100		
					v	^		
		10	<			<	10	
		10	>			>	10	
					v	^		
					90	150		

INITIAL FUTURE YEAR VOLUMES:

2020

					840	1000		
					v	^		
		450	<	IN =	2720	<	340	
		420	>	OUT =	2720	>	340	
					v	^		
					930	1120		

BALANCED FUTURE YEAR VOLUMES:

2020

					840	1000		
					v	^		
		450	<	IN =	2720	<	340	
		420	>	OUT =	2720	>	340	
					v	^		
					930	1120		

CEDAR AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**163**	SOUTH LEG		NORTH	LEFT	**182**	SOUTH LEG	
BOUND	THRU	**557**	IN ...	**920**	BOUND	THRU	**737**	IN ...	**1,120**
	RIGHT	**128**	OUT ...	**1,250**		RIGHT	**48**	OUT ...	**930**
SOUTH	LEFT	**183**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**670**	IN ...	**1,010**	BOUND	THRU	**625**	IN ...	**840**
	RIGHT	**62**	OUT ...	**1,110**		RIGHT	**90**	OUT ...	**1,000**
EAST	LEFT	**74**	WEST LEG		EAST	LEFT	**61**	WEST LEG	
BOUND	THRU	**162**	IN ...	**480**	BOUND	THRU	**197**	IN ...	**420**
	RIGHT	**226**	OUT ...	**440**		RIGHT	**154**	OUT ...	**450**
WEST	LEFT	**219**	EAST LEG		WEST	LEFT	**59**	EAST LEG	
BOUND	THRU	**201**	IN ...	**890**	BOUND	THRU	**164**	IN ...	**340**
	RIGHT	**436**	OUT ...	**490**		RIGHT	**105**	OUT ...	**340**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**163**	**176**	NORTH LEG	NORTH	LEFT	**182**	**210**	NORTH LEG
BOUND	THRU	**557**	**600**	RATIO **10.3%**	BOUND	THRU	**737**	**844**	RATIO **8.9%**
	RIGHT	**128**	**141**	ADT 20,600		RIGHT	**48**	**62**	ADT 20,600
SOUTH	LEFT	**183**	**188**	SOUTH LEG	SOUTH	LEFT	**85**	**82**	SOUTH LEG
BOUND	THRU	**670**	**757**	RATIO **9.7%**	BOUND	THRU	**625**	**683**	RATIO **9.1%**
	RIGHT	**62**	**62**	ADT 22,400		RIGHT	**90**	**77**	ADT 22,400
EAST	LEFT	**74**	**72**	EAST LEG	EAST	LEFT	**61**	**53**	EAST LEG
BOUND	THRU	**162**	**161**	RATIO **17.7%**	BOUND	THRU	**197**	**195**	RATIO **8.7%**
	RIGHT	**226**	**246**	ADT 7,800		RIGHT	**154**	**172**	ADT 7,800
WEST	LEFT	**219**	**247**	WEST LEG	WEST	LEFT	**59**	**74**	WEST LEG
BOUND	THRU	**201**	**202**	RATIO **9.1%**	BOUND	THRU	**164**	**162**	RATIO **8.6%**
	RIGHT	**436**	**438**	ADT 10,100		RIGHT	**105**	**103**	ADT 10,100

CEDAR AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**163**	SOUTH LEG		NORTH	LEFT	**182**	SOUTH LEG	
BOUND	THRU	**557**	IN ...	**1,030**	BOUND	THRU	**737**	IN ...	**1,340**
	RIGHT	**128**	OUT ...	**1,440**		RIGHT	**48**	OUT ...	**1,070**
SOUTH	LEFT	**183**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**670**	IN ...	**1,140**	BOUND	THRU	**625**	IN ...	**910**
	RIGHT	**62**	OUT ...	**1,170**		RIGHT	**90**	OUT ...	**1,140**
EAST	LEFT	**74**	WEST LEG		EAST	LEFT	**61**	WEST LEG	
BOUND	THRU	**162**	IN ...	**510**	BOUND	THRU	**197**	IN ...	**450**
	RIGHT	**226**	OUT ...	**470**		RIGHT	**154**	OUT ...	**480**
WEST	LEFT	**219**	EAST LEG		WEST	LEFT	**59**	EAST LEG	
BOUND	THRU	**201**	IN ...	**940**	BOUND	THRU	**164**	IN ...	**360**
	RIGHT	**436**	OUT ...	**520**		RIGHT	**105**	OUT ...	**360**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**163**	**199**	NORTH LEG	NORTH	LEFT	**182**	**251**	NORTH LEG
BOUND	THRU	**557**	**662**	RATIO **10.1%**	BOUND	THRU	**737**	**991**	RATIO **9.0%**
	RIGHT	**128**	**163**	ADT 22,800		RIGHT	**48**	**83**	ADT 22,800
SOUTH	LEFT	**183**	**195**	SOUTH LEG	SOUTH	LEFT	**85**	**79**	SOUTH LEG
BOUND	THRU	**670**	**876**	RATIO **9.5%**	BOUND	THRU	**625**	**769**	RATIO **9.2%**
	RIGHT	**62**	**64**	ADT 25,900		RIGHT	**90**	**67**	ADT 25,900
EAST	LEFT	**74**	**69**	EAST LEG	EAST	LEFT	**61**	**48**	EAST LEG
BOUND	THRU	**162**	**162**	RATIO **17.3%**	BOUND	THRU	**197**	**198**	RATIO **8.5%**
	RIGHT	**226**	**276**	ADT 8,400		RIGHT	**154**	**205**	ADT 8,400
WEST	LEFT	**219**	**288**	WEST LEG	WEST	LEFT	**59**	**96**	WEST LEG
BOUND	THRU	**201**	**208**	RATIO **9.1%**	BOUND	THRU	**164**	**161**	RATIO **8.6%**
	RIGHT	**436**	**439**	ADT 10,800		RIGHT	**105**	**101**	ADT 10,800

CEDAR AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				40	940	78		
				<	v	>		
		17	^				^	49
		101	>				<	125
		44	v				v	38
				<	^	>		
				62	580	10		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					1058	646		
					v	^		
		227	<	IN =	2084	<	212	
		162	>	OUT =	2084	>	189	
					v	^		
					1022	652		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	71	2		
				<	v	>		
		0	^				^	2
		11	>				<	10
		4	v				v	2
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				3	64	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				42	1011	80		
				<	v	>		
		17	^				^	51
		112	>				<	135
		48	v				v	40
				<	^	>		
				65	644	10		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1875	1147		
					v	^		
		905	<	IN =	5044	<	481	
		1097	>	OUT =	5045	>	585	
					v	^		
					2408	1591		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					32	43		
					v	^		
		21	<	IN =	114	<	11	
		18	>	OUT =	113	>	12	
					v	^		
					37	53		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					723	450		
					v	^		
		351	<	IN =	1955	<	186	
		423	>	OUT =	1955	>	226	
					v	^		
					927	622		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2515	1206		
					v	^		
		963	<	IN =	5699	<	850	
		961	>	OUT =	5699	>	733	
					v	^		
					2797	1373		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					46	47		
					v	^		
		20	<	IN =	131	<	17	
		17	>	OUT =	131	>	16	
					v	^		
					48	51		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					971	474		
					v	^		
		373	<	IN =	2209	<	329	
		371	>	OUT =	2209	>	284	
					v	^		
					1079	539		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					250	24		
					v	^		
		22	<			<	143	
		-52	>			>	58	
					v	^		
					153	-84		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					250	70		
					v	^		
		20	<	IN =	420	<	140	
		20	>	OUT =	300	>	60	
					v	^		
					150	10		

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					230	60		
					v	^		
		20	<			<	130	
		20	>			>	60	
					v	^		
					140	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1360	770		
					v	^		
		260	<			<	360	
		200	>			>	260	
					v	^		
					1240	730		

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS

					90	30		
					v	^		
		10	<			<	50	
		10	>			>	20	
					v	^		
					60	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					1220	740		
					v	^		
		250	<	IN =	2410	<	280	
		190	>	OUT =	2370	>	220	
					v	^		
					1160	720		

BALANCED FUTURE YEAR VOLUMES:

2020

					1220	750		
					v	^		
		250	<	IN =	2410	<	280	
		190	>	OUT =	2400	>	220	
					v	^		
					1180	720		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				25	672	36		
				<	v	>		
		41	^				^	44
		151	>				<	107
		53	v				v	20
				<	^	>		
				51	913	50		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					733	998		
					v	^		
		183	<	IN =	2163	<	171	
		245	>	OUT =	2163	>	237	
					v	^		
					745	1014		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	47	2		
				<	v	>		
		0	^				^	0
		3	>				<	5
		2	v				v	2
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				0	26	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				25	719	38		
				<	v	>		
		41	^				^	44
		154	>				<	112
		55	v				v	22
				<	^	>		
				51	939	50		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2045	3011		
					v	^		
		1628	<	IN =	8271	<	817	
		1572	>	OUT =	8270	>	982	
					v	^		
					2649	3837		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					53	65		
					v	^		
		26	<	IN =	172	<	14	
		29	>	OUT =	173	>	18	
					v	^		
					64	76		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					586	859		
					v	^		
		462	<	IN =	2359	<	232	
		447	>	OUT =	2359	>	279	
					v	^		
					758	1093		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2071	3664		
					v	^		
		1763	<	IN =	9473	<	1513	
		1936	>	OUT =	9473	>	1721	
					v	^		
					2325	3953		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					66	73		
					v	^		
		27	<	IN =	199	<	25	
		33	>	OUT =	198	>	29	
					v	^		
					69	75		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					596	1044		
					v	^		
		500	<	IN =	2702	<	430	
		550	>	OUT =	2702	>	489	
					v	^		
					668	1126		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					12	186		
					v	^		
		38	<			<	199	
		103	>			>	211	
					v	^		
					-89	32		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					80	190		
					v	^		
		40	<	IN =	410	<	200	
		100	>	OUT =	450	>	210	
					v	^		
					10	30		

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					70	180		
					v	^		
		40	<			<	190	
		90	>			>	190	
					v	^		
					10	30		

NEW PROJECTED VOLUMES (PCE'S): 2035

					850	1200		
					v	^		
		230	<			<	370	
		340	>			>	430	
					v	^		
					810	1070		

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS

					30	70		
					v	^		
		10	<			<	70	
		40	>			>	80	
					v	^		
					0	10		

INITIAL FUTURE YEAR VOLUMES:

2020

					810	1090		
					v	^		
		200	<	IN =	2400	<	250	
		290	>	OUT =	2410	>	320	
					v	^		
					800	1050		

BALANCED FUTURE YEAR VOLUMES:

2020

					810	1090		
					v	^		
		200	<	IN =	2400	<	250	
		290	>	OUT =	2410	>	320	
					v	^		
					800	1050		

CEDAR AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**65**	SOUTH LEG		NORTH	LEFT	**51**	SOUTH LEG	
BOUND	THRU	**644**	IN ...	**720**	BOUND	THRU	**939**	IN ...	**1,050**
	RIGHT	**10**	OUT ...	**1,180**		RIGHT	**50**	OUT ...	**800**
SOUTH	LEFT	**80**	NORTH LEG		SOUTH	LEFT	**38**	NORTH LEG	
BOUND	THRU	**1,011**	IN ...	**1,220**	BOUND	THRU	**719**	IN ...	**810**
	RIGHT	**42**	OUT ...	**750**		RIGHT	**25**	OUT ...	**1,090**
EAST	LEFT	**17**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**112**	IN ...	**190**	BOUND	THRU	**154**	IN ...	**290**
	RIGHT	**48**	OUT ...	**250**		RIGHT	**55**	OUT ...	**200**
WEST	LEFT	**40**	EAST LEG		WEST	LEFT	**22**	EAST LEG	
BOUND	THRU	**135**	IN ...	**280**	BOUND	THRU	**112**	IN ...	**250**
	RIGHT	**51**	OUT ...	**220**		RIGHT	**44**	OUT ...	**320**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**65**	**53**	NORTH LEG	NORTH	LEFT	**51**	**36**	NORTH LEG
BOUND	THRU	**644**	**657**	RATIO **9.1%**	BOUND	THRU	**939**	**965**	RATIO **8.8%**
	RIGHT	**10**	**10**	ADT 21,500		RIGHT	**50**	**61**	ADT 21,500
SOUTH	LEFT	**80**	**90**	SOUTH LEG	SOUTH	LEFT	**38**	**59**	SOUTH LEG
BOUND	THRU	**1,011**	**1,080**	RATIO **8.7%**	BOUND	THRU	**719**	**724**	RATIO **8.5%**
	RIGHT	**42**	**41**	ADT 21,800		RIGHT	**25**	**23**	ADT 21,800
EAST	LEFT	**17**	**20**	EAST LEG	EAST	LEFT	**41**	**45**	EAST LEG
BOUND	THRU	**112**	**120**	RATIO **9.1%**	BOUND	THRU	**154**	**200**	RATIO **10.4%**
	RIGHT	**48**	**49**	ADT 5,500		RIGHT	**55**	**46**	ADT 5,500
WEST	LEFT	**40**	**51**	WEST LEG	WEST	LEFT	**22**	**30**	WEST LEG
BOUND	THRU	**135**	**156**	RATIO **8.4%**	BOUND	THRU	**112**	**141**	RATIO **9.4%**
	RIGHT	**51**	**73**	ADT 5,200		RIGHT	**44**	**80**	ADT 5,200

CEDAR AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**65**	SOUTH LEG		NORTH	LEFT	**51**	SOUTH LEG	
BOUND	THRU	**644**	IN ...	**730**	BOUND	THRU	**939**	IN ...	**1,070**
	RIGHT	**10**	OUT ...	**1,240**		RIGHT	**50**	OUT ...	**810**
SOUTH	LEFT	**80**	NORTH LEG		SOUTH	LEFT	**38**	NORTH LEG	
BOUND	THRU	**1,011**	IN ...	**1,360**	BOUND	THRU	**719**	IN ...	**850**
	RIGHT	**42**	OUT ...	**770**		RIGHT	**25**	OUT ...	**1,200**
EAST	LEFT	**17**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**112**	IN ...	**200**	BOUND	THRU	**154**	IN ...	**340**
	RIGHT	**48**	OUT ...	**260**		RIGHT	**55**	OUT ...	**230**
WEST	LEFT	**40**	EAST LEG		WEST	LEFT	**22**	EAST LEG	
BOUND	THRU	**135**	IN ...	**360**	BOUND	THRU	**112**	IN ...	**370**
	RIGHT	**51**	OUT ...	**260**		RIGHT	**44**	OUT ...	**430**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**65**	**43**	NORTH LEG	NORTH	LEFT	**51**	**26**	NORTH LEG
BOUND	THRU	**644**	**648**	RATIO **8.9%**	BOUND	THRU	**939**	**999**	RATIO **8.9%**
	RIGHT	**10**	**11**	ADT 23,100		RIGHT	**50**	**74**	ADT 23,100
SOUTH	LEFT	**80**	**120**	SOUTH LEG	SOUTH	LEFT	**38**	**97**	SOUTH LEG
BOUND	THRU	**1,011**	**1,134**	RATIO **8.4%**	BOUND	THRU	**719**	**731**	RATIO **8.2%**
	RIGHT	**42**	**39**	ADT 23,200		RIGHT	**25**	**22**	ADT 23,200
EAST	LEFT	**17**	**19**	EAST LEG	EAST	LEFT	**41**	**49**	EAST LEG
BOUND	THRU	**112**	**130**	RATIO **8.5%**	BOUND	THRU	**154**	**259**	RATIO **11.4%**
	RIGHT	**48**	**42**	ADT 7,100		RIGHT	**55**	**37**	ADT 7,100
WEST	LEFT	**40**	**64**	WEST LEG	WEST	LEFT	**22**	**42**	WEST LEG
BOUND	THRU	**135**	**178**	RATIO **8.2%**	BOUND	THRU	**112**	**183**	RATIO **10.4%**
	RIGHT	**51**	**103**	ADT 5,500		RIGHT	**44**	**152**	ADT 5,500

CEDAR AVENUE (NS) / BLOOMINGTON AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	839	40		
				<	v	>		
		0	^				^	31
		0	>				<	0
		0	v				v	244
				<	^	>		
				0	463	163		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					879	494		
					v	^		
		0	<	IN =	1780	<	275	
		0	>	OUT =	1780	>	203	
					v	^		
					1083	626		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	135	2		
				<	v	>		
		0	^				^	6
		0	>				<	0
		0	v				v	18
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				0	103	8		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	974	42		
				<	v	>		
		0	^				^	37
		0	>				<	0
		0	v				v	262
				<	^	>		
				0	566	171		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2574	1697		
					v	^		
		0	<	IN =	7237	<	1680	
		0	>	OUT =	7237	>	1293	
					v	^		
					4247	2983		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					39	55		
					v	^		
		0	<	IN =	187	<	43	
		0	>	OUT =	187	>	50	
					v	^		
					82	105		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					991	663		
					v	^		
		0	<	IN =	2812	<	653	
		0	>	OUT =	2812	>	508	
					v	^		
					1641	1169		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2984	1495		
					v	^		
		0	<	IN =	9823	<	3473	
		0	>	OUT =	9823	>	1966	
					v	^		
					6362	3366		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					50	54		
					v	^		
		0	<	IN =	262	<	77	
		0	>	OUT =	262	>	82	
					v	^		
					126	135		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1151	586		
					v	^		
		0	<	IN =	3820	<	1345	
		0	>	OUT =	3820	>	774	
					v	^		
					2460	1324		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					161	-77		
					v	^		
		0	<			<	698	
		0	>			>	272	
					v	^		
					826	161		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					160	60		
					v	^		
		0	<	IN =	1020	<	700	
		0	>	OUT =	1160	>	270	
					v	^		
					830	160		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					130	50		
					v	^		
		0	<			<	570	
		0	>			>	220	
					v	^		
					680	130		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1150	650		
					v	^		
		0	<			<	870	
		0	>			>	430	
					v	^		
					1920	870		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					40	20		
					v	^		
		0	<			<	180	
		0	>			>	70	
					v	^		
					220	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					1060	620		
					v	^		
		0	<	IN =	2320	<	480	
		0	>	OUT =	2360	>	280	
					v	^		
					1460	780		

BALANCED FUTURE YEAR VOLUMES:

2020

					1080	620		
					v	^		
		0	<	IN =	2360	<	490	
		0	>	OUT =	2360	>	280	
					v	^		
					1460	790		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	679	58		
				<	v	>		
		0	^				^	33
		0	>				<	0
		0	v				v	275
				<	^	>		
				0	1028	427		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					737	1061		
					v	^		
		0	<	IN =	2500	<	308	
		0	>	OUT =	2500	>	485	
					v	^		
					954	1455		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	66	5		
				<	v	>		
		0	^				^	0
		0	>				<	0
		0	v				v	14
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				0	67	8		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	745	63		
				<	v	>		
		0	^				^	33
		0	>				<	0
		0	v				v	289
				<	^	>		
				0	1095	435		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2825	4032		
					v	^		
		0	<	IN =	12207	<	2118	
		0	>	OUT =	12207	>	3246	
					v	^		
					4929	7264		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					67	78		
					v	^		
		0	<	IN =	291	<	71	
		0	>	OUT =	292	>	76	
					v	^		
					138	153		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					808	1148		
					v	^		
		0	<	IN =	3491	<	611	
		0	>	OUT =	3491	>	928	
					v	^		
					1415	2072		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2535	4214		
					v	^		
		0	<	IN =	16018	<	3272	
		0	>	OUT =	16017	>	6017	
					v	^		
					5786	10211		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					73	78		
					v	^		
		0	<	IN =	400	<	116	
		0	>	OUT =	400	>	133	
					v	^		
					189	211		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					728	1199		
					v	^		
		0	<	IN =	4585	<	945	
		0	>	OUT =	4585	>	1718	
					v	^		
					1667	2912		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-79	51		
					v	^		
		0	<			<	340	
		0	>			>	797	
					v	^		
					259	847		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					80	110		
					v	^		
		0	<	IN =	1270	<	340	
		0	>	OUT =	1170	>	800	
					v	^		
					260	850		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					70	90		
					v	^		
		0	<			<	280	
		0	>			>	650	
					v	^		
					210	690		

NEW PROJECTED VOLUMES (PCE'S): 2035

					880	1220		
					v	^		
		0	<			<	600	
		0	>			>	1150	
					v	^		
					1240	2220		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					20	30		
					v	^		
		0	<			<	90	
		0	>			>	210	
					v	^		
					70	220		

INITIAL FUTURE YEAR VOLUMES:

2020

					830	1160		
					v	^		
		0	<	IN =	2990	<	410	
		0	>	OUT =	2970	>	710	
					v	^		
					1100	1750		

BALANCED FUTURE YEAR VOLUMES:

2020

					830	1170		
					v	^		
		0	<	IN =	2990	<	410	
		0	>	OUT =	2990	>	710	
					v	^		
					1110	1750		

CEDAR AVENUE (NS) / BLOOMINGTON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**566**	IN ...	**790**	BOUND	THRU	**1,095**	IN ...	**1,750**
	RIGHT	**171**	OUT ...	**1,460**		RIGHT	**435**	OUT ...	**1,110**
SOUTH	LEFT	**42**	NORTH LEG		SOUTH	LEFT	**63**	NORTH LEG	
BOUND	THRU	**974**	IN ...	**1,080**	BOUND	THRU	**745**	IN ...	**830**
	RIGHT	**0**	OUT ...	**620**		RIGHT	**0**	OUT ...	**1,170**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**262**	EAST LEG		WEST	LEFT	**289**	EAST LEG	
BOUND	THRU	**0**	IN ...	**490**	BOUND	THRU	**0**	IN ...	**410**
	RIGHT	**37**	OUT ...	**280**		RIGHT	**33**	OUT ...	**710**

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**566**	**564**	RATIO **#DIV/0!**	BOUND	THRU	**1,095**	**1,129**	RATIO	**#DIV/0!**
	RIGHT	**171**	**226**	ADT 0		RIGHT	**435**	**625**	ADT	0
SOUTH	LEFT	**42**	**54**	SOUTH LEG	SOUTH	LEFT	**63**	**85**	SOUTH LEG	
BOUND	THRU	**974**	**1,026**	RATIO **#DIV/0!**	BOUND	THRU	**745**	**742**	RATIO	**#DIV/0!**
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT	0
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO **6.3%**	BOUND	THRU	**0**	**0**	RATIO	**9.1%**
	RIGHT	**0**	**0**	ADT 12,300		RIGHT	**0**	**0**	ADT	12,300
WEST	LEFT	**262**	**434**	WEST LEG	WEST	LEFT	**289**	**368**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO	**#DIV/0!**
	RIGHT	**37**	**56**	ADT 0		RIGHT	**33**	**41**	ADT	0

CEDAR AVENUE (NS) / BLOOMINGTON AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**566**	IN ...	**870**	BOUND	THRU	**1,095**	IN ...	**2,220**
	RIGHT	**171**	OUT ...	**1,920**		RIGHT	**435**	OUT ...	**1,240**
SOUTH	LEFT	**42**	NORTH LEG		SOUTH	LEFT	**63**	NORTH LEG	
BOUND	THRU	**974**	IN ...	**1,150**	BOUND	THRU	**745**	IN ...	**880**
	RIGHT	**0**	OUT ...	**650**		RIGHT	**0**	OUT ...	**1,220**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**262**	EAST LEG		WEST	LEFT	**289**	EAST LEG	
BOUND	THRU	**0**	IN ...	**870**	BOUND	THRU	**0**	IN ...	**600**
	RIGHT	**37**	OUT ...	**430**		RIGHT	**33**	OUT ...	**1,150**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**566**	**556**	RATIO **#DIV/0!**	BOUND	THRU	**1,095**	**1,162**	RATIO **#DIV/0!**
	RIGHT	**171**	**348**	ADT 0		RIGHT	**435**	**1,018**	ADT 0
SOUTH	LEFT	**42**	**82**	SOUTH LEG	SOUTH	LEFT	**63**	**132**	SOUTH LEG
BOUND	THRU	**974**	**1,111**	RATIO **#DIV/0!**	BOUND	THRU	**745**	**719**	RATIO **#DIV/0!**
	RIGHT	**0**	**0**	ADT 0		RIGHT	**0**	**0**	ADT 0
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **7.2%**	BOUND	THRU	**0**	**0**	RATIO **9.3%**
	RIGHT	**0**	**0**	ADT 18,600		RIGHT	**0**	**0**	ADT 18,600
WEST	LEFT	**262**	**809**	WEST LEG	WEST	LEFT	**289**	**521**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**37**	**94**	ADT 0		RIGHT	**33**	**58**	ADT 0

CEDAR AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				21	994	36		
				<	v	>		
		37	^				^	19
		125	>				<	148
		633	v				v	313
				<	^	>		
				319	823	209		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					1051	879		
					v	^		
		488	<	IN =	3677	<	480	
		795	>	OUT =	3677	>	370	
					v	^		
					1940	1351		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	150	3		
				<	v	>		
		3	^				^	11
		14	>				<	5
		28	v				v	21
				<	^	>		
				23	119	18		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				21	1144	39		
				<	v	>		
		40	^				^	30
		139	>				<	153
		661	v				v	334
				<	^	>		
				342	942	227		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					4247	2983		
					v	^		
		486	<	IN =	8647	<	232	
		527	>	OUT =	8648	>	450	
					v	^		
					4729	3641		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					84	82		
					v	^		
		30	<	IN =	186	<	23	
		27	>	OUT =	186	>	24	
					v	^		
					50	52		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1642	1161		
					v	^		
		195	<	IN =	3348	<	96	
		209	>	OUT =	3348	>	179	
					v	^		
					1814	1401		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					6362	3366		
					v	^		
		177	<	IN =	10988	<	436	
		294	>	OUT =	10987	>	577	
					v	^		
					6867	3896		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					126	135		
					v	^		
		7	<	IN =	286	<	6	
		7	>	OUT =	286	>	7	
					v	^		
					137	147		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					2460	1324		
					v	^		
		70	<	IN =	4271	<	168	
		114	>	OUT =	4270	>	222	
					v	^		
					2655	1529		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					825	172		
					v	^		
		-129	<			<	69	
		-99	>			>	40	
					v	^		
					856	144		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					820	170		
					v	^		
		50	<	IN =	1110	<	70	
		80	>	OUT =	1120	>	40	
					v	^		
					860	140		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					700	140		
					v	^		
		40	<			<	60	
		70	>			>	30	
					v	^		
					730	120		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1900	1150		
					v	^		
		560	<			<	580	
		910	>			>	440	
					v	^		
					2870	1630		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					240	50		
					v	^		
		10	<			<	20	
		20	>			>	10	
					v	^		
					250	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					1440	1060		
					v	^		
		530	<	IN =	4390	<	540	
		860	>	OUT =	4400	>	420	
					v	^		
					2390	1550		

BALANCED FUTURE YEAR VOLUMES:

2020

					1440	1060		
					v	^		
		530	<	IN =	4390	<	540	
		860	>	OUT =	4400	>	420	
					v	^		
					2390	1550		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				72	786	77		
				<	v	>		
		197	^				^	56
		270	>				<	221
		551	v				v	215
				<	^	>		
				464	1210	269		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					935	1463		
					v	^		
		757	<	IN =	4388	<	492	
		1018	>	OUT =	4388	>	616	
					v	^		
					1552	1943		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	67	8		
				<	v	>		
		11	^				^	8
		15	>				<	13
		35	v				v	12
				<	^	>		
				37	85	38		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				72	853	85		
				<	v	>		
		208	^				^	64
		285	>				<	234
		586	v				v	227
				<	^	>		
				501	1295	307		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					4929	7264		
					v	^		
		872	<	IN =	14558	<	735	
		928	>	OUT =	14557	>	629	
					v	^		
					5792	7966		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					138	153		
					v	^		
		19	<	IN =	339	<	9	
		18	>	OUT =	339	>	11	
					v	^		
					156	174		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1415	2072		
					v	^		
		249	<	IN =	4161	<	208	
		264	>	OUT =	4161	>	179	
					v	^		
					1661	2274		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					5786	10211		
					v	^		
		469	<	IN =	18278	<	949	
		550	>	OUT =	18277	>	923	
					v	^		
					6674	10993		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					187	222		
					v	^		
		102	<	IN =	500	<	54	
		101	>	OUT =	500	>	47	
					v	^		
					129	158		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1667	2915		
					v	^		
		157	<	IN =	5243	<	279	
		179	>	OUT =	5243	>	270	
					v	^		
					1901	3118		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					258	851		
					v	^		
		-82	<			<	77	
		-75	>			>	96	
					v	^		
					237	842		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					260	850		
					v	^		
		80	<	IN =	1290	<	80	
		110	>	OUT =	1270	>	100	
					v	^		
					240	840		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					220	720		
					v	^		
		70	<			<	70	
		90	>			>	90	
					v	^		
					200	720		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1230	2290		
					v	^		
		880	<			<	600	
		1170	>			>	770	
					v	^		
					1870	2820		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					80	250		
					v	^		
		20	<			<	20	
		30	>			>	30	
					v	^		
					70	250		

INITIAL FUTURE YEAR VOLUMES:

2020

					1090	1820		
					v	^		
		830	<	IN =	5100	<	550	
		1110	>	OUT =	5100	>	710	
					v	^		
					1740	2350		

BALANCED FUTURE YEAR VOLUMES:

2020

					1090	1820		
					v	^		
		830	<	IN =	5100	<	550	
		1110	>	OUT =	5100	>	710	
					v	^		
					1740	2350		

CEDAR AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**342**	SOUTH LEG		NORTH	LEFT	**501**	SOUTH LEG	
BOUND	THRU	**942**	IN ...	**1,550**	BOUND	THRU	**1,295**	IN ...	**2,350**
	RIGHT	**227**	OUT ...	**2,390**		RIGHT	**307**	OUT ...	**1,740**
SOUTH	LEFT	**39**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**1,144**	IN ...	**1,440**	BOUND	THRU	**853**	IN ...	**1,090**
	RIGHT	**21**	OUT ...	**1,060**		RIGHT	**72**	OUT ...	**1,820**
EAST	LEFT	**40**	WEST LEG		EAST	LEFT	**208**	WEST LEG	
BOUND	THRU	**139**	IN ...	**860**	BOUND	THRU	**285**	IN ...	**1,110**
	RIGHT	**661**	OUT ...	**530**		RIGHT	**586**	OUT ...	**830**
WEST	LEFT	**334**	EAST LEG		WEST	LEFT	**227**	EAST LEG	
BOUND	THRU	**153**	IN ...	**540**	BOUND	THRU	**234**	IN ...	**550**
	RIGHT	**30**	OUT ...	**420**		RIGHT	**64**	OUT ...	**710**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**342**	**343**	NORTH LEG	NORTH	LEFT	**501**	**514**	NORTH LEG
BOUND	THRU	**942**	**984**	RATIO **7.7%**	BOUND	THRU	**1,295**	**1,512**	RATIO **9.0%**
	RIGHT	**227**	**228**	ADT 32,500		RIGHT	**307**	**326**	ADT 32,500
SOUTH	LEFT	**39**	**48**	SOUTH LEG	SOUTH	LEFT	**85**	**94**	SOUTH LEG
BOUND	THRU	**1,144**	**1,369**	RATIO **8.6%**	BOUND	THRU	**853**	**919**	RATIO **8.9%**
	RIGHT	**21**	**26**	ADT 46,100		RIGHT	**72**	**77**	ADT 46,100
EAST	LEFT	**40**	**43**	EAST LEG	EAST	LEFT	**208**	**234**	EAST LEG
BOUND	THRU	**139**	**144**	RATIO **6.8%**	BOUND	THRU	**285**	**291**	RATIO **8.9%**
	RIGHT	**661**	**674**	ADT 14,200		RIGHT	**586**	**585**	ADT 14,200
WEST	LEFT	**334**	**347**	WEST LEG	WEST	LEFT	**227**	**236**	WEST LEG
BOUND	THRU	**153**	**161**	RATIO **6.2%**	BOUND	THRU	**234**	**240**	RATIO **8.7%**
	RIGHT	**30**	**33**	ADT 22,400		RIGHT	**64**	**75**	ADT 22,400

CEDAR AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**342**	SOUTH LEG		NORTH	LEFT	**501**	SOUTH LEG	
BOUND	THRU	**942**	IN ...	**1,630**	BOUND	THRU	**1,295**	IN ...	**2,820**
	RIGHT	**227**	OUT ...	**2,870**		RIGHT	**307**	OUT ...	**1,870**
SOUTH	LEFT	**39**	NORTH LEG		SOUTH	LEFT	**85**	NORTH LEG	
BOUND	THRU	**1,144**	IN ...	**1,900**	BOUND	THRU	**853**	IN ...	**1,230**
	RIGHT	**21**	OUT ...	**1,150**		RIGHT	**72**	OUT ...	**2,290**
EAST	LEFT	**40**	WEST LEG		EAST	LEFT	**208**	WEST LEG	
BOUND	THRU	**139**	IN ...	**910**	BOUND	THRU	**285**	IN ...	**1,170**
	RIGHT	**661**	OUT ...	**560**		RIGHT	**586**	OUT ...	**880**
WEST	LEFT	**334**	EAST LEG		WEST	LEFT	**227**	EAST LEG	
BOUND	THRU	**153**	IN ...	**580**	BOUND	THRU	**234**	IN ...	**600**
	RIGHT	**30**	OUT ...	**440**		RIGHT	**64**	OUT ...	**770**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**342**	**349**	NORTH LEG	NORTH	LEFT	**501**	**542**	NORTH LEG
BOUND	THRU	**942**	**1,062**	RATIO **7.9%**	BOUND	THRU	**1,295**	**1,917**	RATIO **9.1%**
	RIGHT	**227**	**225**	ADT 38,700		RIGHT	**307**	**360**	ADT 38,700
SOUTH	LEFT	**39**	**63**	SOUTH LEG	SOUTH	LEFT	**85**	**109**	SOUTH LEG
BOUND	THRU	**1,144**	**1,798**	RATIO **8.7%**	BOUND	THRU	**853**	**1,032**	RATIO **9.0%**
	RIGHT	**21**	**35**	ADT 52,000		RIGHT	**72**	**85**	ADT 52,000
EAST	LEFT	**40**	**50**	EAST LEG	EAST	LEFT	**208**	**278**	EAST LEG
BOUND	THRU	**139**	**152**	RATIO **6.7%**	BOUND	THRU	**285**	**302**	RATIO **9.0%**
	RIGHT	**661**	**707**	ADT 15,200		RIGHT	**586**	**587**	ADT 15,200
WEST	LEFT	**334**	**365**	WEST LEG	WEST	LEFT	**227**	**251**	WEST LEG
BOUND	THRU	**153**	**176**	RATIO **6.1%**	BOUND	THRU	**234**	**253**	RATIO **8.6%**
	RIGHT	**30**	**38**	ADT 23,900		RIGHT	**64**	**95**	ADT 23,900

CEDAR AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				692	919	0			
				<	v	>			
		0	^				^		333
		0	>				<		1
		0	v				v		121
				<	^	>			
				225	712	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					1611	1045			
					v	^			
			918	<	IN =	3003	<		455
			0	>	OUT =	3003	>		0
					v	^			
					1040	937			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				93	79	0			
				<	v	>			
		0	^				^		32
		0	>				<		0
		0	v				v		36
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2.0 4+: 3.0				82	141	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				785	998	0			
				<	v	>			
		0	^				^		365
		0	>				<		1
		0	v				v		157
				<	^	>			
				307	853	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					4729	3641			
					v	^			
			1644	<	IN =	9071	<		1182
			0	>	OUT =	9071	>		0
					v	^			
					3786	3160			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					95	121			
					v	^			
			42	<	IN =	242	<		30
			0	>	OUT =	242	>		0
					v	^			
					79	117			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1829	1424			
					v	^			
			639	<	IN =	3528	<		459
			0	>	OUT =	3528	>		0
					v	^			
					1465	1240			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					6867	3896			
					v	^			
			3113	<	IN =	12032	<		1451
			0	>	OUT =	12033	>		0
					v	^			
					5024	3714			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					137	147			
					v	^			
			66	<	IN =	335	<		51
			0	>	OUT =	335	>		0
					v	^			
					122	147			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					2655	1529			
					v	^			
			1205	<	IN =	4684	<		568
			0	>	OUT =	4684	>		0
					v	^			
					1950	1460			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					833	110			
					v	^			
			570	<		<			113
			0	>		>			0
					v	^			
					492	226			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					830	120			
					v	^			
			570	<	IN =	1170	<		110
			0	>	OUT =	1180	>		0
					v	^			
					490	230			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					710	100			
					v	^			
			490	<		<			90
			0	>		>			0
					v	^			
					420	200			

NEW PROJECTED VOLUMES (PCE'S): 2035

					2490	1320			
					v	^			
			1580	<		<			610
			0	>		>			0
					v	^			
					1580	1360			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					250	40			
					v	^			
			170	<		<			30
			0	>		>			0
					v	^			
					150	70			

INITIAL FUTURE YEAR VOLUMES:
2020

					2030	1260			
					v	^			
			1260	<	IN =	3810	<		550
			0	>	OUT =	3830	>		0
					v	^			
					1310	1230			

BALANCED FUTURE YEAR VOLUMES:
2020

					2040	1260			
					v	^			
			1260	<	IN =	3830	<		550
			0	>	OUT =	3830	>		0
					v	^			
					1310	1240			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				478	1055	0			
				<	v	>			
		0	^				^		480
		0	>				<		2
		0	v				v		204
				<	^	>			
				190	1281	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					1533	1761			
					v	^			
			670	<	IN =	3690	<		686
			0	>	OUT =	3690	>		0
					v	^			
					1259	1471			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				44	69	0			
				<	v	>			
		0	^				^		39
		0	>				<		2
		0	v				v		30
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2 4+: 3.0				54	87	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				522	1124	0			
				<	v	>			
		0	^				^		519
		0	>				<		4
		0	v				v		234
				<	^	>			
				244	1368	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					5792	7966			
					v	^			
			1878	<	IN =	14793	<		2399
			0	>	OUT =	14794	>		0
					v	^			
					4950	6602			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					156	174			
					v	^			
			74	<	IN =	373	<		45
			0	>	OUT =	372	>		0
					v	^			
					124	172			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1661	2274			
					v	^			
			544	<	IN =	4235	<		683
			0	>	OUT =	4235	>		0
					v	^			
					1417	1892			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					6674	10993			
					v	^			
			3755	<	IN =	20376	<		3211
			0	>	OUT =	20376	>		0
					v	^			
					5628	10491			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					206	227			
					v	^			
			126	<	IN =	532	<		75
			0	>	OUT =	531	>		0
					v	^			
					178	251			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1920	3135			
					v	^			
			1083	<	IN =	5838	<		918
			0	>	OUT =	5838	>		0
					v	^			
					1620	3000			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					266	867			
					v	^			
			545	<		<			239
			0	>		>			0
					v	^			
					210	1119			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					270	870			
					v	^			
			550	<	IN =	1630	<		240
			0	>	OUT =	1630	>		0
					v	^			
					210	1120			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					230	740			
					v	^			
			470	<		<			200
			0	>		>			0
					v	^			
					180	950			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1880	2630			
					v	^			
			1240	<		<			960
			0	>		>			0
					v	^			
					1540	2560			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					80	260			
					v	^			
			160	<		<			70
			0	>		>			0
					v	^			
					60	330			

INITIAL FUTURE YEAR VOLUMES:
2020

					1730	2150			
					v	^			
			930	<	IN =	4500	<		830
			0	>	OUT =	4500	>		0
					v	^			
					1420	1940			

BALANCED FUTURE YEAR VOLUMES:
2020

					1730	2150			
					v	^			
			930	<	IN =	4500	<		830
			0	>	OUT =	4500	>		0
					v	^			
					1420	1940			

CEDAR AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**307**	SOUTH LEG		NORTH	LEFT	**244**	SOUTH LEG	
BOUND	THRU	**853**	IN ...	**1,240**	BOUND	THRU	**1,368**	IN ...	**1,940**
	RIGHT	**0**	OUT ...	**1,310**		RIGHT	**0**	OUT ...	**1,420**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**998**	IN ...	**2,040**	BOUND	THRU	**1,124**	IN ...	**1,730**
	RIGHT	**785**	OUT ...	**1,260**		RIGHT	**522**	OUT ...	**2,150**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**1,260**		RIGHT	**0**	OUT ...	**930**
WEST	LEFT	**157**	EAST LEG		WEST	LEFT	**234**	EAST LEG	
BOUND	THRU	**1**	IN ...	**550**	BOUND	THRU	**4**	IN ...	**830**
	RIGHT	**365**	OUT ...	**0**		RIGHT	**519**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**307**	**353**	NORTH LEG		NORTH	LEFT	**244**	**341**	NORTH LEG	
BOUND	THRU	**853**	**886**	RATIO	**7.6%**	BOUND	THRU	**1,368**	**1,597**	RATIO	**8.9%**
	RIGHT	**0**	**0**	ADT	43,400		RIGHT	**0**	**0**	ADT	43,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**998**	**1,135**	RATIO	**6.9%**	BOUND	THRU	**1,124**	**1,148**	RATIO	**9.1%**
	RIGHT	**785**	**906**	ADT	36,800		RIGHT	**522**	**584**	ADT	36,800
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**6.1%**	BOUND	THRU	**0**	**0**	RATIO	**9.2%**
	RIGHT	**0**	**0**	ADT	9,000		RIGHT	**0**	**0**	ADT	9,000
WEST	LEFT	**157**	**175**	WEST LEG		WEST	LEFT	**234**	**272**	WEST LEG	
BOUND	THRU	**1**	**1**	RATIO	**12.0%**	BOUND	THRU	**4**	**5**	RATIO	**8.9%**
	RIGHT	**365**	**374**	ADT	10,500		RIGHT	**519**	**553**	ADT	10,500

CEDAR AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	307	SOUTH LEG		NORTH	LEFT	244	SOUTH LEG	
BOUND	THRU	853	IN ...	1,360	BOUND	THRU	1,368	IN ...	2,560
	RIGHT	0	OUT ...	1,580		RIGHT	0	OUT ...	1,540
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	998	IN ...	2,490	BOUND	THRU	1,124	IN ...	1,880
	RIGHT	785	OUT ...	1,320		RIGHT	522	OUT ...	2,630
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	1,580		RIGHT	0	OUT ...	1,240
WEST	LEFT	157	EAST LEG		WEST	LEFT	234	EAST LEG	
BOUND	THRU	1	IN ...	610	BOUND	THRU	4	IN ...	960
	RIGHT	365	OUT ...	0		RIGHT	519	OUT ...	0

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	307	441	NORTH LEG	NORTH	LEFT	244	545	NORTH LEG
BOUND	THRU	853	923	RATIO 15.6%	BOUND	THRU	1,368	2,016	RATIO 18.4%
	RIGHT	0	0	ADT 24,500		RIGHT	0	0	ADT 24,500
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	998	1,366	RATIO 7.6%	BOUND	THRU	1,124	1,200	RATIO 10.6%
	RIGHT	785	1,138	ADT 38,600		RIGHT	522	687	ADT 38,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 3.3%	BOUND	THRU	0	0	RATIO 5.2%
	RIGHT	0	0	ADT 18,600		RIGHT	0	0	ADT 18,600
WEST	LEFT	157	214	WEST LEG	WEST	LEFT	234	340	WEST LEG
BOUND	THRU	1	1	RATIO #DIV/0!	BOUND	THRU	4	7	RATIO #DIV/0!
	RIGHT	365	397	ADT 0		RIGHT	519	614	ADT 0

CEDAR AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				0	600	435		
			<	v		>		
		267	^				^	0
		0	>				<	0
		137	v				v	0
			<	^		>		
				0	652	177		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					1035	919		
					v	^		
		0	<	IN =	2268	<		0
		404	>	OUT =	2268	>		612
					v	^		
					737	829		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	80	32		
			<	v		>		
		92	^				^	0
		0	>				<	0
		83	v				v	0
PCE FACTORS BY AXLE:			<	^		>		
2: 1.5 3: 2.0 4+: 3.0				0	127	45		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				0	680	467		
			<	v		>		
		359	^				^	0
		0	>				<	0
		220	v				v	0
			<	^		>		
				0	779	222		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					3786	3160		
					v	^		
		0	<	IN =	7771	<		0
		1531	>	OUT =	7771	>		1411
					v	^		
					3200	2454		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					79	117		
					v	^		
		0	<	IN =	228	<		0
		65	>	OUT =	228	>		24
					v	^		
					87	84		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1465	1240		
					v	^		
		0	<	IN =	3029	<		0
		603	>	OUT =	3029	>		544
					v	^		
					1245	960		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					5024	3714		
					v	^		
		0	<	IN =	10434	<		0
		3007	>	OUT =	10433	>		1650
					v	^		
					5069	2403		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					122	147		
					v	^		
		0	<	IN =	332	<		0
		117	>	OUT =	330	>		33
					v	^		
					150	93		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1950	1460		
					v	^		
		0	<	IN =	4075	<		0
		1182	>	OUT =	4074	>		638
					v	^		
					1976	944		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					492	226		
					v	^		
		0	<			<		0
		587	>			>		95
					v	^		
					742	-15		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					490	230		
					v	^		
		0	<	IN =	1100	<		0
		590	>	OUT =	1070	>		100
					v	^		
					740	20		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					420	200		
					v	^		
		0	<			<		0
		500	>			>		90
					v	^		
					630	20		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1570	1340		
					v	^		
		0	<			<		0
		1080	>			>		780
					v	^		
					1530	1020		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					150	70		
					v	^		
		0	<			<		0
		170	>			>		30
					v	^		
					220	10		

INITIAL FUTURE YEAR VOLUMES:
2020

					1300	1210		
					v	^		
		0	<	IN =	3060	<		0
		750	>	OUT =	3050	>		720
					v	^		
					1120	1010		

BALANCED FUTURE YEAR VOLUMES:
2020

					1300	1210		
					v	^		
		0	<	IN =	3060	<		0
		750	>	OUT =	3050	>		720
					v	^		
					1120	1010		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				0	795	448		
			<	v		>		
		688	^				^	0
		0	>				<	0
		151	v				v	0
			<	^		>		
				0	783	132		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					1243	1471		
					v	^		
		0	<	IN =	2997	<		0
		839	>	OUT =	2997	>		580
					v	^		
					946	915		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	65	31		
			<	v		>		
		63	^				^	0
		2	>				<	0
		72	v				v	0
PCE FACTORS BY AXLE:			<	^		>		
2: 1.5 3: 2 4+: 3.0				0	80	9		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				0	860	479		
			<	v		>		
		751	^				^	0
		2	>				<	0
		223	v				v	0
			<	^		>		
				0	863	141		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					4950	6602		
					v	^		
		0	<	IN =	12676	<		0
		2780	>	OUT =	12677	>		1555
					v	^		
					4520	4946		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					124	172		
					v	^		
		0	<	IN =	345	<		0
		73	>	OUT =	345	>		41
					v	^		
					132	148		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1417	1892		
					v	^		
		0	<	IN =	3636	<		0
		797	>	OUT =	3636	>		446
					v	^		
					1299	1422		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					5628	10491		
					v	^		
		0	<	IN =	18130	<		0
		5158	>	OUT =	18130	>		1959
					v	^		
					5680	7344		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					178	251		
					v	^		
		0	<	IN =	511	<		0
		106	>	OUT =	510	>		70
					v	^		
					189	227		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1620	3000		
					v	^		
		0	<	IN =	5204	<		0
		1471	>	OUT =	5204	>		566
					v	^		
					1638	2113		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					210	1119		
					v	^		
		0	<			<		0
		678	>			>		124
					v	^		
					346	701		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					210	1120		
					v	^		
		0	<	IN =	1590	<		0
		680	>	OUT =	1590	>		120
					v	^		
					350	700		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					180	950		
					v	^		
		0	<			<		0
		580	>			>		100
					v	^		
					300	600		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1520	2560		
					v	^		
		0	<			<		0
		1560	>			>		720
					v	^		
					1380	1600		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					60	330		
					v	^		
		0	<			<		0
		200	>			>		40
					v	^		
					100	210		

INITIAL FUTURE YEAR VOLUMES:
2020

					1400	1940		
					v	^		
		0	<	IN =	3790	<		0
		1180	>	OUT =	3780	>		660
					v	^		
					1180	1210		

BALANCED FUTURE YEAR VOLUMES:
2020

					1400	1950		
					v	^		
		0	<	IN =	3790	<		0
		1180	>	OUT =	3790	>		660
					v	^		
					1180	1210		

CEDAR AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**779**	IN ...	**1,010**	BOUND	THRU	**863**	IN ...	**1,210**
	RIGHT	**222**	OUT ...	**1,120**		RIGHT	**141**	OUT ...	**1,180**
SOUTH	LEFT	**467**	NORTH LEG		SOUTH	LEFT	**479**	NORTH LEG	
BOUND	THRU	**680**	IN ...	**1,300**	BOUND	THRU	**860**	IN ...	**1,400**
	RIGHT	**0**	OUT ...	**1,210**		RIGHT	**0**	OUT ...	**1,950**
EAST	LEFT	**359**	WEST LEG		EAST	LEFT	**751**	WEST LEG	
BOUND	THRU	**0**	IN ...	**750**	BOUND	THRU	**2**	IN ...	**1,180**
	RIGHT	**220**	OUT ...	**0**		RIGHT	**223**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**720**		RIGHT	**0**	OUT ...	**660**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**779**	**776**	RATIO **6.8%**	BOUND	THRU	**863**	**1,043**	RATIO **9.2%**
	RIGHT	**222**	**230**	ADT 36,600		RIGHT	**141**	**167**	ADT 36,600
SOUTH	LEFT	**467**	**490**	SOUTH LEG	SOUTH	LEFT	**479**	**491**	SOUTH LEG
BOUND	THRU	**680**	**807**	RATIO **8.2%**	BOUND	THRU	**860**	**909**	RATIO **9.2%**
	RIGHT	**0**	**0**	ADT 25,900		RIGHT	**0**	**0**	ADT 25,900
EAST	LEFT	**359**	**434**	EAST LEG	EAST	LEFT	**751**	**907**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.7%**	BOUND	THRU	**2**	**2**	RATIO **8.9%**
	RIGHT	**220**	**313**	ADT 7,400		RIGHT	**223**	**271**	ADT 7,400
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.7%**	BOUND	THRU	**0**	**0**	RATIO **8.9%**
	RIGHT	**0**	**0**	ADT 13,200		RIGHT	**0**	**0**	ADT 13,200

CEDAR AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**779**	IN ...	**1,020**	BOUND	THRU	**863**	IN ...	**1,600**
	RIGHT	**222**	OUT ...	**1,530**		RIGHT	**141**	OUT ...	**1,380**
SOUTH	LEFT	**467**	NORTH LEG		SOUTH	LEFT	**479**	NORTH LEG	
BOUND	THRU	**680**	IN ...	**1,570**	BOUND	THRU	**860**	IN ...	**1,520**
	RIGHT	**0**	OUT ...	**1,340**		RIGHT	**0**	OUT ...	**2,560**
EAST	LEFT	**359**	WEST LEG		EAST	LEFT	**751**	WEST LEG	
BOUND	THRU	**0**	IN ...	**1,080**	BOUND	THRU	**2**	IN ...	**1,560**
	RIGHT	**220**	OUT ...	**0**		RIGHT	**223**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**780**		RIGHT	**0**	OUT ...	**720**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**779**	**771**	RATIO **6.9%**	BOUND	THRU	**863**	**1,380**	RATIO **9.7%**
	RIGHT	**222**	**243**	ADT 42,100		RIGHT	**141**	**213**	ADT 42,100
SOUTH	LEFT	**467**	**537**	SOUTH LEG	SOUTH	LEFT	**479**	**504**	SOUTH LEG
BOUND	THRU	**680**	**1,025**	RATIO **8.5%**	BOUND	THRU	**860**	**1,010**	RATIO **9.9%**
	RIGHT	**0**	**0**	ADT 29,900		RIGHT	**0**	**0**	ADT 29,900
EAST	LEFT	**359**	**569**	EAST LEG	EAST	LEFT	**751**	**1,180**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.9%**	BOUND	THRU	**2**	**3**	RATIO **9.1%**
	RIGHT	**220**	**505**	ADT 7,900		RIGHT	**223**	**370**	ADT 7,900
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.1%**	BOUND	THRU	**0**	**0**	RATIO **8.9%**
	RIGHT	**0**	**0**	ADT 17,500		RIGHT	**0**	**0**	ADT 17,500

CEDAR AVENUE (NS) / SLOVER AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				70	665	87			
				<	v	>			
		165	^				^	88	
		53	>				<	53	
		38	v				v	21	
				<	^	>			
				73	679	22			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					822	932			
					v	^			
		196	<	IN =	2014	<	162		
		256	>	OUT =	2014	>	162		
					v	^			
					724	774			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				14	89	35			
				<	v	>			
		9	^				^	38	
		13	>				<	19	
		9	v				v	2	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2.0 4+: 3.0				11	95	2			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				84	754	122			
				<	v	>			
		174	^				^	126	
		66	>				<	72	
		47	v				v	23	
				<	^	>			
				84	774	24			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					3161	2434			
					v	^			
		1197	<	IN =	6007	<	361		
		934	>	OUT =	6006	>	554		
					v	^			
					1821	1551			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					82	105			
					v	^			
		13	<	IN =	219	<	4		
		12	>	OUT =	219	>	6		
					v	^			
					95	121			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1228	960			
					v	^			
		459	<	IN =	2356	<	139		
		359	>	OUT =	2355	>	213		
					v	^			
					724	630			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					5009	2385			
					v	^			
		2390	<	IN =	9449	<	340		
		2083	>	OUT =	9448	>	953		
					v	^			
					3720	2017			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					148	91			
					v	^			
		69	<	IN =	291	<	25		
		50	>	OUT =	291	>	31		
					v	^			
					100	68			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1953	937			
					v	^			
		931	<	IN =	3688	<	138		
		808	>	OUT =	3687	>	372		
					v	^			
					1447	789			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					735	-26			
					v	^			
		481	<			<	3		
		456	>			>	164		
					v	^			
					724	151			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					740	110			
					v	^			
		480	<	IN =	1370	<	20		
		460	>	OUT =	1470	>	160		
					v	^			
					720	150			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					630	90			
					v	^			
		410	<			<	20		
		390	>			>	140		
					v	^			
					610	130			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1590	1160			
					v	^			
		650	<			<	240		
		680	>			>	350		
					v	^			
					1430	1010			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					220	30			
					v	^			
		140	<			<	10		
		140	>			>	50		
					v	^			
					210	40			

INITIAL FUTURE YEAR VOLUMES:
2020

					1180	1100			
					v	^			
		380	<	IN =	2760	<	230		
		430	>	OUT =	2770	>	260		
					v	^			
					1030	920			

BALANCED FUTURE YEAR VOLUMES:
2020

					1180	1100			
					v	^			
		380	<	IN =	2760	<	230		
		430	>	OUT =	2770	>	260		
					v	^			
					1030	920			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				71	817	78			
				<	v	>			
		144	^				^	84	
		104	>				<	73	
		72	v				v	9	
				<	^	>			
				53	683	22			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					966	911			
					v	^			
		197	<	IN =	2210	<	166		
		320	>	OUT =	2210	>	204		
					v	^			
					898	758			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				9	54	30			
				<	v	>			
		6	^				^	29	
		6	>				<	9	
		8	v				v	2	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2 4+: 3.0				9	57	3			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				80	871	108			
				<	v	>			
		150	^				^	113	
		110	>				<	82	
		80	v				v	11	
				<	^	>			
				62	740	25			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					4486	4885			
					v	^			
		1538	<	IN =	9987	<	699		
		1837	>	OUT =	9988	>	790		
					v	^			
					2775	2965			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					129	145			
					v	^			
		44	<	IN =	303	<	34		
		45	>	OUT =	302	>	38		
					v	^			
					75	95			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1288	1404			
					v	^			
		442	<	IN =	2872	<	204		
		526	>	OUT =	2872	>	231		
					v	^			
					796	854			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					5649	7230			
					v	^			
		3554	<	IN =	15911	<	1509		
		3467	>	OUT =	15911	>	1027		
					v	^			
					4100	5286			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					187	222			
					v	^			
		102	<	IN =	500	<	54		
		101	>	OUT =	500	>	47		
					v	^			
					129	158			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1628	2080			
					v	^			
		1021	<	IN =	4580	<	436		
		996	>	OUT =	4580	>	299		
					v	^			
					1180	1520			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					347	685			
					v	^			
		586	<			<	234		
		477	>			>	70		
					v	^			
					391	674			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					350	690			
					v	^			
		590	<	IN =	1730	<	230		
		480	>	OUT =	1740	>	70		
					v	^			
					390	670			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					300	590			
					v	^			
		500	<			<	200		
		410	>			>	60		
					v	^			
					330	570			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1360	1590			
					v	^			
		720	<			<	410		
		750	>			>	300		
					v	^			
					1290	1400			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					100	200			
					v	^			
		170	<			<	70		
		140	>			>	20		
					v	^			
					120	200			

INITIAL FUTURE YEAR VOLUMES:
2020

					1160	1200			
					v	^			
		390	<	IN =	2950	<	280		
		480	>	OUT =	2930	>	260		
					v	^			
					1080	1030			

BALANCED FUTURE YEAR VOLUMES:
2020

					1160	1210			
					v	^			
		390	<	IN =	2950	<	280		
		480	>	OUT =	2950	>	260		
					v	^			
					1090	1030			

CEDAR AVENUE (NS) / SLOVER AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**84**	SOUTH LEG		NORTH	LEFT	**62**	SOUTH LEG	
BOUND	THRU	**774**	IN ...	**920**	BOUND	THRU	**740**	IN ...	**1,030**
	RIGHT	**24**	OUT ...	**1,030**		RIGHT	**25**	OUT ...	**1,090**
SOUTH	LEFT	**122**	NORTH LEG		SOUTH	LEFT	**108**	NORTH LEG	
BOUND	THRU	**754**	IN ...	**1,180**	BOUND	THRU	**871**	IN ...	**1,160**
	RIGHT	**84**	OUT ...	**1,100**		RIGHT	**80**	OUT ...	**1,210**
EAST	LEFT	**174**	WEST LEG		EAST	LEFT	**150**	WEST LEG	
BOUND	THRU	**66**	IN ...	**430**	BOUND	THRU	**110**	IN ...	**480**
	RIGHT	**47**	OUT ...	**380**		RIGHT	**80**	OUT ...	**390**
WEST	LEFT	**23**	EAST LEG		WEST	LEFT	**11**	EAST LEG	
BOUND	THRU	**72**	IN ...	**230**	BOUND	THRU	**82**	IN ...	**280**
	RIGHT	**126**	OUT ...	**260**		RIGHT	**113**	OUT ...	**260**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**84**	**141**	NORTH LEG	NORTH	LEFT	**62**	**122**	NORTH LEG
BOUND	THRU	**774**	**753**	RATIO **9.3%**	BOUND	THRU	**740**	**879**	RATIO **9.7%**
	RIGHT	**24**	**26**	ADT 24,500		RIGHT	**25**	**27**	ADT 24,500
SOUTH	LEFT	**122**	**130**	SOUTH LEG	SOUTH	LEFT	**108**	**92**	SOUTH LEG
BOUND	THRU	**754**	**921**	RATIO **9.2%**	BOUND	THRU	**871**	**946**	RATIO **9.9%**
	RIGHT	**84**	**137**	ADT 21,300		RIGHT	**80**	**123**	ADT 21,300
EAST	LEFT	**174**	**243**	EAST LEG	EAST	LEFT	**150**	**210**	EAST LEG
BOUND	THRU	**66**	**104**	RATIO **4.3%**	BOUND	THRU	**110**	**141**	RATIO **4.8%**
	RIGHT	**47**	**85**	ADT 11,300		RIGHT	**80**	**130**	ADT 11,300
WEST	LEFT	**23**	**24**	WEST LEG	WEST	LEFT	**11**	**14**	WEST LEG
BOUND	THRU	**72**	**102**	RATIO **8.2%**	BOUND	THRU	**82**	**145**	RATIO **8.8%**
	RIGHT	**126**	**104**	ADT 9,900		RIGHT	**113**	**121**	ADT 9,900

CEDAR AVENUE (NS) / SLOVER AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**84**	SOUTH LEG		NORTH	LEFT	**62**	SOUTH LEG	
BOUND	THRU	**774**	IN ...	**1,010**	BOUND	THRU	**740**	IN ...	**1,400**
	RIGHT	**24**	OUT ...	**1,430**		RIGHT	**25**	OUT ...	**1,290**
SOUTH	LEFT	**122**	NORTH LEG		SOUTH	LEFT	**108**	NORTH LEG	
BOUND	THRU	**754**	IN ...	**1,590**	BOUND	THRU	**871**	IN ...	**1,360**
	RIGHT	**84**	OUT ...	**1,160**		RIGHT	**80**	OUT ...	**1,590**
EAST	LEFT	**174**	WEST LEG		EAST	LEFT	**150**	WEST LEG	
BOUND	THRU	**66**	IN ...	**680**	BOUND	THRU	**110**	IN ...	**750**
	RIGHT	**47**	OUT ...	**650**		RIGHT	**80**	OUT ...	**720**
WEST	LEFT	**23**	EAST LEG		WEST	LEFT	**11**	EAST LEG	
BOUND	THRU	**72**	IN ...	**240**	BOUND	THRU	**82**	IN ...	**410**
	RIGHT	**126**	OUT ...	**350**		RIGHT	**113**	OUT ...	**300**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**84**	**260**	NORTH LEG	NORTH	LEFT	**62**	**248**	NORTH LEG
BOUND	THRU	**774**	**735**	RATIO **10.7%**	BOUND	THRU	**740**	**1,116**	RATIO **11.3%**
	RIGHT	**24**	**30**	ADT 26,100		RIGHT	**25**	**29**	ADT 26,100
SOUTH	LEFT	**122**	**146**	SOUTH LEG	SOUTH	LEFT	**108**	**83**	SOUTH LEG
BOUND	THRU	**754**	**1,234**	RATIO **10.8%**	BOUND	THRU	**871**	**1,057**	RATIO **11.8%**
	RIGHT	**84**	**247**	ADT 22,700		RIGHT	**80**	**215**	ADT 22,700
EAST	LEFT	**174**	**348**	EAST LEG	EAST	LEFT	**150**	**340**	EAST LEG
BOUND	THRU	**66**	**174**	RATIO **2.4%**	BOUND	THRU	**110**	**189**	RATIO **2.9%**
	RIGHT	**47**	**170**	ADT 24,500		RIGHT	**80**	**217**	ADT 24,500
WEST	LEFT	**23**	**25**	WEST LEG	WEST	LEFT	**11**	**16**	WEST LEG
BOUND	THRU	**72**	**142**	RATIO **7.9%**	BOUND	THRU	**82**	**258**	RATIO **8.6%**
	RIGHT	**126**	**77**	ADT 17,100		RIGHT	**113**	**134**	ADT 17,100

RIVERSIDE AVENUE (NS) / BASELINE ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				70	641	220		
				<	v	>		
		93	^				^	133
		517	>				<	546
		70	v				v	67
				<	^	>		
				100	381	42		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					931	607		
					v	^		
		716	<	IN =	2880	<		746
		680	>	OUT =	2880	>		779
					v	^		
					778	523		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				6	26	21		
				<	v	>		
		6	^				^	8
		28	>				<	34
		7	v				v	0
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

				2	26	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				76	667	241		
				<	v	>		
		99	^				^	141
		545	>				<	580
		77	v				v	67
				<	^	>		
				102	407	42		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2137	1972		
					v	^		
		831	<	IN =	6017	<		1142
		1432	>	OUT =	6017	>		1535
					v	^		
					1679	1306		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					44	48		
					v	^		
		20	<	IN =	129	<		27
		21	>	OUT =	128	>		26
					v	^		
					34	37		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					827	765		
					v	^		
		322	<	IN =	2329	<		443
		551	>	OUT =	2329	>		592
					v	^		
					649	509		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1778	1869		
					v	^		
		1092	<	IN =	5756	<		1069
		1497	>	OUT =	5756	>		1129
					v	^		
					1666	1412		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					47	57		
					v	^		
		29	<	IN =	154	<		26
		26	>	OUT =	154	>		23
					v	^		
					45	55		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					691	729		
					v	^		
		425	<	IN =	2239	<		415
		578	>	OUT =	2239	>		437
					v	^		
					648	555		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-135	-35		
					v	^		
		104	<			<		-28
		27	>			>		-156
					v	^		
					1	49		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					100	60		
					v	^		
		100	<	IN =	300	<		80
		70	>	OUT =	240	>		80
					v	^		
					0	50		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					90	60		
					v	^		
		90	<			<		70
		60	>			>		70
					v	^		
					0	50		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1070	710		
					v	^		
		850	<			<		860
		780	>			>		900
					v	^		
					810	600		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					40	20		
					v	^		
		40	<			<		30
		30	>			>		30
					v	^		
					0	20		

INITIAL FUTURE YEAR VOLUMES:

2020

					1020	670		
					v	^		
		800	<	IN =	3160	<		820
		750	>	OUT =	3140	>		860
					v	^		
					810	570		

BALANCED FUTURE YEAR VOLUMES:

2020

					1020	670		
					v	^		
		810	<	IN =	3160	<		820
		750	>	OUT =	3170	>		870
					v	^		
					820	570		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				96	591	200		
				<	v	>		
		169	^				^	157
		460	>				<	470
		82	v				v	99
				<	^	>		
				113	551	105		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					887	877		
					v	^		
		679	<	IN =	3093	<		726
		711	>	OUT =	3093	>		765
					v	^		
					772	769		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	14	4		
				<	v	>		
		2	^				^	5
		11	>				<	11
		0	v				v	0
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

				2	12	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				98	605	204		
				<	v	>		
		171	^				^	162
		471	>				<	481
		82	v				v	99
				<	^	>		
				115	563	105		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2923	3421		
					v	^		
		2135	<	IN =	9708	<		2141
		1895	>	OUT =	9708	>		2083
					v	^		
					2069	2749		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					74	64		
					v	^		
		30	<	IN =	192	<		36
		31	>	OUT =	193	>		42
					v	^		
					57	51		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					837	974		
					v	^		
		605	<	IN =	2766	<		608
		538	>	OUT =	2766	>		594
					v	^		
					594	782		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2671	2978		
					v	^		
		2531	<	IN =	9789	<		2259
		2075	>	OUT =	9789	>		1979
					v	^		
					2301	2784		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					79	71		
					v	^		
		41	<	IN =	227	<		37
		42	>	OUT =	228	>		36
					v	^		
					80	69		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					768	852		
					v	^		
		719	<	IN =	2798	<		642
		592	>	OUT =	2798	>		563
					v	^		
					664	797		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-69	-121		
					v	^		
		115	<			<		33
		55	>			>		-31
					v	^		
					74	17		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					90	90		
					v	^		
		120	<	IN =	250	<		70
		70	>	OUT =	360	>		80
					v	^		
					70	20		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					80	80		
					v	^		
		110	<			<		60
		60	>			>		70
					v	^		
					60	20		

NEW PROJECTED VOLUMES (PCE'S): 2035

					990	980		
					v	^		
		800	<			<		800
		780	>			>		850
					v	^		
					850	800		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					30	30		
					v	^		
		40	<			<		30
		30	>			>		30
					v	^		
					30	10		

INITIAL FUTURE YEAR VOLUMES:

2020

					940	930		
					v	^		
		730	<	IN =	3250	<		770
		750	>	OUT =	3290	>		810
					v	^		
					820	790		

BALANCED FUTURE YEAR VOLUMES:

2020

					950	930		
					v	^		
		730	<	IN =	3290	<		780
		760	>	OUT =	3290	>		810
					v	^		
					820	800		

RIVERSIDE AVENUE (NS) / BASELINE ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**102**	SOUTH LEG		NORTH	LEFT	**115**	SOUTH LEG	
BOUND	THRU	**407**	IN ...	**570**	BOUND	THRU	**563**	IN ...	**800**
	RIGHT	**42**	OUT ...	**820**		RIGHT	**105**	OUT ...	**820**
SOUTH	LEFT	**241**	NORTH LEG		SOUTH	LEFT	**204**	NORTH LEG	
BOUND	THRU	**667**	IN ...	**1,020**	BOUND	THRU	**605**	IN ...	**950**
	RIGHT	**76**	OUT ...	**670**		RIGHT	**98**	OUT ...	**930**
EAST	LEFT	**99**	WEST LEG		EAST	LEFT	**171**	WEST LEG	
BOUND	THRU	**545**	IN ...	**750**	BOUND	THRU	**471**	IN ...	**760**
	RIGHT	**77**	OUT ...	**810**		RIGHT	**82**	OUT ...	**730**
WEST	LEFT	**67**	EAST LEG		WEST	LEFT	**99**	EAST LEG	
BOUND	THRU	**580**	IN ...	**820**	BOUND	THRU	**481**	IN ...	**780**
	RIGHT	**141**	OUT ...	**870**		RIGHT	**162**	OUT ...	**810**

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**102**	**109**	NORTH LEG		NORTH	LEFT	**115**	**118**	NORTH LEG	
BOUND	THRU	**407**	**420**	RATIO	**7.9%**	BOUND	THRU	**563**	**577**	RATIO	**8.8%**
	RIGHT	**42**	**43**	ADT	21,400		RIGHT	**105**	**105**	ADT	21,400
SOUTH	LEFT	**241**	**258**	SOUTH LEG		SOUTH	LEFT	**204**	**213**	SOUTH LEG	
BOUND	THRU	**667**	**679**	RATIO	**7.5%**	BOUND	THRU	**605**	**632**	RATIO	**8.7%**
	RIGHT	**76**	**86**	ADT	18,600		RIGHT	**98**	**105**	ADT	18,600
EAST	LEFT	**99**	**105**	EAST LEG		EAST	LEFT	**171**	**183**	EAST LEG	
BOUND	THRU	**545**	**570**	RATIO	**9.4%**	BOUND	THRU	**471**	**492**	RATIO	**8.8%**
	RIGHT	**77**	**77**	ADT	18,100		RIGHT	**82**	**86**	ADT	18,100
WEST	LEFT	**67**	**64**	WEST LEG		WEST	LEFT	**99**	**102**	WEST LEG	
BOUND	THRU	**580**	**615**	RATIO	**9.3%**	BOUND	THRU	**481**	**507**	RATIO	**8.9%**
	RIGHT	**141**	**144**	ADT	16,800		RIGHT	**162**	**171**	ADT	16,800

RIVERSIDE AVENUE (NS) / BASELINE ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	**102**	SOUTH LEG IN ...	**600**	NORTH BOUND	LEFT	**115**	SOUTH LEG IN ...	**800**
	THRU	**407**				THRU	**563**		
	RIGHT	**42**	OUT ...	**810**		RIGHT	**105**	OUT ...	**850**
SOUTH BOUND	LEFT	**241**	NORTH LEG IN ...	**1,070**	SOUTH BOUND	LEFT	**204**	NORTH LEG IN ...	**990**
	THRU	**667**				THRU	**605**		
	RIGHT	**76**	OUT ...	**710**		RIGHT	**98**	OUT ...	**980**
EAST BOUND	LEFT	**99**	WEST LEG IN ...	**780**	EAST BOUND	LEFT	**171**	WEST LEG IN ...	**780**
	THRU	**545**				THRU	**471**		
	RIGHT	**77**	OUT ...	**850**		RIGHT	**82**	OUT ...	**800**
WEST BOUND	LEFT	**67**	EAST LEG IN ...	**860**	WEST BOUND	LEFT	**99**	EAST LEG IN ...	**800**
	THRU	**580**				THRU	**481**		
	RIGHT	**141**	OUT ...	**900**		RIGHT	**162**	OUT ...	**850**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**102**	**112**	NORTH LEG	NORTH BOUND	LEFT	**115**	**126**	NORTH LEG
	THRU	**407**	**441**	RATIO **7.7%**		THRU	**563**	**598**	RATIO **8.8%**
	RIGHT	**42**	**41**	ADT 22,800		RIGHT	**105**	**103**	ADT 22,800
SOUTH BOUND	LEFT	**241**	**278**	SOUTH LEG	SOUTH BOUND	LEFT	**204**	**232**	SOUTH LEG
	THRU	**667**	**679**	RATIO **7.1%**		THRU	**605**	**665**	RATIO **8.5%**
	RIGHT	**76**	**98**	ADT 19,800		RIGHT	**98**	**125**	ADT 19,800
EAST BOUND	LEFT	**99**	**116**	EAST LEG	EAST BOUND	LEFT	**171**	**203**	EAST LEG
	THRU	**545**	**581**	RATIO **9.1%**		THRU	**471**	**515**	RATIO **8.7%**
	RIGHT	**77**	**72**	ADT 19,300		RIGHT	**82**	**87**	ADT 19,300
WEST BOUND	LEFT	**67**	**58**	WEST LEG	WEST BOUND	LEFT	**99**	**98**	WEST LEG
	THRU	**580**	**640**	RATIO **9.0%**		THRU	**481**	**549**	RATIO **8.9%**
	RIGHT	**141**	**153**	ADT 18,000		RIGHT	**162**	**179**	ADT 18,000

RIVERSIDE AVENUE (NS) / ETIWANDA AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				18	669	69				
				<	v	>				
			19	^			^	54		
			114	>			<	103		
			23	v			v	35		
				<	^	>				
				20	412	29				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					756	485				
					v	^				
			141	<	IN =		1565	<	192	
			156	>	OUT =		1565	>	212	
					v	^				
					727	461				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	48	0				
				<	v	>				
			3	^			^	2		
			11	>			<	7		
			0	v			v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2.0 4+: 3.0				3	23	2				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				18	717	69				
				<	v	>				
			22	^			^	56		
			125	>			<	110		
			23	v			v	35		
				<	^	>				
				23	435	31				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1679	1306				
					v	^				
			268	<	IN =		3451	<	43	
			420	>	OUT =		3451	>	60	
					v	^				
					1817	1309				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					34	37				
					v	^				
			7	<	IN =		80	<	1	
			6	>	OUT =		81	>	1	
					v	^				
					36	39				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					649	509				
					v	^				
			104	<	IN =		1338	<	17	
			162	>	OUT =		1338	>	23	
					v	^				
					702	510				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1666	1412				
					v	^				
			304	<	IN =		3748	<	74	
			515	>	OUT =		3748	>	162	
					v	^				
					1870	1493				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					45	55				
					v	^				
			8	<	IN =		113	<	2	
			8	>	OUT =		112	>	4	
					v	^				
					45	58				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					648	555				
					v	^				
			118	<	IN =		1462	<	29	
			198	>	OUT =		1462	>	63	
					v	^				
					726	587				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					1	49				
					v	^				
			14	<			<	12		
			37	>			>	40		
					v	^				
					25	79				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					80	50				
					v	^				
			20	<	IN =		220	<	20	
			40	>	OUT =		130	>	40	
					v	^				
					20	80				

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					70	50				
					v	^				
			20	<			<	20		
			40	>			>	40		
					v	^				
					20	70				

NEW PROJECTED VOLUMES (PCE'S): 2035

					870	560				
					v	^				
			170	<			<	220		
			210	>			>	270		
					v	^				
					800	560				

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					30	20				
					v	^				
			10	<			<	10		
			10	>			>	10		
					v	^				
					10	30				

INITIAL FUTURE YEAR VOLUMES:

2020

					830	530				
					v	^				
			160	<	IN =		1740	<	210	
			180	>	OUT =		1720	>	240	
					v	^				
					790	520				

BALANCED FUTURE YEAR VOLUMES:

2020

					830	540				
					v	^				
			160	<	IN =		1740	<	210	
			180	>	OUT =		1740	>	240	
					v	^				
					800	520				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				17	698	36				
				<	v	>				
			39	^			^	28		
			96	>			<	71		
			31	v			v	16		
				<	^	>				
				39	781	36				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					751	848				
					v	^				
			127	<	IN =		1888	<	115	
			166	>	OUT =		1888	>	168	
					v	^				
					745	856				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	25	0				
				<	v	>				
			0	^			^	2		
			0	>			<	0		
			0	v			v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2 4+: 3.0				2	17	3				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				17	723	36				
				<	v	>				
			39	^			^	30		
			96	>			<	71		
			31	v			v	16		
				<	^	>				
				41	798	39				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2069	2749				
					v	^				
			655	<	IN =		5628	<	100	
			465	>	OUT =		5628	>	98	
					v	^				
					2126	2994				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					57	51				
					v	^				
			10	<	IN =		123	<	2	
			9	>	OUT =		123	>	2	
					v	^				
					60	55				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					594	782				
					v	^				
			186	<	IN =		1607	<	29	
			132	>	OUT =		1607	>	28	
					v	^				
					610	852				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2301	2784				
					v	^				
			786	<	IN =		6233	<	276	
			556	>	OUT =		6233	>	229	
					v	^				
					2434	3100				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					80	69				
					v	^				
			11	<	IN =		168	<	5	
			12	>	OUT =		166	>	4	
					v	^				
					82	71				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					664	797				
					v	^				
			223	<	IN =		1787	<	79	
			159	>	OUT =		1787	>	65	
					v	^				
					702	886				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					74	17				
					v	^				
			37	<			<	50		
			27	>			>	37		
					v	^				
					94	36				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					80	90				
					v	^				
			40	<	IN =		200	<	50	
			30	>	OUT =		260	>	40	
					v	^				
					90	40				

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					70	80				
					v	^				
			40	<			<	50		
			30	>			>	40		
					v	^				
					80	40				

NEW PROJECTED VOLUMES (PCE'S): 2035

					850	950				
					v	^				
			170	<			<	170		
			200	>			>	210		
					v	^				
					850	920				

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					30	30				
					v	^				
			10	<			<	20		
			10	>			>	10		
					v	^				
					30	10				

INITIAL FUTURE YEAR VOLUMES:

2020

					810	900				
					v	^				
			140	<	IN =		2020	<	140	
			180	>	OUT =		2020	>	180	
					v	^				
					800	890				

BALANCED FUTURE YEAR VOLUMES:

2020

					810	900				
					v	^				
			140	<	IN =		2020	<	140	
			180	>	OUT =		2020	>	180	
					v	^				
					800	890				

RIVERSIDE AVENUE (NS) / ETIWANDA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**23**	SOUTH LEG		NORTH	LEFT	**41**	SOUTH LEG	
BOUND	THRU	**435**	IN ...	**520**	BOUND	THRU	**798**	IN ...	**890**
	RIGHT	**31**	OUT ...	**800**		RIGHT	**39**	OUT ...	**800**
SOUTH	LEFT	**69**	NORTH LEG		SOUTH	LEFT	**36**	NORTH LEG	
BOUND	THRU	**717**	IN ...	**830**	BOUND	THRU	**723**	IN ...	**810**
	RIGHT	**18**	OUT ...	**540**		RIGHT	**17**	OUT ...	**900**
EAST	LEFT	**22**	WEST LEG		EAST	LEFT	**39**	WEST LEG	
BOUND	THRU	**125**	IN ...	**180**	BOUND	THRU	**96**	IN ...	**180**
	RIGHT	**23**	OUT ...	**160**		RIGHT	**31**	OUT ...	**140**
WEST	LEFT	**35**	EAST LEG		WEST	LEFT	**16**	EAST LEG	
BOUND	THRU	**110**	IN ...	**210**	BOUND	THRU	**71**	IN ...	**140**
	RIGHT	**56**	OUT ...	**240**		RIGHT	**30**	OUT ...	**180**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**23**	**25**	NORTH LEG	NORTH	LEFT	**41**	**39**	NORTH LEG
BOUND	THRU	**435**	**460**	RATIO **7.0%**	BOUND	THRU	**798**	**817**	RATIO **8.8%**
	RIGHT	**31**	**34**	ADT 19,500		RIGHT	**39**	**38**	ADT 19,500
SOUTH	LEFT	**69**	**72**	SOUTH LEG	SOUTH	LEFT	**36**	**39**	SOUTH LEG
BOUND	THRU	**717**	**739**	RATIO **6.7%**	BOUND	THRU	**723**	**750**	RATIO **8.6%**
	RIGHT	**18**	**19**	ADT 19,600		RIGHT	**17**	**18**	ADT 19,600
EAST	LEFT	**22**	**23**	EAST LEG	EAST	LEFT	**39**	**45**	EAST LEG
BOUND	THRU	**125**	**133**	RATIO **12.5%**	BOUND	THRU	**96**	**103**	RATIO **8.9%**
	RIGHT	**23**	**24**	ADT 3,600		RIGHT	**31**	**32**	ADT 3,600
WEST	LEFT	**35**	**37**	WEST LEG	WEST	LEFT	**16**	**18**	WEST LEG
BOUND	THRU	**110**	**116**	RATIO **9.4%**	BOUND	THRU	**71**	**83**	RATIO **8.9%**
	RIGHT	**56**	**57**	ADT 3,600		RIGHT	**30**	**38**	ADT 3,600

RIVERSIDE AVENUE (NS) / ETIWANDA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	23	SOUTH LEG		NORTH	LEFT	41	SOUTH LEG	
BOUND	THRU	435	IN ...	560	BOUND	THRU	798	IN ...	920
	RIGHT	31	OUT ...	800		RIGHT	39	OUT ...	850
SOUTH	LEFT	69	NORTH LEG		SOUTH	LEFT	36	NORTH LEG	
BOUND	THRU	717	IN ...	870	BOUND	THRU	723	IN ...	850
	RIGHT	18	OUT ...	560		RIGHT	17	OUT ...	950
EAST	LEFT	22	WEST LEG		EAST	LEFT	39	WEST LEG	
BOUND	THRU	125	IN ...	210	BOUND	THRU	96	IN ...	200
	RIGHT	23	OUT ...	170		RIGHT	31	OUT ...	170
WEST	LEFT	35	EAST LEG		WEST	LEFT	16	EAST LEG	
BOUND	THRU	110	IN ...	220	BOUND	THRU	71	IN ...	170
	RIGHT	56	OUT ...	270		RIGHT	30	OUT ...	210

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	23	27	NORTH LEG	NORTH	LEFT	41	43	NORTH LEG
BOUND	THRU	435	478	RATIO 6.7%	BOUND	THRU	798	856	RATIO 8.7%
	RIGHT	31	37	ADT 20,800		RIGHT	39	43	ADT 20,800
SOUTH	LEFT	69	80	SOUTH LEG	SOUTH	LEFT	36	46	SOUTH LEG
BOUND	THRU	717	740	RATIO 6.4%	BOUND	THRU	723	795	RATIO 8.6%
	RIGHT	18	21	ADT 20,900		RIGHT	17	21	ADT 20,900
EAST	LEFT	22	25	EAST LEG	EAST	LEFT	39	48	EAST LEG
BOUND	THRU	125	153	RATIO 11.2%	BOUND	THRU	96	121	RATIO 8.9%
	RIGHT	23	25	ADT 4,300		RIGHT	31	34	ADT 4,300
WEST	LEFT	35	34	WEST LEG	WEST	LEFT	16	21	WEST LEG
BOUND	THRU	110	122	RATIO 8.9%	BOUND	THRU	71	106	RATIO 8.9%
	RIGHT	56	57	ADT 4,200		RIGHT	30	46	ADT 4,200

RIVERSIDE AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				88	472	226		
				<	v	>		
		79	^				^	107
		597	>				<	493
		57	v				v	75
				<	^	>		
				84	292	92		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					786	478		
					v	^		
		665	<	IN =			<	675
		733	>	OUT =			>	915
					v	^		
					604	468		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				5	16	15		
				<	v	>		
		2	^				^	9
		55	>				<	49
		3	v				v	2
				<	^	>		
				9	14	8		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				93	488	241		
				<	v	>		
		81	^				^	116
		652	>				<	542
		60	v				v	77
				<	^	>		
				93	306	100		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1971	1312		
					v	^		
		1557	<	IN =			<	1740
		1958	>	OUT =			>	2056
					v	^		
					2073	1330		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					38	40		
					v	^		
		45	<	IN =			<	46
		38	>	OUT =			>	38
					v	^		
					41	44		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					762	512		
					v	^		
		607	<	IN =			<	677
		757	>	OUT =			>	794
					v	^		
					801	520		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2113	1501		
					v	^		
		2067	<	IN =			<	2879
		2667	>	OUT =			>	3181
					v	^		
					2651	1740		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					48	61		
					v	^		
		64	<	IN =			<	76
		56	>	OUT =			>	64
					v	^		
					58	68		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					819	591		
					v	^		
		807	<	IN =			<	1119
		1032	>	OUT =			>	1230
					v	^		
					1027	684		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					59	82		
					v	^		
		203	<				<	448
		278	>				>	440
					v	^		
					228	168		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					80	80		
					v	^		
		200	<	IN =			<	450
		280	>	OUT =			>	440
					v	^		
					230	170		

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

					70	70		
					v	^		
		170	<				<	380
		240	>				>	370
					v	^		
					200	140		

NEW PROJECTED VOLUMES (PCE'S): 2035

					890	570		
					v	^		
		900	<				<	1120
		1030	>				>	1360
					v	^		
					830	640		

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

					20	20		
					v	^		
		60	<				<	130
		80	>				>	130
					v	^		
					70	50		

INITIAL FUTURE YEAR VOLUMES:

2020

					840	520		
					v	^		
		790	<	IN =			<	870
		870	>	OUT =			>	1120
					v	^		
					700	550		

BALANCED FUTURE YEAR VOLUMES:

2020

					840	520		
					v	^		
		790	<	IN =			<	870
		870	>	OUT =			>	1120
					v	^		
					700	550		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				69	447	255		
				<	v	>		
		130	^				^	151
		739	>				<	779
		37	v				v	78
				<	^	>		
				190	570	126		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					771	851		
					v	^		
		1038	<	IN =			<	1008
		906	>	OUT =			>	1120
					v	^		
					562	886		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	8	5		
				<	v	>		
		2	^				^	0
		24	>				<	24
		3	v				v	4
				<	^	>		
				3	6	2		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				69	455	260		
				<	v	>		
		132	^				^	151
		763	>				<	803
		40	v				v	82
				<	^	>		
				193	576	128		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2193	3169		
					v	^		
		3001	<	IN =			<	3193
		2711	>	OUT =			>	2870
					v	^		
					2336	3279		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					61	57		
					v	^		
		57	<	IN =			<	58
		63	>	OUT =			>	61
					v	^		
					69	60		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					629	902		
					v	^		
		855	<	IN =			<	909
		775	>	OUT =			>	819
					v	^		
					671	933		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2517	3424		
					v	^		
		4409	<	IN =			<	5306
		3879	>	OUT =			>	4580
					v	^		
					3027	3737		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					86	74		
					v	^		
		88	<	IN =			<	102
		93	>	OUT =			>	101
					v	^		
					101	83		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					726	977		
					v	^		
		1257	<	IN =			<	1511
		1109	>	OUT =			>	1308
					v	^		
					873	1067		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					100	78		
					v	^		
		406	<				<	608
		338	>				>	494
					v	^		
					205	137		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					100	90		
					v	^		
		410	<	IN =			<	610
		340	>	OUT =			>	490
					v	^		
					210	140		

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

					90	80		
					v	^		
		350	<				<	520
		290	>				>	420
					v	^		
					180	120		

NEW PROJECTED VOLUMES (PCE'S): 2035

					870	940		
					v	^		
		1420	<				<	1560
		1230	>				>	1570
					v	^		
					760	1020		

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

					30	30		
					v	^		
		120	<				<	180
		100	>				>	150
					v	^		
					60	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					810	890		
					v	^		
		1190	<	IN =			<	1220
		1040	>	OUT =			>	1300
					v	^		
					640	940		

BALANCED FUTURE YEAR VOLUMES:

2020

					810	890		
					v	^		
		1190	<	IN =			<	1220
		1040	>	OUT =			>	1300
					v	^		
					640	940		

RIVERSIDE AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**93**	SOUTH LEG		NORTH	LEFT	**193**	SOUTH LEG	
BOUND	THRU	**306**	IN ...	**550**	BOUND	THRU	**576**	IN ...	**940**
	RIGHT	**100**	OUT ...	**700**		RIGHT	**128**	OUT ...	**640**
SOUTH	LEFT	**241**	NORTH LEG		SOUTH	LEFT	**260**	NORTH LEG	
BOUND	THRU	**488**	IN ...	**840**	BOUND	THRU	**455**	IN ...	**810**
	RIGHT	**93**	OUT ...	**520**		RIGHT	**69**	OUT ...	**890**
EAST	LEFT	**81**	WEST LEG		EAST	LEFT	**132**	WEST LEG	
BOUND	THRU	**652**	IN ...	**870**	BOUND	THRU	**763**	IN ...	**1,040**
	RIGHT	**60**	OUT ...	**790**		RIGHT	**40**	OUT ...	**1,190**
WEST	LEFT	**77**	EAST LEG		WEST	LEFT	**82**	EAST LEG	
BOUND	THRU	**542**	IN ...	**870**	BOUND	THRU	**803**	IN ...	**1,220**
	RIGHT	**116**	OUT ...	**1,120**		RIGHT	**151**	OUT ...	**1,300**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**93**	**97**	NORTH LEG	NORTH	LEFT	**193**	**197**	NORTH LEG
BOUND	THRU	**306**	**318**	RATIO **7.0%**	BOUND	THRU	**576**	**588**	RATIO **8.7%**
	RIGHT	**100**	**135**	ADT 19,500		RIGHT	**128**	**156**	ADT 19,500
SOUTH	LEFT	**241**	**251**	SOUTH LEG	SOUTH	LEFT	**260**	**272**	SOUTH LEG
BOUND	THRU	**488**	**515**	RATIO **6.8%**	BOUND	THRU	**455**	**480**	RATIO **8.6%**
	RIGHT	**93**	**74**	ADT 18,400		RIGHT	**69**	**61**	ADT 18,400
EAST	LEFT	**81**	**70**	EAST LEG	EAST	LEFT	**132**	**127**	EAST LEG
BOUND	THRU	**652**	**733**	RATIO **7.1%**	BOUND	THRU	**763**	**872**	RATIO **9.0%**
	RIGHT	**60**	**68**	ADT 28,100		RIGHT	**40**	**46**	ADT 28,100
WEST	LEFT	**77**	**116**	WEST LEG	WEST	LEFT	**82**	**114**	WEST LEG
BOUND	THRU	**542**	**619**	RATIO **6.7%**	BOUND	THRU	**803**	**932**	RATIO **9.0%**
	RIGHT	**116**	**133**	ADT 24,700		RIGHT	**151**	**175**	ADT 24,700

RIVERSIDE AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**93**	SOUTH LEG		NORTH	LEFT	**193**	SOUTH LEG	
BOUND	THRU	**306**	IN ...	**640**	BOUND	THRU	**576**	IN ...	**1,020**
	RIGHT	**100**	OUT ...	**830**		RIGHT	**128**	OUT ...	**760**
SOUTH	LEFT	**241**	NORTH LEG		SOUTH	LEFT	**260**	NORTH LEG	
BOUND	THRU	**488**	IN ...	**890**	BOUND	THRU	**455**	IN ...	**870**
	RIGHT	**93**	OUT ...	**570**		RIGHT	**69**	OUT ...	**940**
EAST	LEFT	**81**	WEST LEG		EAST	LEFT	**132**	WEST LEG	
BOUND	THRU	**652**	IN ...	**1,030**	BOUND	THRU	**763**	IN ...	**1,230**
	RIGHT	**60**	OUT ...	**900**		RIGHT	**40**	OUT ...	**1,420**
WEST	LEFT	**77**	EAST LEG		WEST	LEFT	**82**	EAST LEG	
BOUND	THRU	**542**	IN ...	**1,120**	BOUND	THRU	**803**	IN ...	**1,560**
	RIGHT	**116**	OUT ...	**1,360**		RIGHT	**151**	OUT ...	**1,570**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**93**	**98**	NORTH LEG	NORTH	LEFT	**193**	**207**	NORTH LEG
BOUND	THRU	**306**	**340**	RATIO **7.0%**	BOUND	THRU	**576**	**606**	RATIO **8.7%**
	RIGHT	**100**	**198**	ADT 20,900		RIGHT	**128**	**208**	ADT 20,900
SOUTH	LEFT	**241**	**276**	SOUTH LEG	SOUTH	LEFT	**260**	**299**	SOUTH LEG
BOUND	THRU	**488**	**553**	RATIO **6.9%**	BOUND	THRU	**455**	**524**	RATIO **8.4%**
	RIGHT	**93**	**57**	ADT 21,300		RIGHT	**69**	**52**	ADT 21,300
EAST	LEFT	**81**	**62**	EAST LEG	EAST	LEFT	**132**	**119**	EAST LEG
BOUND	THRU	**652**	**886**	RATIO **7.2%**	BOUND	THRU	**763**	**1,063**	RATIO **9.1%**
	RIGHT	**60**	**81**	ADT 34,400		RIGHT	**40**	**56**	ADT 34,400
WEST	LEFT	**77**	**196**	WEST LEG	WEST	LEFT	**82**	**180**	WEST LEG
BOUND	THRU	**542**	**745**	RATIO **6.8%**	BOUND	THRU	**803**	**1,161**	RATIO **9.4%**
	RIGHT	**116**	**168**	ADT 28,200		RIGHT	**151**	**215**	ADT 28,200

RIVERSIDE AVENUE (NS) / RIALTO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				<	19	v	468	>	10	
		6	^						^	3
		123	>						<	127
		46	v						v	77
				<	57	^	397	>	54	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

						497	v	406	^	
		203	<	IN	=	1387	<	207		
		175	>	OUT	=	1387	>	187		
						591	^	508		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	0	v	26	>	0	
		0	^						^	3
		7	>						<	3
		5	v						v	7
PCE FACTORS BY AXLE:				<		^		>		
2: 1.5 3: 2.0 4+: 3.0					4		25		2	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				<	19	v	494	>	10	
		6	^						^	6
		130	>						<	130
		51	v						v	84
				<	61	^	422	>	56	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

						1958	v	1380	^	
		337	<	IN	=	3824	<	84		
		268	>	OUT	=	3823	>	110		
						1996	^	1514		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

						45	v	47	^	
		4	<	IN	=	97	<	1		
		4	>	OUT	=	97	>	1		
						45	^	47		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						759	v	540	^	
		129	<	IN	=	1485	<	32		
		103	>	OUT	=	1485	>	42		
						773	^	591		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

						3253	v	1930	^	
		522	<	IN	=	6286	<	444		
		550	>	OUT	=	6286	>	291		
						3543	^	2039		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

						72	v	82	^	
		10	<	IN	=	172	<	8		
		10	>	OUT	=	172	>	4		
						76	^	82		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						1260	v	761	^	
		202	<	IN	=	2446	<	171		
		212	>	OUT	=	2446	>	112		
						1372	^	802		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						506	v	226	^	
		73	<					140		
		110	>					70		
						603	^	217		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

						510	v	230	^	
		70	<	IN	=	980	<	140		
		110	>	OUT	=	970	>	70		
						600	^	220		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

						430	v	200	^	
		60	<					120		
		90	>					60		
						510	^	190		

NEW PROJECTED VOLUMES (PCE'S): 2035

						950	v	630	^	
		270	<					340		
		280	>					260		
						1140	^	730		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

						150	v	70	^	
		20	<					40		
		30	>					20		
						180	^	70		

INITIAL FUTURE YEAR VOLUMES:

2020

						670	v	500	^	
		230	<	IN	=	1760	<	260		
		220	>	OUT	=	1760	>	220		
						810	^	610		

BALANCED FUTURE YEAR VOLUMES:

2020

						670	v	500	^	
		230	<	IN	=	1760	<	260		
		220	>	OUT	=	1760	>	220		
						810	^	610		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				<	16	v	605	>	23	
		66	^						^	7
		119	>						<	120
		97	v						v	50
				<	81	^	731	>	26	

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

						644	v	804	^	
		217	<	IN	=	1941	<	177		
		282	>	OUT	=	1941	>	168		
						752	^	838		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				<	0	v	13	>	0	
		0	^						^	0
		2	>						<	2
		2	v						v	0
PCE FACTORS BY AXLE:				<		^		>		
2: 1.5 3: 2 4+: 3.0					0		10		0	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				<	16	v	618	>	23	
		66	^						^	7
		121	>						<	122
		99	v						v	50
				<	81	^	741	>	26	

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

						2321	v	3066	^	
		507	<	IN	=	6336	<	207		
		641	>	OUT	=	6335	>	244		
						2518	^	3167		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

						72	v	66	^	
		6	<	IN	=	146	<	2		
		6	>	OUT	=	147	>	3		
						72	^	66		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						668	v	875	^	
		143	<	IN	=	1811	<	58		
		181	>	OUT	=	1811	>	69		
						723	^	903		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

						3642	v	4651	^	
		1003	<	IN	=	10660	<	763		
		1018	>	OUT	=	10659	>	940		
						4065	^	5237		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

						132	v	106	^	
		16	<	IN	=	274	<	10		
		17	>	OUT	=	273	>	15		
						136	^	115		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						1053	v	1329	^	
		285	<	IN	=	3053	<	216		
		289	>	OUT	=	3053	>	267		
						1172	^	1495		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						392	v	459	^	
		143	<					159		
		110	>					199		
						457	^	598		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

						390	v	460	^	
		140	<	IN	=	1260	<	160		
		110	>	OUT	=	1260	>	200		
						460	^	600		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

						330	v	390	^	
		120	<					140		
		90	>					170		
						390	^	510		

NEW PROJECTED VOLUMES (PCE'S): 2035

						990	v	1200	^	
		340	<					320		
		380	>					340		
						1160	^	1360		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

						120	v	140	^	
		40	<					50		
		30	>					60		
						140	^	180		

INITIAL FUTURE YEAR VOLUMES:

2020

						780	v	950	^	
		260	<	IN	=	2360	<	230		
		320	>	OUT	=	2350	>	230		
						910	^	1030		

BALANCED FUTURE YEAR VOLUMES:

2020

						780	v	950	^	
		260	<	IN	=	2360	<	230		
		320	>	OUT	=	2350	>	230		
						910	^	1030		

RIVERSIDE AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**61**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**422**	IN ...	**610**	BOUND	THRU	**741**	IN ...	**1,030**
	RIGHT	**56**	OUT ...	**810**		RIGHT	**26**	OUT ...	**910**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**494**	IN ...	**670**	BOUND	THRU	**618**	IN ...	**780**
	RIGHT	**19**	OUT ...	**500**		RIGHT	**16**	OUT ...	**950**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**66**	WEST LEG	
BOUND	THRU	**130**	IN ...	**220**	BOUND	THRU	**121**	IN ...	**320**
	RIGHT	**51**	OUT ...	**230**		RIGHT	**99**	OUT ...	**260**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**50**	EAST LEG	
BOUND	THRU	**130**	IN ...	**260**	BOUND	THRU	**122**	IN ...	**230**
	RIGHT	**6**	OUT ...	**220**		RIGHT	**7**	OUT ...	**230**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**61**	**64**	NORTH LEG	NORTH	LEFT	**81**	**96**	NORTH LEG
BOUND	THRU	**422**	**485**	RATIO **6.0%**	BOUND	THRU	**741**	**882**	RATIO **8.8%**
	RIGHT	**56**	**60**	ADT 19,600		RIGHT	**26**	**43**	ADT 19,600
SOUTH	LEFT	**10**	**12**	SOUTH LEG	SOUTH	LEFT	**23**	**33**	SOUTH LEG
BOUND	THRU	**494**	**638**	RATIO **6.6%**	BOUND	THRU	**618**	**732**	RATIO **9.0%**
	RIGHT	**19**	**21**	ADT 21,400		RIGHT	**16**	**16**	ADT 21,400
EAST	LEFT	**6**	**7**	EAST LEG	EAST	LEFT	**66**	**60**	EAST LEG
BOUND	THRU	**130**	**148**	RATIO **10.4%**	BOUND	THRU	**121**	**154**	RATIO **10.0%**
	RIGHT	**51**	**65**	ADT 4,600		RIGHT	**99**	**105**	ADT 4,600
WEST	LEFT	**84**	**108**	WEST LEG	WEST	LEFT	**50**	**72**	WEST LEG
BOUND	THRU	**130**	**145**	RATIO **7.0%**	BOUND	THRU	**122**	**148**	RATIO **9.0%**
	RIGHT	**6**	**7**	ADT 6,400		RIGHT	**7**	**9**	ADT 6,400

RIVERSIDE AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**61**	SOUTH LEG		NORTH	LEFT	**81**	SOUTH LEG	
BOUND	THRU	**422**	IN ...	**730**	BOUND	THRU	**741**	IN ...	**1,360**
	RIGHT	**56**	OUT ...	**1,140**		RIGHT	**26**	OUT ...	**1,160**
SOUTH	LEFT	**10**	NORTH LEG		SOUTH	LEFT	**23**	NORTH LEG	
BOUND	THRU	**494**	IN ...	**950**	BOUND	THRU	**618**	IN ...	**990**
	RIGHT	**19**	OUT ...	**630**		RIGHT	**16**	OUT ...	**1,200**
EAST	LEFT	**6**	WEST LEG		EAST	LEFT	**66**	WEST LEG	
BOUND	THRU	**130**	IN ...	**280**	BOUND	THRU	**121**	IN ...	**380**
	RIGHT	**51**	OUT ...	**270**		RIGHT	**99**	OUT ...	**340**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**50**	EAST LEG	
BOUND	THRU	**130**	IN ...	**340**	BOUND	THRU	**122**	IN ...	**320**
	RIGHT	**6**	OUT ...	**260**		RIGHT	**7**	OUT ...	**340**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**61**	**63**	NORTH LEG	NORTH	LEFT	**81**	**126**	NORTH LEG
BOUND	THRU	**422**	**607**	RATIO **6.2%**	BOUND	THRU	**741**	**1,134**	RATIO **8.7%**
	RIGHT	**56**	**62**	ADT 25,300		RIGHT	**26**	**82**	ADT 25,300
SOUTH	LEFT	**10**	**15**	SOUTH LEG	SOUTH	LEFT	**23**	**50**	SOUTH LEG
BOUND	THRU	**494**	**906**	RATIO **6.8%**	BOUND	THRU	**618**	**931**	RATIO **9.1%**
	RIGHT	**19**	**27**	ADT 27,500		RIGHT	**16**	**17**	ADT 27,500
EAST	LEFT	**6**	**11**	EAST LEG	EAST	LEFT	**66**	**55**	EAST LEG
BOUND	THRU	**130**	**183**	RATIO **10.2%**	BOUND	THRU	**121**	**208**	RATIO **11.2%**
	RIGHT	**51**	**86**	ADT 5,900		RIGHT	**99**	**117**	ADT 5,900
WEST	LEFT	**84**	**148**	WEST LEG	WEST	LEFT	**50**	**112**	WEST LEG
BOUND	THRU	**130**	**180**	RATIO **7.1%**	BOUND	THRU	**122**	**197**	RATIO **9.2%**
	RIGHT	**6**	**12**	ADT 7,800		RIGHT	**7**	**11**	ADT 7,800

Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2011

			124	353	45			
			<	v	>			
	38	^				^	83	
	266	>				<	362	
	30	v				v	214	
			<	^	>			
			55	221	14			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2011

				522	342			
				v	^			
	541	<	IN =	1805		<	659	
	334	>	OUT =	1805		>	325	
				v	^			
				597	290			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			5	3	0			
			<	v	>			
	3	^				^	5	
	2	>				<	0	
	0	v				v	9	
			<	^	>			
			14	0	2			

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2011

			129	356	45			
			<	v	>			
	41	^				^	88	
	268	>				<	362	
	30	v				v	223	
			<	^	>			
			69	221	16			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

				2126	1688			
				v	^			
	1504	<	IN =	6778		<	1179	
	1955	>	OUT =	6778		>	1394	
				v	^			
				2192	1518			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

				48	51			
				v	^			
	30	<	IN =	154		<	26	
	37	>	OUT =	155		>	27	
				v	^			
				47	43			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				824	658			
				v	^			
	582	<	IN =	2627		<	457	
	755	>	OUT =	2627		>	539	
				v	^			
				849	591			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				3964	2366			
				v	^			
	2904	<	IN =	9928		<	1627	
	2616	>	OUT =	9926		>	1356	
				v	^			
				3300	1721			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				87	92			
				v	^			
	56	<	IN =	245		<	35	
	56	>	OUT =	245		>	27	
				v	^			
				70	67			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1535	930			
				v	^			
	1122	<	IN =	3854		<	630	
	1013	>	OUT =	3853		>	524	
				v	^			
				1277	676			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				718	278			
				v	^			
	545	<				<	175	
	261	>				>	-14	
				v	^			
				433	89			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				720	280			
				v	^			
	540	<	IN =	1240		<	170	
	260	>	OUT =	1280		>	30	
				v	^			
				430	90			

FUTURE YEAR GROWTH: 2011 TO 2020
9 YEARS

				240	90			
				v	^			
	180	<				<	60	
	90	>				>	10	
				v	^			
				140	30			

INITIAL FUTURE YEAR VOLUMES:
2020

				770	440			
				v	^			
	740	<	IN =	2270		<	730	
	430	>	OUT =	2270		>	340	
				v	^			
				750	340			

BALANCED FUTURE YEAR VOLUMES:
2020

				770	440			
				v	^			
	740	<	IN =	2270		<	730	
	430	>	OUT =	2270		>	340	
				v	^			
				750	340			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2011

			116	468	90			
			<	v	>			
	39	^				^	78	
	262	>				<	370	
	62	v				v	244	
			<	^	>			
			107	421	31			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2011

				674	538			
				v	^			
	593	<	IN =	2288		<	692	
	363	>	OUT =	2288		>	383	
				v	^			
				774	559			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			6	14	2			
			<	v	>			
	2	^				^	3	
	9	>				<	0	
	2	v				v	2	
			<	^	>			
			0	0	5			

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2011

			122	482	92			
			<	v	>			
	41	^				^	81	
	271	>				<	370	
	64	v				v	246	
			<	^	>			
			107	421	36			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

				2778	3382			
				v	^			
	2832	<	IN =	11439		<	2030	
	3505	>	OUT =	11438		>	2521	
				v	^			
				2703	3126			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

				77	72			
				v	^			
	50	<	IN =	240		<	38	
	58	>	OUT =	238		>	45	
				v	^			
				71	67			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				797	965			
				v	^			
	805	<	IN =	3263		<	578	
	996	>	OUT =	3262		>	717	
				v	^			
				775	892			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				4708	5803			
				v	^			
	4772	<	IN =	17317		<	2255	
	5792	>	OUT =	17317		>	3250	
				v	^			
				3492	4562			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				153	131			
				v	^			
	93	<	IN =	401		<	47	
	99	>	OUT =	401		>	61	
				v	^			
				116	102			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				1356	1658			
				v	^			
	1359	<	IN =	4949		<	643	
	1647	>	OUT =	4949		>	925	
				v	^			
				1007	1303			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				569	700			
				v	^			
	559	<				<	66	
	656	>				>	210	
				v	^			
				238	415			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				570	700			
				v	^			
	560	<	IN =	1720		<	70	
	660	>	OUT =	1710		>	210	
				v	^			
				240	420			

FUTURE YEAR GROWTH: 2011 TO 2020
9 YEARS

				190	230			
				v	^			
	190	<				<	20	
	220	>				>	70	
				v	^			
				80	140			

INITIAL FUTURE YEAR VOLUMES:
2020

				890	770			
				v	^			
	790	<	IN =	2910		<	720	
	600	>	OUT =	2900		>	470	
				v	^			
				870	700			

BALANCED FUTURE YEAR VOLUMES:
2020

				890	770			
				v	^			
	790	<	IN =	2910		<	720	
	600	>	OUT =	2900		>	470	
				v	^			
				870	700			

Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH	LEFT	**69**	SOUTH LEG		NORTH	LEFT	**107**	SOUTH LEG	
BOUND	THRU	**221**	IN ...	**340**	BOUND	THRU	**421**	IN ...	**700**
	RIGHT	**16**	OUT ...	**750**		RIGHT	**36**	OUT ...	**870**
SOUTH	LEFT	**45**	NORTH LEG		SOUTH	LEFT	**92**	NORTH LEG	
BOUND	THRU	**356**	IN ...	**770**	BOUND	THRU	**482**	IN ...	**890**
	RIGHT	**129**	OUT ...	**440**		RIGHT	**122**	OUT ...	**770**
EAST	LEFT	**41**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**268**	IN ...	**430**	BOUND	THRU	**271**	IN ...	**600**
	RIGHT	**30**	OUT ...	**740**		RIGHT	**64**	OUT ...	**790**
WEST	LEFT	**223**	EAST LEG		WEST	LEFT	**246**	EAST LEG	
BOUND	THRU	**362**	IN ...	**730**	BOUND	THRU	**370**	IN ...	**720**
	RIGHT	**88**	OUT ...	**340**		RIGHT	**81**	OUT ...	**470**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**69**	**80**	NORTH LEG	NORTH	LEFT	**107**	**130**	NORTH LEG
BOUND	THRU	**221**	**251**	RATIO **6.9%**	BOUND	THRU	**421**	**548**	RATIO **9.4%**
	RIGHT	**16**	**17**	ADT 17,700		RIGHT	**36**	**38**	ADT 17,700
SOUTH	LEFT	**45**	**47**	SOUTH LEG	SOUTH	LEFT	**92**	**95**	SOUTH LEG
BOUND	THRU	**356**	**497**	RATIO **6.4%**	BOUND	THRU	**482**	**574**	RATIO **9.5%**
	RIGHT	**129**	**233**	ADT 17,500		RIGHT	**122**	**228**	ADT 17,500
EAST	LEFT	**41**	**88**	EAST LEG	EAST	LEFT	**41**	**121**	EAST LEG
BOUND	THRU	**268**	**290**	RATIO **8.5%**	BOUND	THRU	**271**	**364**	RATIO **9.8%**
	RIGHT	**30**	**50**	ADT 13,100		RIGHT	**64**	**112**	ADT 13,100
WEST	LEFT	**223**	**230**	WEST LEG	WEST	LEFT	**246**	**254**	WEST LEG
BOUND	THRU	**362**	**427**	RATIO **8.7%**	BOUND	THRU	**370**	**433**	RATIO **10.3%**
	RIGHT	**88**	**102**	ADT 13,500		RIGHT	**81**	**101**	ADT 13,500

Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	OPENING YEAR TOTAL
NORTH BOUND	LEFT	**69**	SOUTH LEG		NORTH BOUND	LEFT	**107**	SOUTH LEG	
	THRU	**221**	IN ...	**330**		THRU	**421**	IN ...	**640**
	RIGHT	**16**	OUT ...	**690**		RIGHT	**36**	OUT ...	**840**
SOUTH BOUND	LEFT	**45**	NORTH LEG		SOUTH BOUND	LEFT	**92**	NORTH LEG	
	THRU	**356**	IN ...	**660**		THRU	**482**	IN ...	**810**
	RIGHT	**129**	OUT ...	**400**		RIGHT	**122**	OUT ...	**680**
EAST BOUND	LEFT	**41**	WEST LEG		EAST BOUND	LEFT	**41**	WEST LEG	
	THRU	**268**	IN ...	**390**		THRU	**271**	IN ...	**500**
	RIGHT	**30**	OUT ...	**660**		RIGHT	**64**	OUT ...	**710**
WEST BOUND	LEFT	**223**	EAST LEG		WEST BOUND	LEFT	**246**	EAST LEG	
	THRU	**362**	IN ...	**700**		THRU	**370**	IN ...	**710**
	RIGHT	**88**	OUT ...	**340**		RIGHT	**81**	OUT ...	**440**

OPENING YEAR TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	OPENING YEAR FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**69**	**78**	NORTH LEG	NORTH BOUND	LEFT	**107**	**118**	NORTH LEG
	THRU	**221**	**242**	RATIO **6.8%**		THRU	**421**	**500**	RATIO **9.6%**
	RIGHT	**16**	**17**	ADT 15,700		RIGHT	**36**	**38**	ADT 15,700
SOUTH BOUND	LEFT	**45**	**47**	SOUTH LEG	SOUTH BOUND	LEFT	**92**	**95**	SOUTH LEG
	THRU	**356**	**437**	RATIO **6.4%**		THRU	**482**	**543**	RATIO **9.4%**
	RIGHT	**129**	**184**	ADT 16,400		RIGHT	**122**	**182**	ADT 16,400
EAST BOUND	LEFT	**41**	**64**	EAST LEG	EAST BOUND	LEFT	**41**	**83**	EAST LEG
	THRU	**268**	**285**	RATIO **8.4%**		THRU	**271**	**327**	RATIO **9.5%**
	RIGHT	**30**	**41**	ADT 12,800		RIGHT	**64**	**91**	ADT 12,800
WEST BOUND	LEFT	**223**	**230**	WEST LEG	WEST BOUND	LEFT	**246**	**254**	WEST LEG
	THRU	**362**	**398**	RATIO **8.6%**		THRU	**370**	**410**	RATIO **9.9%**
	RIGHT	**88**	**94**	ADT 12,200		RIGHT	**81**	**97**	ADT 12,200

RIVERSIDE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				45	586	97				
				<	v	>				
		29	^				^	67		
		138	>				<	124		
		92	v				v	187		
				<	^	>				
				34	428	101				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					728	524				
					v	^				
		203	<	IN =	1928	<	378			
		259	>	OUT =	1928	>	336			
					v	^				
					865	563				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	26	3				
				<	v	>				
		2	^				^	3		
		14	>				<	13		
		8	v				v	2		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2.0 4+: 3.0				8	39	4				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				45	612	100				
				<	v	>				
		31	^				^	70		
		152	>				<	137		
		100	v				v	189		
				<	^	>				
				42	467	105				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2421	1467				
					v	^				
		382	<	IN =	5591	<	836			
		520	>	OUT =	5592	>	657			
					v	^				
					3086	1814				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					53	48				
					v	^				
		16	<	IN =	140	<	13			
		13	>	OUT =	140	>	16			
					v	^				
					60	61				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					938	573				
					v	^				
		150	<	IN =	2171	<	322			
		202	>	OUT =	2172	>	255			
					v	^				
					1193	710				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					3667	1735				
					v	^				
		505	<	IN =	7871	<	1321			
		776	>	OUT =	7871	>	935			
					v	^				
					4696	2107				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					77	75				
					v	^				
		21	<	IN =	205	<	19			
		17	>	OUT =	206	>	23			
					v	^				
					87	92				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1419	684				
					v	^				
		199	<	IN =	3059	<	508			
		301	>	OUT =	3060	>	363			
					v	^				
					1813	831				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					485	115				
					v	^				
		49	<			<	187			
		99	>			>	109			
					v	^				
					625	127				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					490	120				
					v	^				
		50	<	IN =	910	<	190			
		100	>	OUT =	910	>	110			
					v	^				
					630	130				

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					450	110				
					v	^				
		50	<			<	180			
		90	>			>	100			
					v	^				
					580	120				

NEW PROJECTED VOLUMES (PCE'S): 2035

					1210	680				
					v	^				
		270	<			<	580			
		370	>			>	460			
					v	^				
					1480	730				

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS [redacted]

					180	40				
					v	^				
		20	<			<	70			
		40	>			>	40			
					v	^				
					230	50				

INITIAL FUTURE YEAR VOLUMES:

2020

					940	610				
					v	^				
		240	<	IN =	2390	<	470			
		320	>	OUT =	2380	>	400			
					v	^				
					1130	660				

BALANCED FUTURE YEAR VOLUMES:

2020

					940	610				
					v	^				
		240	<	IN =	2390	<	470			
		320	>	OUT =	2380	>	400			
					v	^				
					1130	660				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				17	574	46				
				<	v	>				
		36	^				^	31		
		121	>				<	108		
		69	v				v	137		
				<	^	>				
				106	856	265				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					637	923				
					v	^				
		231	<	IN =	2366	<	276			
		226	>	OUT =	2366	>	432			
					v	^				
					780	1227				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	22	0				
				<	v	>				
		0	^				^	0		
		2	>				<	5		
		0	v				v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2 4+: 3.0				0	19	3				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				17	596	46				
				<	v	>				
		36	^				^	31		
		123	>				<	113		
		69	v				v	137		
				<	^	>				
				106	875	268				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					2679	3463				
					v	^				
		684	<	IN =	8793	<	1064			
		763	>	OUT =	8793	>	1324			
					v	^				
					3322	4287				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					79	77				
					v	^				
		14	<	IN =	210	<	21			
		24	>	OUT =	211	>	22			
					v	^				
					98	86				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					770	989				
					v	^				
		195	<	IN =	2515	<	303			
		220	>	OUT =	2515	>	376			
					v	^				
					955	1222				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					3573	5021				
					v	^				
		1201	<	IN =	12627	<	1603			
		1162	>	OUT =	12627	>	2127			
					v	^				
					4278	6289				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					129	114				
					v	^				
		24	<	IN =	328	<	33			
		36	>	OUT =	328	>	33			
					v	^				
					157	130				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1033	1434				
					v	^				
		342	<	IN =	3618	<	457			
		334	>	OUT =	3618	>	604			
					v	^				
					1237	1793				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					269	450				
					v	^				
		149	<			<	155			
		116	>			>	229			
					v	^				
					290	577				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					270	450				
					v	^				
		150	<	IN =	1130	<	160			
		120	>	OUT =	1120	>	230			
					v	^				
					290	580				

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					250	420				
					v	^				
		140	<			<	150			
		110	>			>	210			
					v	^				
					270	540				

NEW PROJECTED VOLUMES (PCE'S): 2035

					910	1360				
					v	^				
		380	<			<	430			
		340	>			>	650			
					v	^				
					1070	1790				

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS

					100	170				
					v	^				
		60	<			<	60			
		40	>			>	90			
					v	^				
					110	210				

INITIAL FUTURE YEAR VOLUMES:

2020

					760	1110				
					v	^				
		300	<	IN =	2830	<	340			
		270	>	OUT =	2850	>	530			
					v	^				
					910	1460				

BALANCED FUTURE YEAR VOLUMES:

2020

					770	1110				
					v	^				
		300	<	IN =	2850	<	340			
		270	>	OUT =	2850	>	530			
					v	^				
					910	1470				

RIVERSIDE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**42**	SOUTH LEG		NORTH	LEFT	**106**	SOUTH LEG	
BOUND	THRU	**467**	IN ...	**660**	BOUND	THRU	**875**	IN ...	**1,470**
	RIGHT	**105**	OUT ...	**1,130**		RIGHT	**268**	OUT ...	**910**
SOUTH	LEFT	**100**	NORTH LEG		SOUTH	LEFT	**46**	NORTH LEG	
BOUND	THRU	**612**	IN ...	**940**	BOUND	THRU	**596**	IN ...	**770**
	RIGHT	**45**	OUT ...	**610**		RIGHT	**17**	OUT ...	**1,110**
EAST	LEFT	**31**	WEST LEG		EAST	LEFT	**36**	WEST LEG	
BOUND	THRU	**152**	IN ...	**320**	BOUND	THRU	**123**	IN ...	**270**
	RIGHT	**100**	OUT ...	**240**		RIGHT	**69**	OUT ...	**300**
WEST	LEFT	**189**	EAST LEG		WEST	LEFT	**137**	EAST LEG	
BOUND	THRU	**137**	IN ...	**470**	BOUND	THRU	**113**	IN ...	**340**
	RIGHT	**70**	OUT ...	**400**		RIGHT	**31**	OUT ...	**530**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**42**	**43**	NORTH LEG	NORTH	LEFT	**106**	**129**	NORTH LEG
BOUND	THRU	**467**	**498**	RATIO **7.5%**	BOUND	THRU	**875**	**1,027**	RATIO **9.1%**
	RIGHT	**105**	**116**	ADT 20,700		RIGHT	**268**	**317**	ADT 20,700
SOUTH	LEFT	**100**	**117**	SOUTH LEG	SOUTH	LEFT	**46**	**61**	SOUTH LEG
BOUND	THRU	**612**	**771**	RATIO **6.7%**	BOUND	THRU	**596**	**684**	RATIO **9.0%**
	RIGHT	**45**	**48**	ADT 26,600		RIGHT	**17**	**23**	ADT 26,600
EAST	LEFT	**31**	**33**	EAST LEG	EAST	LEFT	**36**	**44**	EAST LEG
BOUND	THRU	**152**	**167**	RATIO **9.4%**	BOUND	THRU	**123**	**152**	RATIO **9.5%**
	RIGHT	**100**	**119**	ADT 9,200		RIGHT	**69**	**74**	ADT 9,200
WEST	LEFT	**189**	**240**	WEST LEG	WEST	LEFT	**137**	**152**	WEST LEG
BOUND	THRU	**137**	**149**	RATIO **9.5%**	BOUND	THRU	**113**	**148**	RATIO **9.7%**
	RIGHT	**70**	**79**	ADT 5,900		RIGHT	**31**	**39**	ADT 5,900

RIVERSIDE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	**42**	SOUTH LEG		NORTH BOUND	LEFT	**106**	SOUTH LEG	
	THRU	**467**	IN ...	**730**		THRU	**875**	IN ...	**1,790**
	RIGHT	**105**	OUT ...	**1,480**		RIGHT	**268**	OUT ...	**1,070**
SOUTH BOUND	LEFT	**100**	NORTH LEG		SOUTH BOUND	LEFT	**46**	NORTH LEG	
	THRU	**612**	IN ...	**1,210**		THRU	**596**	IN ...	**910**
	RIGHT	**45**	OUT ...	**680**		RIGHT	**17**	OUT ...	**1,360**
EAST BOUND	LEFT	**31**	WEST LEG		EAST BOUND	LEFT	**36**	WEST LEG	
	THRU	**152**	IN ...	**370**		THRU	**123**	IN ...	**340**
	RIGHT	**100**	OUT ...	**270**		RIGHT	**69**	OUT ...	**380**
WEST BOUND	LEFT	**189**	EAST LEG		WEST BOUND	LEFT	**137**	EAST LEG	
	THRU	**137**	IN ...	**580**		THRU	**113**	IN ...	**430**
	RIGHT	**70**	OUT ...	**460**		RIGHT	**31**	OUT ...	**650**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**42**	**46**	NORTH LEG	NORTH BOUND	LEFT	**106**	**157**	NORTH LEG
	THRU	**467**	**551**	RATIO **7.4%**		THRU	**875**	**1,252**	RATIO **8.8%**
	RIGHT	**105**	**132**	ADT 25,700		RIGHT	**268**	**381**	ADT 25,700
SOUTH BOUND	LEFT	**100**	**140**	SOUTH LEG	SOUTH BOUND	LEFT	**46**	**76**	SOUTH LEG
	THRU	**612**	**1,016**	RATIO **6.7%**		THRU	**596**	**798**	RATIO **8.7%**
	RIGHT	**45**	**55**	ADT 33,000		RIGHT	**17**	**29**	ADT 33,000
EAST BOUND	LEFT	**31**	**36**	EAST LEG	EAST BOUND	LEFT	**36**	**57**	EAST LEG
	THRU	**152**	**188**	RATIO **9.4%**		THRU	**123**	**194**	RATIO **9.7%**
	RIGHT	**100**	**146**	ADT 11,100		RIGHT	**69**	**88**	ADT 11,100
WEST BOUND	LEFT	**189**	**318**	WEST LEG	WEST BOUND	LEFT	**137**	**183**	WEST LEG
	THRU	**137**	**169**	RATIO **8.8%**		THRU	**113**	**194**	RATIO **9.9%**
	RIGHT	**70**	**93**	ADT 7,300		RIGHT	**31**	**51**	ADT 7,300

RIVERSIDE AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

			17	568	53			
			<	v	>			
		36 ^				^	14	
		177 >				<	132	
		217 v				v	168	
			<	^	>			
			151	477	111			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

				638	527			
				v	^			
		300 <	IN =			2121 <		314
		430 >	OUT =			2121 >		341
				v	^			
				953	739			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	20	2			
			<	v	>			
		3 ^				^	0	
		21 >				<	14	
		39 v				v	24	
			<	^	>			
			32	22	34			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2011

			17	588	55			
			<	v	>			
		39 ^				^	14	
		198 >				<	146	
		256 v				v	192	
			<	^	>			
			183	499	145			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				3016	1787			
				v	^			
		822 <	IN =			7926 <		268
		1580 >	OUT =			7932 >		613
				v	^			
				4710	3062			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				59	60			
				v	^			
		17 <	IN =			189 <		16
		33 >	OUT =			195 >		24
				v	^			
				94	81			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1166	699			
				v	^			
		318 <	IN =			3075 <		107
		611 >	OUT =			3079 >		241
				v	^			
				1821	1191			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				4605	2073			
				v	^			
		1116 <	IN =			11234 <		726
		2245 >	OUT =			11241 >		692
				v	^			
				7360	3658			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				85	90			
				v	^			
		27 <	IN =			280 <		30
		40 >	OUT =			286 >		29
				v	^			
				140	125			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1778	818			
				v	^			
		433 <	IN =			4362 <		286
		866 >	OUT =			4367 >		273
				v	^			
				2843	1432			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				617	124			
				v	^			
		117 <				<	181	
		256 >				>	33	
				v	^			
				1030	248			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				620	120			
				v	^			
		120 <	IN =			1310 <		180
		260 >	OUT =			1310 >		40
				v	^			
				1030	250			

PRORATED GROWTH (PCE'S): 2011 TO 2035

24 YEARS

				550	110			
				v	^			
		110 <				<	160	
		230 >				>	40	
				v	^			
				920	220			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1210	660			
				v	^			
		460 <				<	510	
		720 >				>	440	
				v	^			
				1960	1050			

FUTURE YEAR GROWTH: 2011 TO 2020

9 YEARS

				210	40			
				v	^			
		40 <				<	60	
		90 >				>	10	
				v	^			
				340	80			

INITIAL FUTURE YEAR VOLUMES:

2020

				870	590			
				v	^			
		390 <	IN =			2770 <		410
		580 >	OUT =			2770 >		410
				v	^			
				1380	910			

BALANCED FUTURE YEAR VOLUMES:

2020

				870	590			
				v	^			
		390 <	IN =			2770 <		410
		580 >	OUT =			2770 >		410
				v	^			
				1380	910			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

			58	701	65			
			<	v	>			
		86 ^				^	44	
		226 >				<	296	
		348 v				v	157	
			<	^	>			
			249	981	110			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

				824	1111			
				v	^			
		603 <	IN =			3321 <		497
		660 >	OUT =			3321 >		401
				v	^			
				1206	1340			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	20	5			
			<	v	>			
		4 ^				^	5	
		9 >				<	38	
		39 v				v	38	
			<	^	>			
			38	7	15			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2011

			58	721	70			
			<	v	>			
		90 ^				^	49	
		235 >				<	334	
		387 v				v	195	
			<	^	>			
			287	988	125			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				3255	4146			
				v	^			
		2182 <	IN =			12422 <		776
		1858 >	OUT =			12429 >		595
				v	^			
				5506	6533			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				96	84			
				v	^			
		39 <	IN =			284 <		21
		40 >	OUT =			292 >		31
				v	^			
				138	127			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				935	1182			
				v	^			
		621 <	IN =			3549 <		223
		530 >	OUT =			3553 >		174
				v	^			
				1576	1861			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				4195	6141			
				v	^			
		3279 <	IN =			17557 <		1327
		2433 >	OUT =			17564 >		958
				v	^			
				7186	9602			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				155	127			
				v	^			
		61 <	IN =			447 <		44
		55 >	OUT =			456 >		40
				v	^			
				228	193			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				1213	1751			
				v	^			
		933 <	IN =			5028 <		383
		695 >	OUT =			5032 >		278
				v	^			
				2069	2737			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				285	575			
				v	^			
		315 <				<	163	
		167 >				>	105	
				v	^			
				504	884			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				290	570			
				v	^			
		320 <	IN =			1500 <		160
		170 >	OUT =			1500 >		110
				v	^			
				500	880			

PRORATED GROWTH (PCE'S): 2011 TO 2035

24 YEARS

				260	510			
				v	^			
		280 <				<	140	
		150 >				>	100	
				v	^			
				440	780			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1110	1640			
				v	^			
		960 <				<	720	
		860 >				>	530	
				v	^			
				1740	2180			

FUTURE YEAR GROWTH: 2011 TO 2020

9 YEARS

				100	190			
				v	^			
		110 <				<	50	
		60 >				>	40	
				v	^			
				170	290			

INITIAL FUTURE YEAR VOLUMES:

2020

				950	1320			
				v	^			
		790 <	IN =			4040 <		630
		770 >	OUT =			4050 >		470
				v	^			
				1470	1690			

BALANCED FUTURE YEAR VOLUMES:

2020

				950	1320			
				v	^			
		790 <	IN =			4040 <		630
		770 >	OUT =			4050 >		470
				v	^			
				1470	1690			

RIVERSIDE AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**183**	SOUTH LEG		NORTH	LEFT	**287**	SOUTH LEG	
BOUND	THRU	**499**	IN ...	**910**	BOUND	THRU	**988**	IN ...	**1,690**
	RIGHT	**145**	OUT ...	**1,380**		RIGHT	**125**	OUT ...	**1,470**
SOUTH	LEFT	**55**	NORTH LEG		SOUTH	LEFT	**70**	NORTH LEG	
BOUND	THRU	**588**	IN ...	**870**	BOUND	THRU	**721**	IN ...	**950**
	RIGHT	**17**	OUT ...	**590**		RIGHT	**58**	OUT ...	**1,320**
EAST	LEFT	**39**	WEST LEG		EAST	LEFT	**90**	WEST LEG	
BOUND	THRU	**198**	IN ...	**580**	BOUND	THRU	**235**	IN ...	**770**
	RIGHT	**256**	OUT ...	**390**		RIGHT	**387**	OUT ...	**790**
WEST	LEFT	**192**	EAST LEG		WEST	LEFT	**195**	EAST LEG	
BOUND	THRU	**146**	IN ...	**410**	BOUND	THRU	**334**	IN ...	**630**
	RIGHT	**14**	OUT ...	**410**		RIGHT	**49**	OUT ...	**470**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**183**	**216**	NORTH LEG	NORTH	LEFT	**287**	**364**	NORTH LEG
BOUND	THRU	**499**	**537**	RATIO **5.7%**	BOUND	THRU	**988**	**1,178**	RATIO **8.8%**
	RIGHT	**145**	**154**	ADT 25,700		RIGHT	**125**	**152**	ADT 25,700
SOUTH	LEFT	**55**	**56**	SOUTH LEG	SOUTH	LEFT	**70**	**73**	SOUTH LEG
BOUND	THRU	**588**	**796**	RATIO **6.4%**	BOUND	THRU	**721**	**816**	RATIO **8.8%**
	RIGHT	**17**	**19**	ADT 35,800		RIGHT	**58**	**64**	ADT 35,800
EAST	LEFT	**39**	**40**	EAST LEG	EAST	LEFT	**90**	**92**	EAST LEG
BOUND	THRU	**198**	**200**	RATIO **6.7%**	BOUND	THRU	**235**	**245**	RATIO **9.0%**
	RIGHT	**256**	**341**	ADT 12,200		RIGHT	**387**	**435**	ADT 12,200
WEST	LEFT	**192**	**242**	WEST LEG	WEST	LEFT	**195**	**219**	WEST LEG
BOUND	THRU	**146**	**155**	RATIO **5.6%**	BOUND	THRU	**334**	**363**	RATIO **9.0%**
	RIGHT	**14**	**14**	ADT 17,300		RIGHT	**49**	**50**	ADT 17,300

RIVERSIDE AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	183	SOUTH LEG		NORTH	LEFT	287	SOUTH LEG	
BOUND	THRU	499	IN ...	1,050	BOUND	THRU	988	IN ...	2,180
	RIGHT	145	OUT ...	1,960		RIGHT	125	OUT ...	1,740
SOUTH	LEFT	55	NORTH LEG		SOUTH	LEFT	70	NORTH LEG	
BOUND	THRU	588	IN ...	1,210	BOUND	THRU	721	IN ...	1,110
	RIGHT	17	OUT ...	660		RIGHT	58	OUT ...	1,640
EAST	LEFT	39	WEST LEG		EAST	LEFT	90	WEST LEG	
BOUND	THRU	198	IN ...	720	BOUND	THRU	235	IN ...	860
	RIGHT	256	OUT ...	460		RIGHT	387	OUT ...	960
WEST	LEFT	192	EAST LEG		WEST	LEFT	195	EAST LEG	
BOUND	THRU	146	IN ...	510	BOUND	THRU	334	IN ...	720
	RIGHT	14	OUT ...	440		RIGHT	49	OUT ...	530

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	183	268	NORTH LEG	NORTH	LEFT	287	487	NORTH LEG
BOUND	THRU	499	606	RATIO 5.9%	BOUND	THRU	988	1,493	RATIO 8.6%
	RIGHT	145	175	ADT 32,000		RIGHT	125	196	ADT 32,000
SOUTH	LEFT	55	59	SOUTH LEG	SOUTH	LEFT	70	78	SOUTH LEG
BOUND	THRU	588	1,146	RATIO 6.6%	BOUND	THRU	721	966	RATIO 8.5%
	RIGHT	17	22	ADT 45,800		RIGHT	58	69	ADT 45,800
EAST	LEFT	39	41	EAST LEG	EAST	LEFT	90	95	EAST LEG
BOUND	THRU	198	206	RATIO 7.0%	BOUND	THRU	235	256	RATIO 9.2%
	RIGHT	256	482	ADT 13,600		RIGHT	387	511	ADT 13,600
WEST	LEFT	192	332	WEST LEG	WEST	LEFT	195	264	WEST LEG
BOUND	THRU	146	169	RATIO 5.9%	BOUND	THRU	334	404	RATIO 9.0%
	RIGHT	14	13	ADT 20,200		RIGHT	49	53	ADT 20,200

RIVERSIDE AVENUE (NS) / I-10 WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			446	748	0			
			<	v	>			
0	^					^		214
0	>					<		4
0	v					v		218
			<	^	>			
			113	453	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				1194	667			
				v	^			
		563	<	IN =	2196	<		436
		0	>	OUT =	2196	>		0
				v	^			
				966	566			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			51	76	0			
			<	v	>			
0	^					^		16
0	>					<		2
0	v					v		138
			<	^	>			
			158	91	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			497	824	0			
			<	v	>			
0	^					^		230
0	>					<		6
0	v					v		356
			<	^	>			
			271	544	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				4710	3062			
				v	^			
		1638	<	IN =	8651	<		1249
		0	>	OUT =	8650	>		0
				v	^			
				3950	2692			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				94	81			
				v	^			
		49	<	IN =	212	<		24
		0	>	OUT =	212	>		0
				v	^			
				82	94			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1821	1191			
				v	^			
		639	<	IN =	3358	<		483
		0	>	OUT =	3358	>		0
				v	^			
				1528	1054			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				7360	3658			
				v	^			
		2114	<	IN =	12675	<		1834
		0	>	OUT =	12675	>		0
				v	^			
				6903	3481			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				140	125			
				v	^			
		71	<	IN =	334	<		38
		0	>	OUT =	334	>		0
				v	^			
				138	156			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				2843	1432			
				v	^			
		827	<	IN =	4928	<		710
		0	>	OUT =	4928	>		0
				v	^			
				2669	1375			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				1030	248			
				v	^			
		192	<			<		229
		0	>			>		0
				v	^			
				1150	331			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				1030	250			
				v	^			
		190	<	IN =	1590	<		230
		0	>	OUT =	1590	>		0
				v	^			
				1150	330			

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

				880	210			
				v	^			
		160	<			<		200
		0	>			>		0
				v	^			
				980	280			

NEW PROJECTED VOLUMES (PCE'S): 2035

				2200	980			
				v	^			
		930	<			<		790
		0	>			>		0
				v	^			
				2160	1100			

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

				310	70			
				v	^			
		60	<			<		70
		0	>			>		0
				v	^			
				340	100			

INITIAL FUTURE YEAR VOLUMES:

2020

				1630	840			
				v	^			
		830	<	IN =	3210	<		660
		0	>	OUT =	3190	>		0
				v	^			
				1520	920			

BALANCED FUTURE YEAR VOLUMES:

2020

				1630	850			
				v	^			
		840	<	IN =	3210	<		660
		0	>	OUT =	3220	>		0
				v	^			
				1530	920			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			347	694	0			
			<	v	>			
0	^					^		383
0	>					<		2
0	v					v		193
			<	^	>			
			194	1212	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				1041	1595			
				v	^			
		543	<	IN =	3025	<		578
		0	>	OUT =	3025	>		0
				v	^			
				887	1406			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			32	64	0			
			<	v	>			
0	^					^		40
0	>					<		0
0	v					v		150
			<	^	>			
			132	70	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			379	758	0			
			<	v	>			
0	^					^		423
0	>					<		2
0	v					v		343
			<	^	>			
			326	1282	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				5506	6533			
				v	^			
		1728	<	IN =	13243	<		2159
		0	>	OUT =	13244	>		0
				v	^			
				4983	5578			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				138	127			
				v	^			
		62	<	IN =	316	<		39
		0	>	OUT =	316	>		0
				v	^			
				127	139			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				1576	1861			
				v	^			
		499	<	IN =	3787	<		614
		0	>	OUT =	3787	>		0
				v	^			
				1427	1597			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				7186	9602			
				v	^			
		2827	<	IN =	19191	<		2685
		0	>	OUT =	19191	>		0
				v	^			
				8762	9320			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				228	193			
				v	^			
		85	<	IN =	509	<		56
		0	>	OUT =	508	>		0
				v	^			
				230	225			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				2069	2737			
				v	^			
		813	<	IN =	5501	<		766
		0	>	OUT =	5500	>		0
				v	^			
				1951	2666			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				504	884			
				v	^			
		316	<			<		154
		0	>			>		0
				v	^			
				537	1080			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				500	880			
				v	^			
		320	<	IN =	1730	<		150
		0	>	OUT =	1740	>		0
				v	^			
				540	1080			

PRORATED GROWTH (PCE'S): 2012 TO 2035

23 YEARS

				430	750			
				v	^			
		270	<			<		130
		0	>			>		0
				v	^			
				460	920			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1570	2460			
				v	^			
		980	<			<		900
		0	>			>		0
				v	^			
				1560	2530			

FUTURE YEAR GROWTH: 2012 TO 2020

8 YEARS

				150	260			
				v	^			
		90	<			<		40
		0	>			>		0
				v	^			
				160	320			

INITIAL FUTURE YEAR VOLUMES:

2020

				1290	1970			
				v	^			
		800	<	IN =	4030	<		810
		0	>	OUT =	4030	>		0
				v	^			
				1260	1930			

BALANCED FUTURE YEAR VOLUMES:

2020

				1290	1970			
				v	^			
		800	<	IN =	4030	<		810
		0	>	OUT =	4030	>		0
				v	^			
				1260	1930			

RIVERSIDE AVENUE (NS) / I-10 WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**271**	SOUTH LEG		NORTH	LEFT	**326**	SOUTH LEG	
BOUND	THRU	**544**	IN ...	**920**	BOUND	THRU	**1,282**	IN ...	**1,930**
	RIGHT	**0**	OUT ...	**1,530**		RIGHT	**0**	OUT ...	**1,260**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**824**	IN ...	**1,630**	BOUND	THRU	**758**	IN ...	**1,290**
	RIGHT	**497**	OUT ...	**850**		RIGHT	**379**	OUT ...	**1,970**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**840**		RIGHT	**0**	OUT ...	**800**
WEST	LEFT	**356**	EAST LEG		WEST	LEFT	**343**	EAST LEG	
BOUND	THRU	**6**	IN ...	**660**	BOUND	THRU	**2**	IN ...	**810**
	RIGHT	**230**	OUT ...	**0**		RIGHT	**423**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**271**	**301**	NORTH LEG	NORTH	LEFT	**326**	**390**	NORTH LEG
BOUND	THRU	**544**	**622**	RATIO **6.6%**	BOUND	THRU	**1,282**	**1,539**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 37,400		RIGHT	**0**	**0**	ADT 37,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**824**	**1,102**	RATIO **6.8%**	BOUND	THRU	**758**	**883**	RATIO **8.8%**
	RIGHT	**497**	**533**	ADT 36,200		RIGHT	**379**	**408**	ADT 36,200
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **7.0%**	BOUND	THRU	**0**	**0**	RATIO **8.5%**
	RIGHT	**0**	**0**	ADT 9,500		RIGHT	**0**	**0**	ADT 9,500
WEST	LEFT	**356**	**428**	WEST LEG	WEST	LEFT	**343**	**377**	WEST LEG
BOUND	THRU	**6**	**6**	RATIO **9.3%**	BOUND	THRU	**2**	**2**	RATIO **8.9%**
	RIGHT	**230**	**228**	ADT 9,000		RIGHT	**423**	**431**	ADT 9,000

RIVERSIDE AVENUE (NS) / I-10 WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**271**	SOUTH LEG		NORTH	LEFT	**326**	SOUTH LEG	
BOUND	THRU	**544**	IN ...	**1,100**	BOUND	THRU	**1,282**	IN ...	**2,530**
	RIGHT	**0**	OUT ...	**2,160**		RIGHT	**0**	OUT ...	**1,560**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**824**	IN ...	**2,200**	BOUND	THRU	**758**	IN ...	**1,570**
	RIGHT	**497**	OUT ...	**980**		RIGHT	**379**	OUT ...	**2,460**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**930**		RIGHT	**0**	OUT ...	**980**
WEST	LEFT	**356**	EAST LEG		WEST	LEFT	**343**	EAST LEG	
BOUND	THRU	**6**	IN ...	**790**	BOUND	THRU	**2**	IN ...	**900**
	RIGHT	**230**	OUT ...	**0**		RIGHT	**423**	OUT ...	**0**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**271**	**343**	NORTH LEG	NORTH	LEFT	**326**	**518**	NORTH LEG
BOUND	THRU	**544**	**749**	RATIO **6.7%**	BOUND	THRU	**1,282**	**2,010**	RATIO **8.5%**
	RIGHT	**0**	**0**	ADT 47,400		RIGHT	**0**	**0**	ADT 47,400
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**824**	**1,610**	RATIO **6.9%**	BOUND	THRU	**758**	**1,112**	RATIO **8.7%**
	RIGHT	**497**	**581**	ADT 47,000		RIGHT	**379**	**460**	ADT 47,000
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **7.1%**	BOUND	THRU	**0**	**0**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 11,000		RIGHT	**0**	**0**	ADT 11,000
WEST	LEFT	**356**	**550**	WEST LEG	WEST	LEFT	**343**	**448**	WEST LEG
BOUND	THRU	**6**	**6**	RATIO **8.6%**	BOUND	THRU	**2**	**2**	RATIO **9.1%**
	RIGHT	**230**	**231**	ADT 10,800		RIGHT	**423**	**450**	ADT 10,800

RIVERSIDE AVENUE (NS) / I-10 EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				0	580	405		
				<	v	>		
		222	^				^	0
		1	>				<	0
		252	v				v	0
				<	^	>		
				0	352	156		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					985	574		
					v	^		
		0	<	IN =	1968	<	0	
		475	>	OUT =	1968	>	562	
					v	^		
					832	508		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	181	30		
				<	v	>		
		54	^				^	0
		2	>				<	0
		164	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				0	194	251		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				0	761	435		
				<	v	>		
		276	^				^	0
		3	>				<	0
		416	v				v	0
				<	^	>		
				0	546	407		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					3950	2692		
					v	^		
		0	<	IN =	7822	<	0	
		1175	>	OUT =	7822	>	1340	
					v	^		
					3790	2697		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					82	94		
					v	^		
		0	<	IN =	230	<	0	
		52	>	OUT =	230	>	24	
					v	^		
					112	96		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1528	1054		
					v	^		
		0	<	IN =	3049	<	0	
		464	>	OUT =	3049	>	517	
					v	^		
					1477	1057		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					6903	3481		
					v	^		
		0	<	IN =	12163	<	0	
		1816	>	OUT =	12164	>	2103	
					v	^		
					6580	3444		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					138	156		
					v	^		
		0	<	IN =	359	<	0	
		62	>	OUT =	360	>	41	
					v	^		
					163	159		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					2669	1375		
					v	^		
		0	<	IN =	4741	<	0	
		711	>	OUT =	4742	>	813	
					v	^		
					2555	1362		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					1150	331		
					v	^		
		0	<			<	0	
		249	>			>	298	
					v	^		
					1086	315		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					1150	330		
					v	^		
		0	<	IN =	1720	<	0	
		250	>	OUT =	1720	>	300	
					v	^		
					1090	320		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					980	280		
					v	^		
		0	<			<	0	
		210	>			>	260	
					v	^		
					930	270		

NEW PROJECTED VOLUMES (PCE'S): 2035

					2180	1100		
					v	^		
		0	<			<	0	
		910	>			>	1110	
					v	^		
					2110	1220		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					340	100		
					v	^		
		0	<			<	0	
		70	>			>	90	
					v	^		
					320	90		

INITIAL FUTURE YEAR VOLUMES:
2020

					1540	920		
					v	^		
		0	<	IN =	3350	<	0	
		770	>	OUT =	3360	>	940	
					v	^		
					1500	1040		

BALANCED FUTURE YEAR VOLUMES:
2020

					1540	920		
					v	^		
		0	<	IN =	3350	<	0	
		770	>	OUT =	3360	>	940	
					v	^		
					1500	1040		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				0	520	403		
				<	v	>		
		540	^				^	0
		3	>				<	0
		173	v				v	0
				<	^	>		
				0	741	298		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					923	1281		
					v	^		
		0	<	IN =	2678	<	0	
		716	>	OUT =	2678	>	704	
					v	^		
					693	1039		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	179	17		
				<	v	>		
		44	^				^	0
		0	>				<	0
		194	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				0	156	84		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				0	699	420		
				<	v	>		
		584	^				^	0
		3	>				<	0
		367	v				v	0
				<	^	>		
				0	897	382		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					4983	5578		
					v	^		
		0	<	IN =	12531	<	0	
		2222	>	OUT =	12531	>	1883	
					v	^		
					5070	5326		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					127	139		
					v	^		
		0	<	IN =	335	<	0	
		68	>	OUT =	336	>	37	
					v	^		
					160	140		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1427	1597		
					v	^		
		0	<	IN =	3592	<	0	
		639	>	OUT =	3593	>	536	
					v	^		
					1460	1526		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					6762	9320		
					v	^		
		0	<	IN =	19447	<	0	
		3234	>	OUT =	19447	>	3050	
					v	^		
					7077	9451		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					230	225		
					v	^		
		0	<	IN =	594	<	0	
		116	>	OUT =	593	>	75	
					v	^		
					293	248		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1951	2666		
					v	^		
		0	<	IN =	5594	<	0	
		935	>	OUT =	5593	>	873	
					v	^		
					2055	2708		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					537	1080		
					v	^		
		0	<			<	0	
		301	>			>	341	
					v	^		
					612	1196		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					540	1080		
					v	^		
		0	<	IN =	2040	<	0	
		300	>	OUT =	2030	>	340	
					v	^		
					610	1200		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					460	920		
					v	^		
		0	<			<	0	
		260	>			>	290	
					v	^		
					520	1020		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1580	2400		
					v	^		
		0	<			<	0	
		1210	>			>	1100	
					v	^		
					1590	2300		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					160	320		
					v	^		
		0	<			<	0	
		90	>			>	100	
					v	^		
					180	360		

INITIAL FUTURE YEAR VOLUMES:
2020

					1280	1800		
					v	^		
		0	<	IN =	3960	<	0	
		1040	>	OUT =	3960	>	910	
					v	^		
					1250	1640		

BALANCED FUTURE YEAR VOLUMES:
2020

					1280	1800		
					v	^		
		0	<	IN =	3960	<	0	
		1040	>	OUT =	3960	>	910	
					v	^		
					1250	1640		

RIVERSIDE AVENUE (NS) / I-10 EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**546**	IN ...	**1,040**	BOUND	THRU	**897**	IN ...	**1,640**
	RIGHT	**407**	OUT ...	**1,500**		RIGHT	**382**	OUT ...	**1,250**
SOUTH	LEFT	**435**	NORTH LEG		SOUTH	LEFT	**420**	NORTH LEG	
BOUND	THRU	**761**	IN ...	**1,540**	BOUND	THRU	**699**	IN ...	**1,280**
	RIGHT	**0**	OUT ...	**920**		RIGHT	**0**	OUT ...	**1,800**
EAST	LEFT	**276**	WEST LEG		EAST	LEFT	**584**	WEST LEG	
BOUND	THRU	**3**	IN ...	**770**	BOUND	THRU	**3**	IN ...	**1,040**
	RIGHT	**416**	OUT ...	**0**		RIGHT	**367**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**940**		RIGHT	**0**	OUT ...	**910**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**546**	**621**	RATIO **7.1%**	BOUND	THRU	**897**	**1,176**	RATIO **8.8%**
	RIGHT	**407**	**422**	ADT 34,900		RIGHT	**382**	**464**	ADT 34,900
SOUTH	LEFT	**435**	**515**	SOUTH LEG	SOUTH	LEFT	**420**	**443**	SOUTH LEG
BOUND	THRU	**761**	**1,030**	RATIO **8.1%**	BOUND	THRU	**699**	**837**	RATIO **9.2%**
	RIGHT	**0**	**0**	ADT 31,500		RIGHT	**0**	**0**	ADT 31,500
EAST	LEFT	**276**	**299**	EAST LEG	EAST	LEFT	**584**	**624**	EAST LEG
BOUND	THRU	**3**	**3**	RATIO **9.1%**	BOUND	THRU	**3**	**3**	RATIO **8.8%**
	RIGHT	**416**	**470**	ADT 10,300		RIGHT	**367**	**413**	ADT 10,300
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.8%**	BOUND	THRU	**0**	**0**	RATIO **9.1%**
	RIGHT	**0**	**0**	ADT 11,400		RIGHT	**0**	**0**	ADT 11,400

RIVERSIDE AVENUE (NS) / I-10 EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**546**	IN ...	**1,220**	BOUND	THRU	**897**	IN ...	**2,300**
	RIGHT	**407**	OUT ...	**2,110**		RIGHT	**382**	OUT ...	**1,590**
SOUTH	LEFT	**435**	NORTH LEG		SOUTH	LEFT	**420**	NORTH LEG	
BOUND	THRU	**761**	IN ...	**2,180**	BOUND	THRU	**699**	IN ...	**1,580**
	RIGHT	**0**	OUT ...	**1,100**		RIGHT	**0**	OUT ...	**2,400**
EAST	LEFT	**276**	WEST LEG		EAST	LEFT	**584**	WEST LEG	
BOUND	THRU	**3**	IN ...	**910**	BOUND	THRU	**3**	IN ...	**1,210**
	RIGHT	**416**	OUT ...	**0**		RIGHT	**367**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**1,110**		RIGHT	**0**	OUT ...	**1,100**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**546**	**760**	RATIO **7.2%**	BOUND	THRU	**897**	**1,693**	RATIO **8.7%**
	RIGHT	**407**	**462**	ADT 45,700		RIGHT	**382**	**607**	ADT 45,700
SOUTH	LEFT	**435**	**645**	SOUTH LEG	SOUTH	LEFT	**420**	**490**	SOUTH LEG
BOUND	THRU	**761**	**1,540**	RATIO **8.1%**	BOUND	THRU	**699**	**1,090**	RATIO **9.5%**
	RIGHT	**0**	**0**	ADT 41,000		RIGHT	**0**	**0**	ADT 41,000
EAST	LEFT	**276**	**340**	EAST LEG	EAST	LEFT	**584**	**707**	EAST LEG
BOUND	THRU	**3**	**3**	RATIO **9.0%**	BOUND	THRU	**3**	**3**	RATIO **8.9%**
	RIGHT	**416**	**570**	ADT 12,300		RIGHT	**367**	**500**	ADT 12,300
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.5%**	BOUND	THRU	**0**	**0**	RATIO **9.9%**
	RIGHT	**0**	**0**	ADT 12,200		RIGHT	**0**	**0**	ADT 12,200

RIVERSIDE AVENUE (NS) / JURUPA AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				14	554	0		
				<	v	>		
		12	^				^	0
		0	>				<	0
		39	v				v	0
				<	^	>		
				47	457	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					568	469		
					v	^		
		61	<	IN =	1123	<		0
		51	>	OUT =	1123	>		0
					v	^		
					593	504		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	243	0		
				<	v	>		
		5	^				^	0
		0	>				<	0
		47	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				21	252	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				17	797	0		
				<	v	>		
		17	^				^	0
		0	>				<	0
		86	v				v	0
				<	^	>		
				68	709	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					3342	2607		
					v	^		
		255	<	IN =	6529	<		0
		419	>	OUT =	6529	>		0
					v	^		
					3667	2768		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					101	87		
					v	^		
		8	<	IN =	218	<		0
		25	>	OUT =	218	>		0
					v	^		
					123	92		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1304	1020		
					v	^		
		100	<	IN =	2554	<		0
		168	>	OUT =	2554	>		0
					v	^		
					1434	1082		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					5870	3488		
					v	^		
		372	<	IN =	10243	<		0
		648	>	OUT =	10242	>		0
					v	^		
					6382	3725		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					145	135		
					v	^		
		16	<	IN =	313	<		0
		20	>	OUT =	312	>		0
					v	^		
					161	148		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					2279	1370		
					v	^		
		147	<	IN =	3997	<		0
		253	>	OUT =	3996	>		0
					v	^		
					2479	1465		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					983	359		
					v	^		
		48	<			<		0
		85	>			>		0
					v	^		
					1051	392		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					980	360		
					v	^		
		50	<	IN =	1450	<		0
		80	>	OUT =	1460	>		0
					v	^		
					1050	390		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					830	310		
					v	^		
		40	<			<		0
		70	>			>		0
					v	^		
					890	330		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1640	1040		
					v	^		
		130	<			<		0
		170	>			>		0
					v	^		
					1770	1110		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					290	110		
					v	^		
		10	<			<		0
		20	>			>		0
					v	^		
					310	120		

INITIAL FUTURE YEAR VOLUMES:

2020

					1100	840		
					v	^		
		100	<	IN =	2120	<		0
		120	>	OUT =	2130	>		0
					v	^		
					1190	900		

BALANCED FUTURE YEAR VOLUMES:

2020

					1110	840		
					v	^		
		100	<	IN =	2130	<		0
		120	>	OUT =	2130	>		0
					v	^		
					1190	900		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

				40	565	0		
				<	v	>		
		46	^				^	0
		0	>				<	0
		82	v				v	0
				<	^	>		
				40	700	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

					605	746		
					v	^		
		80	<	IN =	1473	<		0
		128	>	OUT =	1473	>		0
					v	^		
					647	740		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				6	208	0		
				<	v	>		
		6	^				^	0
		0	>				<	0
		11	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				29	160	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

				46	773	0		
				<	v	>		
		52	^				^	0
		0	>				<	0
		93	v				v	0
				<	^	>		
				69	860	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					4931	4476		
					v	^		
		343	<	IN =	10539	<		0
		811	>	OUT =	10539	>		0
					v	^		
					5720	4797		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					147	122		
					v	^		
		16	<	IN =	315	<		0
		32	>	OUT =	315	>		0
					v	^		
					177	136		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1417	1284		
					v	^		
		100	<	IN =	3030	<		0
		235	>	OUT =	3030	>		0
					v	^		
					1646	1377		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					7177	8427		
					v	^		
		1237	<	IN =	17834	<		0
		1104	>	OUT =	17834	>		0
					v	^		
					8170	9553		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					265	212		
					v	^		
		41	<	IN =	558	<		0
		45	>	OUT =	557	>		0
					v	^		
					304	248		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					2076	2413		
					v	^		
		357	<	IN =	5133	<		0
		320	>	OUT =	5133	>		0
					v	^		
					2364	2737		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					673	1140		
					v	^		
		260	<			<		0
		87	>			>		0
					v	^		
					734	1374		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					670	1140		
					v	^		
		260	<	IN =	2130	<		0
		90	>	OUT =	2130	>		0
					v	^		
					730	1370		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					570	970		
					v	^		
		220	<			<		0
		80	>			>		0
					v	^		
					620	1170		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1390	1880		
					v	^		
		340	<			<		0
		230	>			>		0
					v	^		
					1490	2100		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					200	340		
					v	^		
		80	<			<		0
		30	>			>		0
					v	^		
					220	410		

INITIAL FUTURE YEAR VOLUMES:

2020

					1020	1250		
					v	^		
		200	<	IN =	2540	<		0
		180	>	OUT =	2540	>		0
					v	^		
					1090	1340		

BALANCED FUTURE YEAR VOLUMES:

2020

					1020	1250		
					v	^		
		200	<	IN =	2540	<		0
		180	>	OUT =	2540	>		0
					v	^		
					1090	1340		

RIVERSIDE AVENUE (NS) / JURUPA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**68**	SOUTH LEG		NORTH	LEFT	**69**	SOUTH LEG	
BOUND	THRU	**709**	IN ...	**900**	BOUND	THRU	**860**	IN ...	**1,340**
	RIGHT	**0**	OUT ...	**1,190**		RIGHT	**0**	OUT ...	**1,090**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**797**	IN ...	**1,110**	BOUND	THRU	**773**	IN ...	**1,020**
	RIGHT	**17**	OUT ...	**840**		RIGHT	**46**	OUT ...	**1,250**
EAST	LEFT	**17**	WEST LEG		EAST	LEFT	**52**	WEST LEG	
BOUND	THRU	**0**	IN ...	**120**	BOUND	THRU	**0**	IN ...	**180**
	RIGHT	**86**	OUT ...	**100**		RIGHT	**93**	OUT ...	**200**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**68**	**78**	NORTH LEG	NORTH	LEFT	**69**	**135**	NORTH LEG
BOUND	THRU	**709**	**821**	RATIO **8.0%**	BOUND	THRU	**860**	**1,194**	RATIO **9.4%**
	RIGHT	**0**	**0**	ADT 24,300		RIGHT	**0**	**0**	ADT 24,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**797**	**1,089**	RATIO **8.2%**	BOUND	THRU	**773**	**965**	RATIO **9.5%**
	RIGHT	**17**	**22**	ADT 25,400		RIGHT	**46**	**65**	ADT 25,400
EAST	LEFT	**17**	**19**	EAST LEG	EAST	LEFT	**52**	**56**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**86**	**101**	ADT 0		RIGHT	**93**	**125**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.3%**	BOUND	THRU	**0**	**0**	RATIO **10.9%**
	RIGHT	**0**	**0**	ADT 3,500		RIGHT	**0**	**0**	ADT 3,500

RIVERSIDE AVENUE (NS) / JURUPA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**68**	SOUTH LEG		NORTH	LEFT	**69**	SOUTH LEG	
BOUND	THRU	**709**	IN ...	**1,110**	BOUND	THRU	**860**	IN ...	**2,100**
	RIGHT	**0**	OUT ...	**1,770**		RIGHT	**0**	OUT ...	**1,490**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**797**	IN ...	**1,640**	BOUND	THRU	**773**	IN ...	**1,390**
	RIGHT	**17**	OUT ...	**1,040**		RIGHT	**46**	OUT ...	**1,880**
EAST	LEFT	**17**	WEST LEG		EAST	LEFT	**52**	WEST LEG	
BOUND	THRU	**0**	IN ...	**170**	BOUND	THRU	**0**	IN ...	**230**
	RIGHT	**86**	OUT ...	**130**		RIGHT	**93**	OUT ...	**340**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**68**	**98**	NORTH LEG	NORTH	LEFT	**69**	**250**	NORTH LEG
BOUND	THRU	**709**	**1,014**	RATIO **8.0%**	BOUND	THRU	**860**	**1,817**	RATIO **9.7%**
	RIGHT	**0**	**0**	ADT 33,800		RIGHT	**0**	**0**	ADT 33,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**797**	**1,625**	RATIO **8.0%**	BOUND	THRU	**773**	**1,321**	RATIO **9.9%**
	RIGHT	**17**	**32**	ADT 35,800		RIGHT	**46**	**90**	ADT 35,800
EAST	LEFT	**17**	**26**	EAST LEG	EAST	LEFT	**52**	**63**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**86**	**145**	ADT 0		RIGHT	**93**	**169**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.6%**	BOUND	THRU	**0**	**0**	RATIO **12.4%**
	RIGHT	**0**	**0**	ADT 4,600		RIGHT	**0**	**0**	ADT 4,600

RANCHO AVENUE (NS) / AGUA MANSA ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			126	319	13			
			<	v	>			
		81 ^				^	4	
		17 >				<	13	
		33 v				v	1	
			<	^	>			
			36	189	2			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				458	274			
				v	^			
		175 <	IN =	834	<	18		
		131 >	OUT =	834	>	32		
				v	^			
				353	227			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			18	49	2			
			<	v	>			
		37 ^				^	0	
		0 >				<	0	
		8 v				v	0	
			<	^	>			
			7	40	5			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			144	368	15			
			<	v	>			
		118 ^				^	4	
		17 >				<	13	
		41 v				v	1	
			<	^	>			
			43	229	7			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				3563	2709			
				v	^			
		1234 <	IN =	8047	<	739		
		943 >	OUT =	8048	>	616		
				v	^			
				3489	2802			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				123	91			
				v	^			
		33 <	IN =	277	<	25		
		40 >	OUT =	277	>	25		
				v	^			
				128	89			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1395	1060			
				v	^			
		480 <	IN =	3150	<	289		
		372 >	OUT =	3150	>	242		
				v	^			
				1368	1094			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				6200	3669			
				v	^			
		2506 <	IN =	12945	<	1667		
		1149 >	OUT =	12945	>	982		
				v	^			
				5788	3929			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				160	147			
				v	^			
		58 <	IN =	396	<	43		
		46 >	OUT =	396	>	36		
				v	^			
				155	147			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				2409	1443			
				v	^			
		972 <	IN =	5051	<	648		
		452 >	OUT =	5051	>	385		
				v	^			
				2251	1542			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				1021	393			
				v	^			
		496 <			<	362		
		81 >			>	145		
				v	^			
				887	457			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				1020	390			
				v	^			
		500 <	IN =	1920	<	360		
		80 >	OUT =	1920	>	140		
				v	^			
				890	460			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				830	320			
				v	^			
		410 <			<	290		
		70 >			>	110		
				v	^			
				730	370			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1360	670			
				v	^			
		610 <			<	310		
		250 >			>	150		
				v	^			
				1140	650			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

				260	100			
				v	^			
		130 <			<	90		
		20 >			>	40		
				v	^			
				230	120			

INITIAL FUTURE YEAR VOLUMES:

2020

				790	450			
				v	^			
		330 <	IN =	1500	<	110		
		200 >	OUT =	1500	>	80		
				v	^			
				640	400			

BALANCED FUTURE YEAR VOLUMES:

2020

				790	450			
				v	^			
		330 <	IN =	1500	<	110		
		200 >	OUT =	1500	>	80		
				v	^			
				640	400			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			80	397	7			
			<	v	>			
		377 ^				^	4	
		50 >				<	13	
		54 v				v	2	
			<	^	>			
			33	299	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				484	680			
				v	^			
		126 <	IN =	1316	<	19		
		481 >	OUT =	1316	>	57		
				v	^			
				453	332			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			10	36	0			
			<	v	>			
		20 ^				^	0	
		0 >				<	0	
		3 v				v	0	
			<	^	>			
			3	14	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			90	433	7			
			<	v	>			
		397 ^				^	4	
		50 >				<	13	
		57 v				v	2	
			<	^	>			
			36	313	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				5641	4603			
				v	^			
		1889 <	IN =	13943	<	1272		
		2664 >	OUT =	13943	>	1599		
				v	^			
				6052	4366			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				176	135			
				v	^			
		54 <	IN =	432	<	43		
		82 >	OUT =	432	>	57		
				v	^			
				186	131			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				1623	1323			
				v	^			
		486 <	IN =	4012	<	367		
		766 >	OUT =	4012	>	462		
				v	^			
				1741	1255			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				8093	9291			
				v	^			
		2368 <	IN =	23403	<	2042		
		4202 >	OUT =	23403	>	3202		
				v	^			
				8542	9066			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				303	246			
				v	^			
		82 <	IN =	731	<	70		
		115 >	OUT =	731	>	95		
				v	^			
				308	243			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				2342	2663			
				v	^			
		684 <	IN =	6736	<	589		
		1205 >	OUT =	6736	>	920		
				v	^			
				2469	2599			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				734	1354			
				v	^			
		201 <			<	226		
		443 >			>	463		
				v	^			
				743	1358			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				730	1350			
				v	^			
		200 <	IN =	2760	<	230		
		440 >	OUT =	2750	>	460		
				v	^			
				740	1360			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				590	1100			
				v	^			
		160 <			<	190		
		360 >			>	370		
				v	^			
				600	1110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1120	1810			
				v	^			
		300 <			<	210		
		860 >			>	430		
				v	^			
				1090	1460			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

				190	350			
				v	^			
		50 <			<	60		
		110 >			>	120		
				v	^			
				190	350			

INITIAL FUTURE YEAR VOLUMES:

2020

				720	1060			
				v	^			
		190 <	IN =	2110	<	80		
		610 >	OUT =	2110	>	180		
				v	^			
				680	700			

BALANCED FUTURE YEAR VOLUMES:

2020

				720	1060			
				v	^			
		190 <	IN =	2110	<	80		
		610 >	OUT =	2110	>	180		
				v	^			
				680	700			

RANCHO AVENUE (NS) / AGUA MANSA ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**43**	SOUTH LEG		NORTH	LEFT	**36**	SOUTH LEG	
BOUND	THRU	**229**	IN ...	**400**	BOUND	THRU	**313**	IN ...	**700**
	RIGHT	**7**	OUT ...	**640**		RIGHT	**0**	OUT ...	**680**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**368**	IN ...	**790**	BOUND	THRU	**433**	IN ...	**720**
	RIGHT	**144**	OUT ...	**450**		RIGHT	**90**	OUT ...	**1,060**
EAST	LEFT	**118**	WEST LEG		EAST	LEFT	**397**	WEST LEG	
BOUND	THRU	**17**	IN ...	**200**	BOUND	THRU	**50**	IN ...	**610**
	RIGHT	**41**	OUT ...	**330**		RIGHT	**57**	OUT ...	**190**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**13**	IN ...	**110**	BOUND	THRU	**13**	IN ...	**80**
	RIGHT	**4**	OUT ...	**80**		RIGHT	**4**	OUT ...	**180**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**43**	**66**	NORTH LEG	NORTH	LEFT	**36**	**55**	NORTH LEG
BOUND	THRU	**229**	**314**	RATIO **6.5%**	BOUND	THRU	**313**	**645**	RATIO **9.3%**
	RIGHT	**7**	**18**	ADT 19,100		RIGHT	**0**	**0**	ADT 19,100
SOUTH	LEFT	**15**	**32**	SOUTH LEG	SOUTH	LEFT	**7**	**27**	SOUTH LEG
BOUND	THRU	**368**	**577**	RATIO **7.3%**	BOUND	THRU	**433**	**607**	RATIO **9.7%**
	RIGHT	**144**	**183**	ADT 14,200		RIGHT	**90**	**86**	ADT 14,200
EAST	LEFT	**118**	**114**	EAST LEG	EAST	LEFT	**397**	**395**	EAST LEG
BOUND	THRU	**17**	**31**	RATIO **7.6%**	BOUND	THRU	**50**	**153**	RATIO **10.4%**
	RIGHT	**41**	**55**	ADT 2,500		RIGHT	**57**	**62**	ADT 2,500
WEST	LEFT	**1**	**8**	WEST LEG	WEST	LEFT	**2**	**11**	WEST LEG
BOUND	THRU	**13**	**80**	RATIO **5.8%**	BOUND	THRU	**13**	**49**	RATIO **8.7%**
	RIGHT	**4**	**22**	ADT 9,200		RIGHT	**4**	**20**	ADT 9,200

RIVERSIDE AVENUE (NS) / AGUA MANSA ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**43**	SOUTH LEG		NORTH	LEFT	**36**	SOUTH LEG	
BOUND	THRU	**229**	IN ...	**650**	BOUND	THRU	**313**	IN ...	**1,460**
	RIGHT	**7**	OUT ...	**1,140**		RIGHT	**0**	OUT ...	**1,090**
SOUTH	LEFT	**15**	NORTH LEG		SOUTH	LEFT	**7**	NORTH LEG	
BOUND	THRU	**368**	IN ...	**1,360**	BOUND	THRU	**433**	IN ...	**1,120**
	RIGHT	**144**	OUT ...	**670**		RIGHT	**90**	OUT ...	**1,810**
EAST	LEFT	**118**	WEST LEG		EAST	LEFT	**397**	WEST LEG	
BOUND	THRU	**17**	IN ...	**250**	BOUND	THRU	**50**	IN ...	**860**
	RIGHT	**41**	OUT ...	**610**		RIGHT	**57**	OUT ...	**300**
WEST	LEFT	**1**	EAST LEG		WEST	LEFT	**2**	EAST LEG	
BOUND	THRU	**13**	IN ...	**310**	BOUND	THRU	**13**	IN ...	**210**
	RIGHT	**4**	OUT ...	**150**		RIGHT	**4**	OUT ...	**430**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**43**	**114**	NORTH LEG	NORTH	LEFT	**36**	**99**	NORTH LEG
BOUND	THRU	**229**	**491**	RATIO **6.9%**	BOUND	THRU	**313**	**1,345**	RATIO **10.0%**
	RIGHT	**7**	**41**	ADT 29,300		RIGHT	**0**	**0**	ADT 29,300
SOUTH	LEFT	**15**	**62**	SOUTH LEG	SOUTH	LEFT	**7**	**73**	SOUTH LEG
BOUND	THRU	**368**	**1,035**	RATIO **7.5%**	BOUND	THRU	**433**	**963**	RATIO **10.6%**
	RIGHT	**144**	**269**	ADT 23,800		RIGHT	**90**	**87**	ADT 23,800
EAST	LEFT	**118**	**123**	EAST LEG	EAST	LEFT	**397**	**410**	EAST LEG
BOUND	THRU	**17**	**48**	RATIO **7.8%**	BOUND	THRU	**50**	**357**	RATIO **10.8%**
	RIGHT	**41**	**79**	ADT 5,900		RIGHT	**57**	**87**	ADT 5,900
WEST	LEFT	**1**	**26**	WEST LEG	WEST	LEFT	**2**	**40**	WEST LEG
BOUND	THRU	**13**	**227**	RATIO **6.6%**	BOUND	THRU	**13**	**114**	RATIO **8.8%**
	RIGHT	**4**	**57**	ADT 13,100		RIGHT	**4**	**55**	ADT 13,100

MAIN STREET (NS) / COLUMBIA AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				8	379	137		
				<	v	>		
		16	^				^	142
		69	>				<	32
		37	v				v	52
				<	^	>		
				12	519	105		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					524	677		
					v	^		
		52	<	IN =	1508	<	226	
		122	>	OUT =	1508	>	311	
					v	^		
					468	636		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	131	80		
				<	v	>		
		0	^				^	91
		3	>				<	2
		4	v				v	5
				<	^	>		
				0	47	15		

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				10	510	217		
				<	v	>		
		16	^				^	233
		72	>				<	34
		41	v				v	57
				<	^	>		
				12	566	120		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					2923	2084		
					v	^		
		0	<	IN =	6382	<	1365	
		0	>	OUT =	6382	>	2520	
					v	^		
					1778	2094		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					112	70		
					v	^		
		0	<	IN =	218	<	37	
		0	>	OUT =	218	>	110	
					v	^		
					38	69		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1148	815		
					v	^		
		0	<	IN =	2498	<	531	
		0	>	OUT =	2498	>	994	
					v	^		
					688	819		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					4292	3035		
					v	^		
		0	<	IN =	8281	<	1667	
		0	>	OUT =	8281	>	2061	
					v	^		
					3185	2322		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					122	117		
					v	^		
		0	<	IN =	277	<	69	
		0	>	OUT =	276	>	63	
					v	^		
					96	86		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1672	1192		
					v	^		
		0	<	IN =	3239	<	656	
		0	>	OUT =	3239	>	804	
					v	^		
					1242	911		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					525	385		
					v	^		
		0	<			<	131	
		0	>			>	-198	
					v	^		
					564	95		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					530	380		
					v	^		
		10	<	IN =	770	<	130	
		10	>	OUT =	990	>	40	
					v	^		
					560	100		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					450	320		
					v	^		
		10	<			<	110	
		10	>			>	30	
					v	^		
					480	90		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1190	1140		
					v	^		
		70	<			<	430	
		140	>			>	440	
					v	^		
					1090	790		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					160	110		
					v	^		
		0	<			<	40	
		0	>			>	10	
					v	^		
					170	30		

INITIAL FUTURE YEAR VOLUMES:
2020

					900	930		
					v	^		
		60	<	IN =	2120	<	360	
		130	>	OUT =	2190	>	420	
					v	^		
					780	730		

BALANCED FUTURE YEAR VOLUMES:
2020

					930	930		
					v	^		
		60	<	IN =	2180	<	370	
		130	>	OUT =	2190	>	420	
					v	^		
					780	750		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				23	571	263		
				<	v	>		
		25	^				^	158
		91	>				<	77
		25	v				v	121
				<	^	>		
				42	479	125		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					857	662		
					v	^		
		142	<	IN =	2000	<	356	
		141	>	OUT =	2000	>	479	
					v	^		
					717	646		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	23	71		
				<	v	>		
		2	^				^	48
		0	>				<	2
		0	v				v	3
				<	^	>		
				2	58	11		

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				23	594	334		
				<	v	>		
		27	^				^	206
		91	>				<	79
		25	v				v	124
				<	^	>		
				44	537	136		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					5008	3355		
					v	^		
		0	<	IN =	11075	<	2020	
		0	>	OUT =	11076	>	5119	
					v	^		
					2602	4047		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					154	106		
					v	^		
		0	<	IN =	344	<	74	
		0	>	OUT =	343	>	149	
					v	^		
					88	116		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1441	966		
					v	^		
		0	<	IN =	3187	<	584	
		0	>	OUT =	3187	>	1471	
					v	^		
					751	1162		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					6762	6658		
					v	^		
		0	<	IN =	15253	<	3225	
		0	>	OUT =	15253	>	3822	
					v	^		
					4773	5266		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					250	194		
					v	^		
		0	<	IN =	502	<	104	
		0	>	OUT =	503	>	138	
					v	^		
					171	148		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1956	1913		
					v	^		
		0	<	IN =	4396	<	929	
		0	>	OUT =	4397	>	1105	
					v	^		
					1379	1511		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					527	958		
					v	^		
		0	<			<	349	
		0	>			>	-367	
					v	^		
					639	353		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					530	960		
					v	^		
		10	<	IN =	1240	<	350	
		10	>	OUT =	1670	>	60	
					v	^		
					640	350		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					450	820		
					v	^		
		10	<			<	300	
		10	>			>	50	
					v	^		
					550	300		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1400	1590		
					v	^		
		160	<			<	710	
		150	>			>	610	
					v	^		
					1290	1020		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					160	280		
					v	^		
		0	<			<	100	
		0	>			>	20	
					v	^		
					190	100		

INITIAL FUTURE YEAR VOLUMES:
2020

					1110	1050		
					v	^		
		150	<	IN =	2580	<	510	
		140	>	OUT =	2710	>	580	
					v	^		
					930	820		

BALANCED FUTURE YEAR VOLUMES:
2020

					1170	1050		
					v	^		
		150	<	IN =	2720	<	540	
		150	>	OUT =	2710	>	580	
					v	^		
					930	860		

MAIN STREET (NS) / COLUMBIA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**12**	SOUTH LEG		NORTH	LEFT	**44**	SOUTH LEG	
BOUND	THRU	**566**	IN ...	**750**	BOUND	THRU	**537**	IN ...	**860**
	RIGHT	**120**	OUT ...	**780**		RIGHT	**136**	OUT ...	**930**
SOUTH	LEFT	**217**	NORTH LEG		SOUTH	LEFT	**334**	NORTH LEG	
BOUND	THRU	**510**	IN ...	**930**	BOUND	THRU	**594**	IN ...	**1,170**
	RIGHT	**10**	OUT ...	**930**		RIGHT	**23**	OUT ...	**1,050**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**27**	WEST LEG	
BOUND	THRU	**72**	IN ...	**130**	BOUND	THRU	**91**	IN ...	**150**
	RIGHT	**41**	OUT ...	**60**		RIGHT	**25**	OUT ...	**150**
WEST	LEFT	**57**	EAST LEG		WEST	LEFT	**124**	EAST LEG	
BOUND	THRU	**34**	IN ...	**370**	BOUND	THRU	**79**	IN ...	**540**
	RIGHT	**233**	OUT ...	**420**		RIGHT	**206**	OUT ...	**580**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**12**	**12**	NORTH LEG	NORTH	LEFT	**44**	**40**	NORTH LEG
BOUND	THRU	**566**	**636**	RATIO **8.2%**	BOUND	THRU	**537**	**700**	RATIO **9.7%**
	RIGHT	**120**	**107**	ADT 22,800		RIGHT	**136**	**119**	ADT 22,800
SOUTH	LEFT	**217**	**246**	SOUTH LEG	SOUTH	LEFT	**334**	**376**	SOUTH LEG
BOUND	THRU	**510**	**674**	RATIO **7.9%**	BOUND	THRU	**594**	**760**	RATIO **9.2%**
	RIGHT	**10**	**13**	ADT 19,500		RIGHT	**23**	**27**	ADT 19,500
EAST	LEFT	**16**	**19**	EAST LEG	EAST	LEFT	**27**	**38**	EAST LEG
BOUND	THRU	**72**	**67**	RATIO **6.8%**	BOUND	THRU	**91**	**85**	RATIO **9.6%**
	RIGHT	**41**	**44**	ADT 11,600		RIGHT	**25**	**27**	ADT 11,600
WEST	LEFT	**57**	**62**	WEST LEG	WEST	LEFT	**124**	**143**	WEST LEG
BOUND	THRU	**34**	**35**	RATIO **5.6%**	BOUND	THRU	**79**	**83**	RATIO **8.8%**
	RIGHT	**233**	**275**	ADT 3,400		RIGHT	**206**	**312**	ADT 3,400

MAIN STREET (NS) / COLUMBIA AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**12**	SOUTH LEG		NORTH	LEFT	**44**	SOUTH LEG	
BOUND	THRU	**566**	IN ...	**790**	BOUND	THRU	**537**	IN ...	**1,020**
	RIGHT	**120**	OUT ...	**1,090**		RIGHT	**136**	OUT ...	**1,290**
SOUTH	LEFT	**217**	NORTH LEG		SOUTH	LEFT	**334**	NORTH LEG	
BOUND	THRU	**510**	IN ...	**1,190**	BOUND	THRU	**594**	IN ...	**1,400**
	RIGHT	**10**	OUT ...	**1,140**		RIGHT	**23**	OUT ...	**1,590**
EAST	LEFT	**16**	WEST LEG		EAST	LEFT	**27**	WEST LEG	
BOUND	THRU	**72**	IN ...	**140**	BOUND	THRU	**91**	IN ...	**150**
	RIGHT	**41**	OUT ...	**70**		RIGHT	**25**	OUT ...	**160**
WEST	LEFT	**57**	EAST LEG		WEST	LEFT	**124**	EAST LEG	
BOUND	THRU	**34**	IN ...	**430**	BOUND	THRU	**79**	IN ...	**710**
	RIGHT	**233**	OUT ...	**440**		RIGHT	**206**	OUT ...	**610**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**12**	**12**	NORTH LEG	NORTH	LEFT	**44**	**37**	NORTH LEG
BOUND	THRU	**566**	**756**	RATIO **8.2%**	BOUND	THRU	**537**	**1,006**	RATIO **10.7%**
	RIGHT	**120**	**87**	ADT 29,300		RIGHT	**136**	**102**	ADT 29,300
SOUTH	LEFT	**217**	**285**	SOUTH LEG	SOUTH	LEFT	**334**	**430**	SOUTH LEG
BOUND	THRU	**510**	**966**	RATIO **7.7%**	BOUND	THRU	**594**	**1,081**	RATIO **9.6%**
	RIGHT	**10**	**18**	ADT 25,300		RIGHT	**23**	**33**	ADT 25,300
EAST	LEFT	**16**	**27**	EAST LEG	EAST	LEFT	**27**	**58**	EAST LEG
BOUND	THRU	**72**	**67**	RATIO **7.4%**	BOUND	THRU	**91**	**78**	RATIO **11.4%**
	RIGHT	**41**	**55**	ADT 12,300		RIGHT	**25**	**30**	ADT 12,300
WEST	LEFT	**57**	**68**	WEST LEG	WEST	LEFT	**124**	**178**	WEST LEG
BOUND	THRU	**34**	**40**	RATIO **6.1%**	BOUND	THRU	**79**	**90**	RATIO **9.1%**
	RIGHT	**233**	**357**	ADT 3,600		RIGHT	**206**	**526**	ADT 3,600

MAIN STREET (NS) / SR-60 WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				0	265	299		
			<	v	>			
		190	^			^		0
		0	>			<		0
		185	v			v		0
			<	^	>			
				0	298	116		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					564	488		
					v	^		
		0	<	IN =	1353	<		0
		375	>	OUT =	1353	>		415
					v	^		
					450	414		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	39	59		
			<	v	>			
		26	^			^		0
		0	>			<		0
		9	v			v		0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0				0	39	18		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				0	304	358		
			<	v	>			
		216	^			^		0
		0	>			<		0
		194	v			v		0
			<	^	>			
				0	337	134		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					1784	3037		
					v	^		
		1266	<	IN =	6715	<		2647
		0	>	OUT =	6715	>		0
					v	^		
					2412	2284		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					48	78		
					v	^		
		109	<	IN =	239	<		88
		0	>	OUT =	239	>		0
					v	^		
					52	103		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				694	1180		
PHF FOR TRUCKS:	0.333				v	^		
		517	<	IN =	2631	<		1035
		0	>	OUT =	2631	>		0
					v	^		
					934	902		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					4134	4143		
					v	^		
		1146	<	IN =	9156	<		2360
		0	>	OUT =	9156	>		0
					v	^		
					3867	2662		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					122	107		
					v	^		
		101	<	IN =	318	<		84
		0	>	OUT =	321	>		0
					v	^		
					113	112		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				1612	1610		
PHF FOR TRUCKS:	0.333				v	^		
		469	<	IN =	3585	<		925
		0	>	OUT =	3586	>		0
					v	^		
					1507	1049		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					930	435		
					v	^		
		-50	<			<		-111
		0	>			>		0
					v	^		
					583	148		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					930	430		
					v	^		
		0	<	IN =	1120	<		0
		40	>	OUT =	1060	>		50
					v	^		
					580	150		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					790	370		
					v	^		
		0	<			<		0
		30	>			>		40
					v	^		
					490	130		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1450	920		
					v	^		
		0	<			<		0
		440	>			>		530
					v	^		
					990	600		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					280	130		
					v	^		
		0	<			<		0
		10	>			>		10
					v	^		
					170	40		

INITIAL FUTURE YEAR VOLUMES:
2020

					940	680		
					v	^		
		0	<	IN =	1870	<		0
		420	>	OUT =	1850	>		500
					v	^		
					670	510		

BALANCED FUTURE YEAR VOLUMES:
2020

					940	690		
					v	^		
		0	<	IN =	1870	<		0
		420	>	OUT =	1880	>		510
					v	^		
					680	510		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

				161	635	0		
			<	v	>			
		0	^			^		291
		0	>			<		90
		0	v			v		78
			<	^	>			
				242	458	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

					796	749		
					v	^		
		493	<	IN =	1955	<		459
		0	>	OUT =	1955	>		0
					v	^		
					713	700		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				6	34	0		
			<	v	>			
		0	^			^		58
		0	>			<		0
		0	v			v		2
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0				8	22	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

				167	669	0		
			<	v	>			
		0	^			^		349
		0	>			<		90
		0	v			v		80
			<	^	>			
				250	480	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

					3820	4013		
					v	^		
		3278	<	IN =	11939	<		3423
		0	>	OUT =	11938	>		0
					v	^		
					4647	4696		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

					110	134		
					v	^		
		190	<	IN =	431	<		140
		0	>	OUT =	431	>		0
					v	^		
					107	181		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				1097	1157		
PHF FOR TRUCKS:	0.25				v	^		
		965	<	IN =	3451	<		993
		0	>	OUT =	3450	>		0
					v	^		
					1328	1360		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

					7565	6669		
					v	^		
		3338	<	IN =	16764	<		3301
		0	>	OUT =	16764	>		0
					v	^		
					6757	5898		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

					208	186		
					v	^		
		169	<	IN =	547	<		143
		0	>	OUT =	547	>		0
					v	^		
					192	196		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				2170	1914		
PHF FOR TRUCKS:	0.25				v	^		
		977	<	IN =	4831	<		960
		0	>	OUT =	4831	>		0
					v	^		
					1940	1700		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					1085	763		
					v	^		
		9	<			<		-33
		0	>			>		0
					v	^		
					623	342		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					1090	760		
					v	^		
		50	<	IN =	1480	<		50
		0	>	OUT =	1430	>		0
					v	^		
					620	340		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

					930	650		
					v	^		
		40	<			<		40
		0	>			>		0
					v	^		
					530	290		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1770	1480		
					v	^		
		550	<			<		560
		0	>			>		0
					v	^		
					1280	1020		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

					320	230		
					v	^		
		10	<			<		10
		0	>			>		0
					v	^		
					180	100		

INITIAL FUTURE YEAR VOLUMES:
2020

					1160	1060		
					v	^		
		520	<	IN =	2520	<		530
		0	>	OUT =	2510	>		0
					v	^		
					930	830		

BALANCED FUTURE YEAR VOLUMES:
2020

					1160	1060		
					v	^		
		520	<	IN =	2520	<		530
		0	>	OUT =	2510	>		0
					v	^		
					930	830		

MAIN STREET (NS) / SR-60 WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**250**	SOUTH LEG	
BOUND	THRU	**337**	IN ...	**510**	BOUND	THRU	**480**	IN ...	**830**
	RIGHT	**134**	OUT ...	**680**		RIGHT	**0**	OUT ...	**930**
SOUTH	LEFT	**358**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**304**	IN ...	**940**	BOUND	THRU	**669**	IN ...	**1,160**
	RIGHT	**0**	OUT ...	**690**		RIGHT	**167**	OUT ...	**1,060**
EAST	LEFT	**216**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**420**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**194**	OUT ...	**0**		RIGHT	**0**	OUT ...	**520**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**80**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**90**	IN ...	**530**
	RIGHT	**0**	OUT ...	**510**		RIGHT	**349**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**250**	**196**	NORTH LEG
BOUND	THRU	**337**	**431**	RATIO **6.7%**	BOUND	THRU	**480**	**639**	RATIO **9.1%**
	RIGHT	**134**	**84**	ADT 24,200		RIGHT	**0**	**0**	ADT 24,200
SOUTH	LEFT	**358**	**426**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**304**	**516**	RATIO **6.0%**	BOUND	THRU	**669**	**882**	RATIO **8.8%**
	RIGHT	**0**	**0**	ADT 20,000		RIGHT	**167**	**260**	ADT 20,000
EAST	LEFT	**216**	**259**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **8.2%**	BOUND	THRU	**0**	**0**	RATIO **8.6%**
	RIGHT	**194**	**164**	ADT 6,200		RIGHT	**0**	**0**	ADT 6,200
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**80**	**48**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.1%**	BOUND	THRU	**90**	**64**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 6,000		RIGHT	**349**	**421**	ADT 6,000

MAIN STREET (NS) / SR-60 WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**250**	SOUTH LEG	
BOUND	THRU	**337**	IN ...	**600**	BOUND	THRU	**480**	IN ...	**1,020**
	RIGHT	**134**	OUT ...	**990**		RIGHT	**0**	OUT ...	**1,280**
SOUTH	LEFT	**358**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**304**	IN ...	**1,450**	BOUND	THRU	**669**	IN ...	**1,770**
	RIGHT	**0**	OUT ...	**920**		RIGHT	**167**	OUT ...	**1,480**
EAST	LEFT	**216**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**440**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**194**	OUT ...	**0**		RIGHT	**0**	OUT ...	**550**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**80**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**90**	IN ...	**560**
	RIGHT	**0**	OUT ...	**530**		RIGHT	**349**	OUT ...	**0**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**250**	**111**	NORTH LEG
BOUND	THRU	**337**	**577**	RATIO **6.6%**	BOUND	THRU	**480**	**949**	RATIO **9.0%**
	RIGHT	**134**	**35**	ADT 35,000		RIGHT	**0**	**0**	ADT 35,000
SOUTH	LEFT	**358**	**495**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**304**	**890**	RATIO **6.1%**	BOUND	THRU	**669**	**1,259**	RATIO **8.9%**
	RIGHT	**0**	**0**	ADT 26,400		RIGHT	**167**	**408**	ADT 26,400
EAST	LEFT	**216**	**343**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **8.0%**	BOUND	THRU	**0**	**0**	RATIO **8.8%**
	RIGHT	**194**	**100**	ADT 6,600		RIGHT	**0**	**0**	ADT 6,600
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**80**	**21**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **6.9%**	BOUND	THRU	**90**	**31**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 6,400		RIGHT	**349**	**531**	ADT 6,400

MAIN STREET (NS) / SR-60 EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

			0	265	299		
			<	v	>		
	190	^				^	0
	0	>				<	0
	185	v				v	0
			<	^	>		
			0	298	116		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

				564	488		
				v	^		
	0	<	IN =	1353	<	0	
	375	>	OUT =	1353	>	415	
				v	^		
				450	414		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	39	59		
			<	v	>		
	26	^				^	0
	0	>				<	0
	9	v				v	0
			<	^	>		
			0	39	18		

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

			0	304	358		
			<	v	>		
	216	^				^	0
	0	>				<	0
	194	v				v	0
			<	^	>		
			0	337	134		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

				2412	2284		
				v	^		
	0	<	IN =	6789	<	0	
	2506	>	OUT =	6788	>	49	
				v	^		
				4455	1871		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

				52	103		
				v	^		
	0	<	IN =	401	<	0	
	259	>	OUT =	401	>	1	
				v	^		
				297	90		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				934	902		
				v	^		
	0	<	IN =	2713	<	0	
	1039	>	OUT =	2713	>	19	
				v	^		
				1792	741		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

				3867	2662		
				v	^		
	0	<	IN =	8036	<	0	
	1997	>	OUT =	8036	>	2754	
				v	^		
				2620	2172		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

				113	112		
				v	^		
	0	<	IN =	305	<	0	
	89	>	OUT =	305	>	93	
				v	^		
				100	103		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1507	1049		
				v	^		
	0	<	IN =	3155	<	0	
	788	>	OUT =	3155	>	1077	
				v	^		
				1029	860		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				583	148		
				v	^		
	0	<			<	0	
	-278	>			>	1074	
				v	^		
				-796	121		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				580	150		
				v	^		
	0	<	IN =	740	<	0	
	40	>	OUT =	1220	>	1070	
				v	^		
				0	120		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

				490	130		
				v	^		
	0	<			<	0	
	30	>			>	910	
				v	^		
				0	100		

NEW PROJECTED VOLUMES (PCE'S): 2035

				1150	680		
				v	^		
	0	<			<	0	
	440	>			>	1400	
				v	^		
				500	570		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

				170	40		
				v	^		
	0	<			<	0	
	10	>			>	320	
				v	^		
				0	40		

INITIAL FUTURE YEAR VOLUMES:
2020

				830	590		
				v	^		
	0	<	IN =	1760	<	0	
	420	>	OUT =	1900	>	810	
				v	^		
				500	510		

BALANCED FUTURE YEAR VOLUMES:
2020

				900	590		
				v	^		
	0	<	IN =	1900	<	0	
	450	>	OUT =	1900	>	810	
				v	^		
				500	550		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2012

			0	429	282		
			<	v	>		
	137	^				^	0
	3	>				<	0
	325	v				v	0
			<	^	>		
			0	554	66		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2012

				711	691		
				v	^		
	0	<	IN =	1796	<	0	
	465	>	OUT =	1796	>	351	
				v	^		
				754	620		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	20	22		
			<	v	>		
	28	^				^	0
	0	>				<	0
	17	v				v	0
			<	^	>		
			0	28	6		

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2012

			0	449	304		
			<	v	>		
	165	^				^	0
	3	>				<	0
	342	v				v	0
			<	^	>		
			0	582	72		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008 [redacted]

				4647	4696		
				v	^		
	0	<	IN =	12551	<	0	
	3724	>	OUT =	12550	>	348	
				v	^		
				7506	4180		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008 [redacted]

				107	181		
				v	^		
	0	<	IN =	538	<	0	
	279	>	OUT =	539	>	0	
				v	^		
				358	152		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				1328	1360		
				v	^		
	0	<	IN =	3649	<	0	
	1112	>	OUT =	3649	>	97	
				v	^		
				2191	1208		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035 [redacted]

				6757	5898		
				v	^		
	0	<	IN =	14963	<	0	
	2622	>	OUT =	14964	>	5594	
				v	^		
				3472	5584		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035 [redacted]

				192	196		
				v	^		
	0	<	IN =	584	<	0	
	215	>	OUT =	581	>	182	
				v	^		
				203	177		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				1940	1700		
				v	^		
	0	<	IN =	4336	<	0	
	788	>	OUT =	4335	>	1612	
				v	^		
				1023	1608		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				623	342		
				v	^		
	0	<			<	0	
	-333	>			>	1537	
				v	^		
				-1188	402		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				620	340		
				v	^		
	0	<	IN =	1070	<	0	
	50	>	OUT =	1880	>	1540	
				v	^		
				0	400		

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

				530	290		
				v	^		
	0	<			<	0	
	40	>			>	1310	
				v	^		
				0	340		

NEW PROJECTED VOLUMES (PCE'S): 2035

				1280	1040		
				v	^		
	0	<			<	0	
	550	>			>	1690	
				v	^		
				790	990		

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

				180	100		
				v	^		
	0	<			<	0	
	10	>			>	460	
				v	^		
				0	120		

INITIAL FUTURE YEAR VOLUMES:
2020

				930	850		
				v	^		
	0	<	IN =	2220	<	0	
	520	>	OUT =	2480	>	840	
				v	^		
				790	770		

BALANCED FUTURE YEAR VOLUMES:
2020

				1040	850		
				v	^		
	0	<	IN =	2480	<	0	
	580	>	OUT =	2480	>	840	
				v	^		
				790	860		

MAIN STREET (NS) / SR-60 EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**337**	IN ...	**550**	BOUND	THRU	**582**	IN ...	**860**
	RIGHT	**134**	OUT ...	**500**		RIGHT	**72**	OUT ...	**790**
SOUTH	LEFT	**358**	NORTH LEG		SOUTH	LEFT	**304**	NORTH LEG	
BOUND	THRU	**304**	IN ...	**900**	BOUND	THRU	**449**	IN ...	**1,040**
	RIGHT	**0**	OUT ...	**590**		RIGHT	**0**	OUT ...	**850**
EAST	LEFT	**216**	WEST LEG		EAST	LEFT	**165**	WEST LEG	
BOUND	THRU	**0**	IN ...	**450**	BOUND	THRU	**3**	IN ...	**580**
	RIGHT	**194**	OUT ...	**0**		RIGHT	**342**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**810**		RIGHT	**0**	OUT ...	**840**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**337**	**341**	RATIO **7.3%**	BOUND	THRU	**582**	**665**	RATIO **9.3%**
	RIGHT	**134**	**209**	ADT 20,300		RIGHT	**72**	**194**	ADT 20,300
SOUTH	LEFT	**358**	**601**	SOUTH LEG	SOUTH	LEFT	**304**	**638**	SOUTH LEG
BOUND	THRU	**304**	**299**	RATIO **6.1%**	BOUND	THRU	**449**	**403**	RATIO **9.6%**
	RIGHT	**0**	**0**	ADT 17,100		RIGHT	**0**	**0**	ADT 17,100
EAST	LEFT	**216**	**249**	EAST LEG	EAST	LEFT	**165**	**185**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.2%**	BOUND	THRU	**3**	**8**	RATIO **9.5%**
	RIGHT	**194**	**201**	ADT 8,800		RIGHT	**342**	**387**	ADT 8,800
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.4%**	BOUND	THRU	**0**	**0**	RATIO **9.5%**
	RIGHT	**0**	**0**	ADT 6,100		RIGHT	**0**	**0**	ADT 6,100

MAIN STREET (NS) / SR-60 EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**337**	IN ...	**570**	BOUND	THRU	**582**	IN ...	**990**
	RIGHT	**134**	OUT ...	**500**		RIGHT	**72**	OUT ...	**790**
SOUTH	LEFT	**358**	NORTH LEG		SOUTH	LEFT	**304**	NORTH LEG	
BOUND	THRU	**304**	IN ...	**1,150**	BOUND	THRU	**449**	IN ...	**1,280**
	RIGHT	**0**	OUT ...	**680**		RIGHT	**0**	OUT ...	**1,040**
EAST	LEFT	**216**	WEST LEG		EAST	LEFT	**165**	WEST LEG	
BOUND	THRU	**0**	IN ...	**440**	BOUND	THRU	**3**	IN ...	**550**
	RIGHT	**194**	OUT ...	**0**		RIGHT	**342**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**1,400**		RIGHT	**0**	OUT ...	**1,690**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**337**	**361**	RATIO **7.7%**	BOUND	THRU	**582**	**801**	RATIO **9.9%**
	RIGHT	**134**	**320**	ADT 26,700		RIGHT	**72**	**433**	ADT 26,700
SOUTH	LEFT	**358**	**1,080**	SOUTH LEG	SOUTH	LEFT	**304**	**1,238**	SOUTH LEG
BOUND	THRU	**304**	**295**	RATIO **6.5%**	BOUND	THRU	**449**	**362**	RATIO **11.1%**
	RIGHT	**0**	**0**	ADT 18,300		RIGHT	**0**	**0**	ADT 18,300
EAST	LEFT	**216**	**319**	EAST LEG	EAST	LEFT	**165**	**239**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **7.7%**	BOUND	THRU	**3**	**19**	RATIO **9.3%**
	RIGHT	**194**	**205**	ADT 18,200		RIGHT	**342**	**428**	ADT 18,200
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **8.1%**	BOUND	THRU	**0**	**0**	RATIO **10.6%**
	RIGHT	**0**	**0**	ADT 6,500		RIGHT	**0**	**0**	ADT 6,500

WILDROSE AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				138	0	66				
				<	v	>				
			44	^			^	30		
			158	>			<	158		
			0	v			v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					204	74				
					v	^				
			296	<	IN =	594	<	188		
			202	>	OUT =	594	>	224		
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	0	0				
				<	v	>				
			0	^			^	0		
			25	>			<	28		
			0	v			v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				141	0	66				
				<	v	>				
			44	^			^	30		
			183	>			<	186		
			0	v			v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					91	0				
					v	^				
			295	<	IN =	821	<	286		
			444	>	OUT =	820	>	525		
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					7	0				
					v	^				
			13	<	IN =	35	<	7		
			21	>	OUT =	35	>	22		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					37	0				
					v	^				
			116	<	IN =	324	<	111		
			176	>	OUT =	323	>	207		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					230	1				
					v	^				
			720	<	IN =	1407	<	702		
			475	>	OUT =	1408	>	687		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					6	0				
					v	^				
			26	<	IN =	51	<	20		
			25	>	OUT =	53	>	27		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					89	0				
					v	^				
			282	<	IN =	552	<	273		
			189	>	OUT =	553	>	270		
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					52	0				
					v	^				
			168	<			<	165		
			14	>			>	64		
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					50	10				
					v	^				
			170	<	IN =	230	<	160		
			20	>	OUT =	240	>	60		
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					40	10				
					v	^				
			140	<			<	130		
			20	>			>	50		
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					250	80				
					v	^				
			470	<			<	350		
			250	>			>	300		
					v	^				
					0	0				

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	0				
					v	^				
			40	<			<	40		
			10	>			>	20		
					v	^				
					0	0				

INITIAL FUTURE YEAR VOLUMES:

2020

					220	70				
					v	^				
			370	<	IN =	720	<	260		
			240	>	OUT =	710	>	270		
					v	^				
					0	0				

BALANCED FUTURE YEAR VOLUMES:

2020

					220	70				
					v	^				
			380	<	IN =	720	<	260		
			240	>	OUT =	720	>	270		
					v	^				
					0	0				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				75	0	48				
				<	v	>				
			155	^			^	62		
			356	>			<	241		
			0	v			v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					123	217				
					v	^				
			316	<	IN =	937	<	303		
			511	>	OUT =	937	>	404		
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				6	0	0				
				<	v	>				
			2	^			^	3		
			41	>			<	11		
			0	v			v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				81	0	48				
				<	v	>				
			157	^			^	65		
			397	>			<	252		
			0	v			v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					8	151				
					v	^				
			555	<	IN =	1284	<	698		
			578	>	OUT =	1284	>	578		
					v	^				
					0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					8	1				
					v	^				
			17	<	IN =	46	<	11		
			27	>	OUT =	45	>	27		
					v	^				
					0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					4	43				
					v	^				
			160	<	IN =	371	<	198		
			169	>	OUT =	371	>	169		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					106	688				
					v	^				
			1048	<	IN =	2729	<	1717		
			906	>	OUT =	2729	>	993		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					9	9				
					v	^				
			38	<	IN =	84	<	40		
			35	>	OUT =	83	>	36		
					v	^				
					0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					32	195				
					v	^				
			303	<	IN =	785	<	491		
			262	>	OUT =	785	>	287		
					v	^				
					0	0				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					28	153				
					v	^				
			146	<			<	296		
			95	>			>	120		
					v	^				
					0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					30	150				
					v	^				
			150	<	IN =	420	<	300		
			90	>	OUT =	420	>	120		
					v	^				
					0	0				

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					20	120				
					v	^				
			120	<			<	240		
			70	>			>	100		
					v	^				
					0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

					150	340				
					v	^				
			450	<			<	560		
			620	>			>	550		
					v	^				
					0	0				

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	40				
					v	^				
			40	<			<	80		
			20	>			>	30		
					v	^				
					0	0				

INITIAL FUTURE YEAR VOLUMES:

2020

					140	260				
					v	^				
			370	<	IN =	1110	<	400		
			570	>	OUT =	1110	>	480		
					v	^				
					0	0				

BALANCED FUTURE YEAR VOLUMES:

2020

					140	260				
					v	^				
			370	<	IN =	1110	<	400		
			570	>	OUT =	1110	>	480		
					v	^				
					0	0				

WILDROSE AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**66**	NORTH LEG		SOUTH	LEFT	**48**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**220**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**141**	OUT ...	**70**		RIGHT	**81**	OUT ...	**260**
EAST	LEFT	**44**	WEST LEG		EAST	LEFT	**157**	WEST LEG	
BOUND	THRU	**183**	IN ...	**240**	BOUND	THRU	**397**	IN ...	**570**
	RIGHT	**0**	OUT ...	**380**		RIGHT	**0**	OUT ...	**370**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**186**	IN ...	**260**	BOUND	THRU	**252**	IN ...	**400**
	RIGHT	**30**	OUT ...	**270**		RIGHT	**65**	OUT ...	**480**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **6.9%**	BOUND	THRU	**0**	**0**	RATIO **9.5%**
	RIGHT	**0**	**0**	ADT 4,200		RIGHT	**0**	**0**	ADT 4,200
SOUTH	LEFT	**66**	**70**	SOUTH LEG	SOUTH	LEFT	**48**	**64**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**141**	**150**	ADT 0		RIGHT	**81**	**75**	ADT 0
EAST	LEFT	**44**	**40**	EAST LEG	EAST	LEFT	**157**	**156**	EAST LEG
BOUND	THRU	**183**	**200**	RATIO **5.5%**	BOUND	THRU	**397**	**416**	RATIO **9.2%**
	RIGHT	**0**	**0**	ADT 9,600		RIGHT	**0**	**0**	ADT 9,600
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**186**	**230**	RATIO **5.8%**	BOUND	THRU	**252**	**295**	RATIO **8.8%**
	RIGHT	**30**	**30**	ADT 10,700		RIGHT	**65**	**104**	ADT 10,700

WILDROSE AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	66	NORTH LEG		SOUTH	LEFT	48	NORTH LEG	
BOUND	THRU	0	IN ...	250	BOUND	THRU	0	IN ...	150
	RIGHT	141	OUT ...	80		RIGHT	81	OUT ...	340
EAST	LEFT	44	WEST LEG		EAST	LEFT	157	WEST LEG	
BOUND	THRU	183	IN ...	250	BOUND	THRU	397	IN ...	620
	RIGHT	0	OUT ...	470		RIGHT	0	OUT ...	450
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	186	IN ...	350	BOUND	THRU	252	IN ...	560
	RIGHT	30	OUT ...	300		RIGHT	65	OUT ...	550

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO 6.9%	BOUND	THRU	0	0	RATIO 10.2%
	RIGHT	0	0	ADT 4,800		RIGHT	0	0	ADT 4,800
SOUTH	LEFT	66	87	SOUTH LEG	SOUTH	LEFT	48	83	SOUTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	141	162	ADT 0		RIGHT	81	68	ADT 0
EAST	LEFT	44	38	EAST LEG	EAST	LEFT	157	161	EAST LEG
BOUND	THRU	183	213	RATIO 5.8%	BOUND	THRU	397	467	RATIO 9.9%
	RIGHT	0	0	ADT 11,200		RIGHT	0	0	ADT 11,200
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	186	308	RATIO 6.1%	BOUND	THRU	252	382	RATIO 9.1%
	RIGHT	30	42	ADT 11,900		RIGHT	65	179	ADT 11,900

INDIGO AVENUE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

					28	3	17				
					<	v	>				
				9	^			^	4		
				132	>			<	148		
				5	v			v	37		
					<	^	>				
					1	1	6				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

						48	14				
						v	^				
				177	<	IN =	391	<	189		
				146	>	OUT =	391	>	155		
						v	^				
						45	8				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0				
					<	v	>				
				0	^			^	0		
				6	>			<	14		
				3	v			v	0		
PCE FACTORS BY AXLE:					<	^	>				
2: 1.5	3: 2.0	4+: 3.0			0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

					28	3	17				
					<	v	>				
				9	^			^	4		
				138	>			<	162		
				8	v			v	37		
					<	^	>				
					1	1	6				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

						0	0				
						v	^				
				486	<	IN =	1233	<	486		
				747	>	OUT =	1233	>	747		
						v	^				
						0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

						0	0				
						v	^				
				17	<	IN =	30	<	17		
				13	>	OUT =	30	>	13		
						v	^				
						0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						0	0				
						v	^				
				190	<	IN =	479	<	190		
				288	>	OUT =	479	>	288		
						v	^				
						0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

						0	0				
						v	^				
				623	<	IN =	1563	<	623		
				940	>	OUT =	1563	>	940		
						v	^				
						0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

						0	0				
						v	^				
				21	<	IN =	37	<	21		
				16	>	OUT =	37	>	16		
						v	^				
						0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

						0	0				
						v	^				
				244	<	IN =	606	<	244		
				363	>	OUT =	606	>	363		
						v	^				
						0	0				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						0	0				
						v	^				
				54	<			<	54		
				75	>			>	75		
						v	^				
						0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

						0	0				
						v	^				
				50	<	IN =	120	<	50		
				70	>	OUT =	120	>	70		
						v	^				
						0	0				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

						0	0				
						v	^				
				40	<			<	40		
				60	>			>	60		
						v	^				
						0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

						50	10				
						v	^				
				230	<			<	240		
				220	>			>	220		
						v	^				
						50	10				

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

						0	0				
						v	^				
				10	<			<	10		
				20	>			>	20		
						v	^				
						0	0				

INITIAL FUTURE YEAR VOLUMES:
2020

						50	10				
						v	^				
				200	<	IN =	450	<	210		
				180	>	OUT =	440	>	180		
						v	^				
						50	10				

BALANCED FUTURE YEAR VOLUMES:
2020

						50	10				
						v	^				
				200	<	IN =	450	<	210		
				180	>	OUT =	440	>	180		
						v	^				
						50	10				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

					17	5	11				
					<	v	>				
				27	^			^	12		
				246	>			<	265		
				3	v			v	6		
					<	^	>				
					3	10	25				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

						33	49				
						v	^				
				285	<	IN =	630	<	283		
				276	>	OUT =	630	>	282		
						v	^				
						14	38				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0				
					<	v	>				
				0	^			^	0		
				6	>			<	11		
				0	v			v	0		
PCE FACTORS BY AXLE:					<	^	>				
2: 1.5	3: 2	4+: 3.0			0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

					17	5	11				
					<	v	>				
				27	^			^	12		
				252	>			<	276		
				3	v			v	6		
					<	^	>				
					3	10	25				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

						0	0				
						v	^				
				1605	<	IN =	2906	<	1605		
				1301	>	OUT =	2906	>	1301		
						v	^				
						0	0				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

						0	0				
						v	^				
				24	<	IN =	42	<	24		
				18	>	OUT =	42	>	18		
						v	^				
						0	0				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						0	0				
						v	^				
				455	<	IN =	824	<	455		
				369	>	OUT =	824	>	369		
						v	^				
						0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

						0	0				
						v	^				
				1605	<	IN =	2906	<	1605		
				1301	>	OUT =	2906	>	1301		
						v	^				
						0	0				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

						0	0				
						v	^				
				30	<	IN =	54	<	30		
				24	>	OUT =	54	>	24		
						v	^				
						0	0				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

						0	0				
						v	^				
				457	<	IN =	827	<	457		
				370	>	OUT =	827	>	370		
						v	^				
						0	0				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

						0	0				
						v	^				
				2	<			<	2		
				2	>			>	2		
						v	^				
						0	0				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

						0	0				
						v	^				
				30	<	IN =	60	<	30		
				30	>	OUT =	60	>	30		
						v	^				
						0	0				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

						0	0				
						v	^				
				20	<			<	20		
				20	>			>	20		
						v	^				
						0	0				

NEW PROJECTED VOLUMES (PCE'S): 2035

						30	50				
						v	^				
				320	<			<	310		
				300	>			>	310		
						v	^				
						10	40				

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

						0	0				
						v	^				
				10	<			<	10		
				10	>			>	10		
						v	^				
						0	0				

INITIAL FUTURE YEAR VOLUMES:
2020

						30	50				
						v	^				
				310	<	IN =	660	<	300		
				290	>	OUT =	670	>	300		
						v	^				
						10	40				

BALANCED FUTURE YEAR VOLUMES:
2020

						30	50				
						v	^				
				310	<	IN =	660	<	300		
				290	>	OUT =	670	>	300		
						v	^				
						10	40				

INDIGO AVENUE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	3	SOUTH LEG	
BOUND	THRU	1	IN ...	10	BOUND	THRU	10	IN ...	40
	RIGHT	6	OUT ...	50		RIGHT	25	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	3	IN ...	50	BOUND	THRU	5	IN ...	30
	RIGHT	28	OUT ...	10		RIGHT	17	OUT ...	50
EAST	LEFT	9	WEST LEG		EAST	LEFT	27	WEST LEG	
BOUND	THRU	138	IN ...	180	BOUND	THRU	252	IN ...	290
	RIGHT	8	OUT ...	200		RIGHT	3	OUT ...	310
WEST	LEFT	37	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	162	IN ...	210	BOUND	THRU	276	IN ...	300
	RIGHT	4	OUT ...	180		RIGHT	12	OUT ...	300

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	2	NORTH LEG	NORTH	LEFT	3	3	NORTH LEG
BOUND	THRU	1	1	RATIO 6.6%	BOUND	THRU	10	11	RATIO 8.9%
	RIGHT	6	7	ADT 900		RIGHT	25	27	ADT 900
SOUTH	LEFT	17	15	SOUTH LEG	SOUTH	LEFT	11	10	SOUTH LEG
BOUND	THRU	3	3	RATIO 10.0%	BOUND	THRU	5	3	RATIO 8.4%
	RIGHT	28	31	ADT 600		RIGHT	17	17	ADT 600
EAST	LEFT	9	7	EAST LEG	EAST	LEFT	27	28	EAST LEG
BOUND	THRU	138	157	RATIO 5.4%	BOUND	THRU	252	263	RATIO 8.5%
	RIGHT	8	11	ADT 7,100		RIGHT	3	2	ADT 7,100
WEST	LEFT	37	36	WEST LEG	WEST	LEFT	6	4	WEST LEG
BOUND	THRU	162	168	RATIO 5.4%	BOUND	THRU	276	290	RATIO 8.6%
	RIGHT	4	2	ADT 7,000		RIGHT	12	12	ADT 7,000

INDIGO AVENUE AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	1	SOUTH LEG		NORTH	LEFT	3	SOUTH LEG	
BOUND	THRU	1	IN ...	10	BOUND	THRU	10	IN ...	40
	RIGHT	6	OUT ...	50		RIGHT	25	OUT ...	10
SOUTH	LEFT	17	NORTH LEG		SOUTH	LEFT	11	NORTH LEG	
BOUND	THRU	3	IN ...	50	BOUND	THRU	5	IN ...	30
	RIGHT	28	OUT ...	10		RIGHT	17	OUT ...	50
EAST	LEFT	9	WEST LEG		EAST	LEFT	27	WEST LEG	
BOUND	THRU	138	IN ...	220	BOUND	THRU	252	IN ...	300
	RIGHT	8	OUT ...	230		RIGHT	3	OUT ...	320
WEST	LEFT	37	EAST LEG		WEST	LEFT	6	EAST LEG	
BOUND	THRU	162	IN ...	240	BOUND	THRU	276	IN ...	310
	RIGHT	4	OUT ...	220		RIGHT	12	OUT ...	310

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	1	1	NORTH LEG	NORTH	LEFT	3	3	NORTH LEG
BOUND	THRU	1	1	RATIO 5.9%	BOUND	THRU	10	10	RATIO 8.0%
	RIGHT	6	8	ADT 1,000		RIGHT	25	27	ADT 1,000
SOUTH	LEFT	17	16	SOUTH LEG	SOUTH	LEFT	11	10	SOUTH LEG
BOUND	THRU	3	3	RATIO 8.5%	BOUND	THRU	5	3	RATIO 7.2%
	RIGHT	28	31	ADT 700		RIGHT	17	17	ADT 700
EAST	LEFT	9	7	EAST LEG	EAST	LEFT	27	28	EAST LEG
BOUND	THRU	138	197	RATIO 5.7%	BOUND	THRU	252	273	RATIO 7.8%
	RIGHT	8	11	ADT 8,000		RIGHT	3	2	ADT 8,000
WEST	LEFT	37	36	WEST LEG	WEST	LEFT	6	4	WEST LEG
BOUND	THRU	162	198	RATIO 5.6%	BOUND	THRU	276	300	RATIO 7.9%
	RIGHT	4	2	ADT 7,900		RIGHT	12	12	ADT 7,900

EUCALYPTUS AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				61	1	66		
				<	v	>		
		28	^				^	12
		129	>				<	120
		2	v				v	0
				<	^	>		
				0	4	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					128	44		
					v	^		
		181	<	IN =	423	<		132
		159	>	OUT =	423	>		195
					v	^		
					3	4		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	3	
				<	v	>		
		0	^				^	0
		9	>				<	6
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				61	1	69		
				<	v	>		
		28	^				^	12
		138	>				<	126
		2	v				v	0
				<	^	>		
				0	4	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		486	<	IN =	1233	<		486
		747	>	OUT =	1233	>		747
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		17	<	IN =	30	<		17
		13	>	OUT =	30	>		13
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		190	<	IN =	479	<		190
		288	>	OUT =	479	>		288
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		623	<	IN =	1563	<		623
		940	>	OUT =	1563	>		940
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		21	<	IN =	37	<		21
		16	>	OUT =	37	>		16
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		244	<	IN =	606	<		244
		363	>	OUT =	606	>		363
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0		
					v	^		
		54	<			<		54
		75	>			>		75
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	0		
					v	^		
		50	<	IN =	130	<		50
		70	>	OUT =	120	>		70
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					10	0		
					v	^		
		40	<			<		40
		60	>			>		60
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					140	40		
					v	^		
		230	<			<		180
		230	>			>		270
					v	^		
					0	0		

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					0	0		
					v	^		
		10	<			<		10
		20	>			>		20
					v	^		
					0	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					130	40		
					v	^		
		200	<	IN =	470	<		150
		190	>	OUT =	470	>		230
					v	^		
					0	0		

BALANCED FUTURE YEAR VOLUMES:

2020

					130	40		
					v	^		
		200	<	IN =	470	<		150
		190	>	OUT =	470	>		230
					v	^		
					0	0		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				41	0	35		
				<	v	>		
		86	^				^	65
		216	>				<	182
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					76	151		
					v	^		
		223	<	IN =	625	<		247
		302	>	OUT =	625	>		251
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

					0	0	0	
				<	v	>		
		0	^				^	0
		2	>				<	6
		0	v				v	0
				<	^	>		
				0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				41	0	35		
				<	v	>		
		86	^				^	65
		218	>				<	188
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		1605	<	IN =	2906	<		1605
		1301	>	OUT =	2906	>		1301
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		24	<	IN =	42	<		24
		18	>	OUT =	42	>		18
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		455	<	IN =	824	<		455
		369	>	OUT =	824	>		369
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		1605	<	IN =	2906	<		1605
		1301	>	OUT =	2906	>		1301
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		30	<	IN =	54	<		30
		24	>	OUT =	54	>		24
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		457	<	IN =	827	<		457
		370	>	OUT =	827	>		370
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					0	0		
					v	^		
		2	<			<		2
		2	>			>		2
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					10	20		
					v	^		
		20	<	IN =	70	<		30
		30	>	OUT =	70	>		30
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					10	20		
					v	^		
		20	<			<		20
		20	>			>		20
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					90	170		
					v	^		
		250	<			<		270
		320	>			>		270
					v	^		
					0	0		

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					0	10		
					v	^		
		10	<			<		10
		10	>			>		10
					v	^		
					0	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					80	160		
					v	^		
		240	<	IN =	650	<		260
		310	>	OUT =	660	>		260
					v	^		
					0	0		

BALANCED FUTURE YEAR VOLUMES:

2020

					80	160		
					v	^		
		240	<	IN =	650	<		260
		310	>	OUT =	660	>		260
					v	^		
					0	0		

EUCALYPTUS AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	4	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	69	NORTH LEG		SOUTH	LEFT	35	NORTH LEG	
BOUND	THRU	1	IN ...	130	BOUND	THRU	0	IN ...	80
	RIGHT	61	OUT ...	40		RIGHT	41	OUT ...	160
EAST	LEFT	28	WEST LEG		EAST	LEFT	86	WEST LEG	
BOUND	THRU	138	IN ...	190	BOUND	THRU	218	IN ...	310
	RIGHT	2	OUT ...	200		RIGHT	0	OUT ...	240
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	126	IN ...	150	BOUND	THRU	188	IN ...	260
	RIGHT	12	OUT ...	230		RIGHT	65	OUT ...	260

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	4	0	RATIO 6.3%	BOUND	THRU	0	0	RATIO 8.9%
	RIGHT	0	0	ADT 2,700		RIGHT	0	0	ADT 2,700
SOUTH	LEFT	69	69	SOUTH LEG	SOUTH	LEFT	35	37	SOUTH LEG
BOUND	THRU	1	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	61	61	ADT 0		RIGHT	41	44	ADT 0
EAST	LEFT	28	29	EAST LEG	EAST	LEFT	86	92	EAST LEG
BOUND	THRU	138	161	RATIO 6.1%	BOUND	THRU	218	223	RATIO 8.5%
	RIGHT	2	0	ADT 6,200		RIGHT	0	0	ADT 6,200
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	126	139	RATIO 6.0%	BOUND	THRU	188	196	RATIO 8.5%
	RIGHT	12	11	ADT 6,500		RIGHT	65	68	ADT 6,500

EUCALYPTUS AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	4	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	69	NORTH LEG		SOUTH	LEFT	35	NORTH LEG	
BOUND	THRU	1	IN ...	140	BOUND	THRU	0	IN ...	90
	RIGHT	61	OUT ...	40		RIGHT	41	OUT ...	170
EAST	LEFT	28	WEST LEG		EAST	LEFT	86	WEST LEG	
BOUND	THRU	138	IN ...	230	BOUND	THRU	218	IN ...	320
	RIGHT	2	OUT ...	230		RIGHT	0	OUT ...	250
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	126	IN ...	180	BOUND	THRU	188	IN ...	270
	RIGHT	12	OUT ...	270		RIGHT	65	OUT ...	270

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	4	0	RATIO 6.1%	BOUND	THRU	0	0	RATIO 9.0%
	RIGHT	0	0	ADT 2,900		RIGHT	0	0	ADT 2,900
SOUTH	LEFT	69	73	SOUTH LEG	SOUTH	LEFT	35	42	SOUTH LEG
BOUND	THRU	1	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	61	64	ADT 0		RIGHT	41	50	ADT 0
EAST	LEFT	28	29	EAST LEG	EAST	LEFT	86	97	EAST LEG
BOUND	THRU	138	197	RATIO 6.3%	BOUND	THRU	218	228	RATIO 7.7%
	RIGHT	2	0	ADT 7,100		RIGHT	0	0	ADT 7,100
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	126	166	RATIO 6.2%	BOUND	THRU	188	200	RATIO 7.8%
	RIGHT	12	11	ADT 7,400		RIGHT	65	73	ADT 7,400

PEPPER AVENUE (NS) / HIGHLAND AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		374 >				<	397	
		0 v				v	0	
			<	^	>			
			0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				0	0			
				v	^			
			397 <	IN =	771 <	397		
			374 >	OUT =	771 >	374		
				v	^			
				0	0			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		44 >				<	63	
		0 v				v	0	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		418 >				<	460	
		0 v				v	0	
			<	^	>			
			0	0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				v	^			
			681 <	IN =	2102 <	**681**		
			1421 >	OUT =	2102 >	**1421**		
				v	^			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				v	^			
			15 <	IN =	41 <	**15**		
			26 >	OUT =	41 >	**26**		
				v	^			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	**0.38**			0	0			
PHF FOR TRUCKS:	**0.333**			v	^			
			264 <	IN =	812 <	264		
			549 >	OUT =	812 >	549		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				v	^			
			858 <	IN =	5207 <	**1910**		
			1030 >	OUT =	5207 >	**3177**		
				v	^			
				1172	**2267**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				v	^			
			16 <	IN =	123 <	**52**		
			15 >	OUT =	123 >	**70**		
				v	^			
				37	**56**			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38			0	0			
PHF FOR TRUCKS:	0.333			v	^			
			331 <	IN =	2020 <	743		
			396 >	OUT =	2020 >	1231		
				v	^			
				458	**880**			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: **2035**

FACTOR = **1.50**

				0	0			
				v	^			
			68 <		<	486		
			-154 >		>	689		
				v	^			
				464	**889**			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				0	0			
				v	^			
			70 <	IN =	1420 <	490		
			40 >	OUT =	1220 >	690		
				v	^			
				460	**890**			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				0	0			
				v	^			
			60 <		<	400		
			30 >		>	560		
				v	^			
				370	730			

NEW PROJECTED VOLUMES (PCE'S): 2035

				0	0			
				v	^			
			520 <		<	860		
			450 >		>	980		
				v	^			
				370	730			

FUTURE YEAR GROWTH: 2013 TO **2016**

3 YEARS

				0	0			
				v	^			
			10 <		<	50		
			0 >		>	80		
				v	^			
				50	100			

INITIAL YEAR 2016 VOLUMES:

2016

				0	0			
				v	^			
			470 <	IN =	1030 <	510		
			420 >	OUT =	1020 >	500		
				v	^			
				50	100			

BALANCED YEAR 2016 VOLUMES:

2016

				0	0			
				v	^			
			470 <	IN =	1030 <	510		
			420 >	OUT =	1020 >	500		
				v	^			
				50	100			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		532 >				<	448	
		0 v				v	1	
			<	^	>			
			0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				0	0			
				v	^			
			448 <	IN =	981 <	449		
			532 >	OUT =	981 >	532		
				v	^			
				1	0			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		42 >				<	33	
		0 v				v	0	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		574 >				<	481	
		0 v				v	1	
			<	^	>			
			0	0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				v	^			
			1403 <	IN =	3668 <	**1403**		
			2265 >	OUT =	3668 >	**2265**		
				v	^			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				v	^			
			25 <	IN =	72 <	**25**		
			47 >	OUT =	72 >	**47**		
				v	^			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	**0.28**			0	0			
PHF FOR TRUCKS:	**0.25**			v	^			
			399 <	IN =	1045 <	399		
			646 >	OUT =	1045 >	646		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				v	^			
			1901 <	IN =	9388 <	**3600**		
			2169 >	OUT =	9387 >	**5341**		
				v	^			
				2145	**3619**			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				v	^			
			27 <	IN =	212 <	**89**		
			33 >	OUT =	212 >	**119**		
				v	^			
				66	**90**			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28			0	0			
PHF FOR TRUCKS:	0.25			v	^			
			539 <	IN =	2682 <	1030		
			616 >	OUT =	2681 >	1525		
				v	^			
				617	1036			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				0	0			
				v	^			
			140 <		<	639		
			-32 >		>	888		
				v	^			
				625	1047			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				0	0			
				v	^			
			140 <	IN =	1750 <	640		
			60 >	OUT =	1660 >	890		
				v	^			
				630	1050			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				0	0			
				v	^			
			110 <		<	520		
			50 >		>	730		
				v	^			
				510	860			

NEW PROJECTED VOLUMES (PCE'S): 2035

				0	0			
				v	^			
			590 <		<	1000		
			620 >		>	1300		
				v	^			
				510	860			

FUTURE YEAR GROWTH: 2013 TO 2016

3 YEARS

				0	0			
				v	^			
			20 <		<	70		
			10 >		>	100		
				v	^			
				70	120			

INITIAL YEAR 2016 VOLUMES:

2016

				0	0			
				v	^			
			500 <	IN =	1250 <	550		
			580 >	OUT =	1240 >	670		
				v	^			
				70	120			

BALANCED YEAR 2016 VOLUMES:

2016

				0	0			
				v	^			
			500 <	IN =	1250 <	550		
			580 >	OUT =	1250 >	680		
				v	^			
				70	120			

PEPPER AVENUE (NS) / HIGHLAND AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	**35**	SOUTH LEG		NORTH BOUND	LEFT	**31**	SOUTH LEG	
	THRU	**0**	IN ...	**730**		THRU	**0**	IN ...	**860**
	RIGHT	**65**	OUT ...	**370**		RIGHT	**69**	OUT ...	**510**
SOUTH BOUND	LEFT	**44**	NORTH LEG		SOUTH BOUND	LEFT	**45**	NORTH LEG	
	THRU	**33**	IN ...	**0**		THRU	**35**	IN ...	**0**
	RIGHT	**23**	OUT ...	**0**		RIGHT	**20**	OUT ...	**0**
EAST BOUND	LEFT	**0**	WEST LEG		EAST BOUND	LEFT	**0**	WEST LEG	
	THRU	**84**	IN ...	**450**		THRU	**84**	IN ...	**620**
	RIGHT	**16**	OUT ...	**520**		RIGHT	**16**	OUT ...	**590**
WEST BOUND	LEFT	**26**	EAST LEG		WEST BOUND	LEFT	**30**	EAST LEG	
	THRU	**74**	IN ...	**860**		THRU	**70**	IN ...	**1,000**
	RIGHT	**0**	OUT ...	**980**		RIGHT	**0**	OUT ...	**1,300**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**35**	**81**	NORTH LEG	NORTH BOUND	LEFT	**31**	**93**	NORTH LEG
	THRU	**0**	**0**	RATIO **#DIV/0!**		THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**65**	**599**	ADT 0		RIGHT	**69**	**752**	ADT 0
SOUTH BOUND	LEFT	**44**	**0**	SOUTH LEG	SOUTH BOUND	LEFT	**45**	**0**	SOUTH LEG
	THRU	**33**	**0**	RATIO **6.9%**		THRU	**35**	**0**	RATIO **8.9%**
	RIGHT	**23**	**0**	ADT 15,300		RIGHT	**20**	**0**	ADT 15,300
EAST BOUND	LEFT	**0**	**0**	EAST LEG	EAST BOUND	LEFT	**0**	**0**	EAST LEG
	THRU	**84**	**381**	RATIO **6.4%**		THRU	**84**	**548**	RATIO **8.2%**
	RIGHT	**16**	**39**	ADT 27,400		RIGHT	**16**	**61**	ADT 27,400
WEST BOUND	LEFT	**26**	**331**	WEST LEG	WEST BOUND	LEFT	**30**	**449**	WEST LEG
	THRU	**74**	**439**	RATIO **7.3%**		THRU	**70**	**497**	RATIO **9.3%**
	RIGHT	**0**	**0**	ADT 12,900		RIGHT	**0**	**0**	ADT 12,900

PEPPER AVENUE (NS) / SR-210 FREEWAY WB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:
2: **1.5** 3: **2.0** 4+: **3.0**

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

					v	^				
			<	IN	=	0	<			
			>	OUT	=	0	>			
					v	^				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

					v	^				
			<	IN	=	0	<			
			>	OUT	=	0	>			
					v	^				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: **0.38**
PHF FOR TRUCKS: **0.333**

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					1172	**2267**				
					v	^				
		1495	<	IN	=	5999	<	**1870**		
		0	>	OUT	=	5999	>	**0**		
					v	^				
					2237	**2957**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					37	**56**				
					v	^				
		41	<	IN	=	141	<	**36**		
		0	>	OUT	=	140	>			
					v	^				
					43	**68**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					458	880				
					v	^				
		582	<	IN	=	2327	<	723		
		0	>	OUT	=	2326	>	0		
					v	^				
					864	1146				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: **2035**
FACTOR = **1.50**

					464	889				
					v	^				
		589	<				<	729		
		0	>				>	0		
					v	^				
					872	1158				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					460	890				
					v	^				
		590	<	IN	=	2350	<	730		
		0	>	OUT	=	2350	>	0		
					v	^				
					870	1160				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					370	730				
					v	^				
		480	<				<	590		
		0	>				>	0		
					v	^				
					710	950				

NEW PROJECTED VOLUMES (PCE'S): 2035

					370	730				
					v	^				
		480	<				<	590		
		0	>				>	0		
					v	^				
					710	950				

FUTURE YEAR GROWTH: 2013 TO **2016**
3 YEARS

					50	100				
					v	^				
		70	<				<	80		
		0	>				>	0		
					v	^				
					100	130				

INITIAL YEAR 2016 VOLUMES:
2016

					50	100				
					v	^				
		70	<	IN	=	260	<	80		
		0	>	OUT	=	270	>	0		
					v	^				
					100	130				

BALANCED YEAR 2016 VOLUMES:
2016

					50	100				
					v	^				
		70	<	IN	=	270	<	80		
		0	>	OUT	=	270	>	0		
					v	^				
					100	140				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

				0	0	0				
				<	v	>				
0	^						^	0		
0	>						<	0		
0	v						v	0		
				<	^	>				
				0	0	0				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

					v	^				
			<	IN	=	0	<			
			>	OUT	=	0	>			
					v	^				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

					v	^				
			<	IN	=	0	<			
			>	OUT	=	0	>			
					v	^				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: **0.28**
PHF FOR TRUCKS: **0.25**

					0	0				
					v	^				
		0	<	IN	=	0	<	0		
		0	>	OUT	=	0	>	0		
					v	^				
					0	0				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					2145	**3619**				
					v	^				
		2167	<	IN	=	8933	<	**2726**		
		0	>	OUT	=	8932	>	**0**		
					v	^				
					3146	**4062**				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					66	**90**				
					v	^				
		75	<	IN	=	227	<	**54**		
		0	>	OUT	=	228	>	**0**		
					v	^				
					63	**107**				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					617	1036				
					v	^				
		626	<	IN	=	2558	<	777		
		0	>	OUT	=	2558	>	0		
					v	^				
					897	1164				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					625	1047				
					v	^				
		635	<				<	784		
		0	>				>	0		
					v	^				
					905	1177				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					630	1050				
					v	^				
		630	<	IN	=	2590	<	780		
		0	>	OUT	=	2580	>	0		
					v	^				
					900	1180				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					510	860				
					v	^				
		510	<				<	640		
		0	>				>	0		
					v	^				
					730	960				

NEW PROJECTED VOLUMES (PCE'S): 2035

					510	860				
					v	^				
		510	<				<	640		
		0	>				>	0		
					v	^				
					730	960				

FUTURE YEAR GROWTH: 2013 TO 2016
3 YEARS

					70	120				
					v	^				
		70	<				<	90		
		0	>				>	0		
					v	^				
					100	130				

INITIAL YEAR 2016 VOLUMES:
2016

					70	120				
					v	^				
		70	<	IN	=	290	<	90		
		0	>	OUT	=	290	>	0		
					v	^				
					100	130				

BALANCED YEAR 2016 VOLUMES:
2016

					70	120				
					v	^				
		70	<	IN	=	290	<	90		
		0	>	OUT	=	290	>	0		
					v	^				
					100	130				

PEPPER AVENUE (NS) / SR-210 FREEWAY WB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**25**	SOUTH LEG		NORTH	LEFT	**23**	SOUTH LEG	
BOUND	THRU	**75**	IN ...	**950**	BOUND	THRU	**77**	IN ...	**960**
	RIGHT	**0**	OUT ...	**710**		RIGHT	**0**	OUT ...	**730**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**75**	IN ...	**370**	BOUND	THRU	**74**	IN ...	**510**
	RIGHT	**25**	OUT ...	**730**		RIGHT	**26**	OUT ...	**860**
EAST	LEFT	**51**	WEST LEG		EAST	LEFT	**54**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**49**	OUT ...	**480**		RIGHT	**46**	OUT ...	**510**
WEST	LEFT	**30**	EAST LEG		WEST	LEFT	**28**	EAST LEG	
BOUND	THRU	**40**	IN ...	**590**	BOUND	THRU	**39**	IN ...	**640**
	RIGHT	**30**	OUT ...	**0**		RIGHT	**33**	OUT ...	**0**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**25**	**296**	NORTH LEG	NORTH	LEFT	**23**	**238**	NORTH LEG
BOUND	THRU	**75**	**648**	RATIO **7.2%**	BOUND	THRU	**77**	**712**	RATIO **9.0%**
	RIGHT	**0**	**0**	ADT 15,300		RIGHT	**0**	**0**	ADT 15,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**75**	**343**	RATIO **7.8%**	BOUND	THRU	**74**	**437**	RATIO **8.0%**
	RIGHT	**25**	**35**	ADT 21,100		RIGHT	**26**	**74**	ADT 21,100
EAST	LEFT	**51**	**0**	EAST LEG	EAST	LEFT	**54**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **8.4%**	BOUND	THRU	**0**	**0**	RATIO **9.0%**
	RIGHT	**49**	**0**	ADT 7,100		RIGHT	**46**	**0**	ADT 7,100
WEST	LEFT	**30**	**367**	WEST LEG	WEST	LEFT	**28**	**293**	WEST LEG
BOUND	THRU	**40**	**149**	RATIO **7.9%**	BOUND	THRU	**39**	**198**	RATIO **8.4%**
	RIGHT	**30**	**82**	ADT 6,100		RIGHT	**33**	**148**	ADT 6,100

PEPPER AVENUE (NS) / SR-210 FREEWAY EB RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0
				<	^	>					
				0	0	0					

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

					0	0					
					v	^					
			0	<	IN	=	0	<			0
			0	>	OUT	=	0	>			0
					v	^					
					0	0					

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0

PCE FACTORS BY AXLE:
2: 1.5 3: 2.0 4+: 3.0

				<	^	>					
				0	0	0					

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0
				<	^	>					
				0	0	0					

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

					v	^					
				<	IN	=	0	<			
				>	OUT	=	0	>			
					v	^					

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

					v	^					
				<	IN	=	0	<			
				>	OUT	=	0	>			
					v	^					

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0					
					v	^					
			0	<	IN	=	0	<			0
			0	>	OUT	=	0	>			0
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					2237	2957					
					v	^					
			0	<	IN	=	6805	<			0
			2174	>	OUT	=	6805	>			1203
					v	^					
					2645	2394					

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					43	68					
					v	^					
			0	<	IN	=	138	<			0
			59	>	OUT	=	138	>			17
					v	^					
					53	36					

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					864	1146					
					v	^					
			0	<	IN	=	2632	<			0
			846	>	OUT	=	2632	>			463
					v	^					
					1023	922					

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					872	1158					
					v	^					
			0	<			<				0
			856	>			>				466
					v	^					
					1032	928					

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					870	1160					
					v	^					
			0	<	IN	=	2660	<			0
			860	>	OUT	=	2660	>			470
					v	^					
					1030	930					

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					710	950					
					v	^					
			0	<			<				0
			700	>			>				380
					v	^					
					840	760					

NEW PROJECTED VOLUMES (PCE'S): 2035

					710	950					
					v	^					
			0	<			<				0
			700	>			>				380
					v	^					
					840	760					

FUTURE YEAR GROWTH: 2013 TO 2016
3 YEARS

					100	130					
					v	^					
			0	<			<				0
			100	>			>				50
					v	^					
					110	100					

INITIAL YEAR 2016 VOLUMES:
2016

					100	130					
					v	^					
			0	<	IN	=	300	<			0
			100	>	OUT	=	290	>			50
					v	^					
					110	100					

BALANCED YEAR 2016 VOLUMES:
2016

					100	130					
					v	^					
			0	<	IN	=	300	<			0
			100	>	OUT	=	290	>			50
					v	^					
					110	100					

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0
				<	^	>					
				0	0	0					

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

					0	0					
					v	^					
			0	<	IN	=	0	<			0
			0	>	OUT	=	0	>			0
					v	^					
					0	0					

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0

PCE FACTORS BY AXLE:
2: 1.5 3: 2 4+: 3.0

				<	^	>					
				0	0	0					

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

				0	0	0					
				<	v	>					
0	^							^			0
0	>							<			0
0	v							v			0
				<	^	>					
				0	0	0					

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

					v	^					
				<	IN	=	0	<			
				>	OUT	=	0	>			
					v	^					

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

					v	^					
				<	IN	=	0	<			
				>	OUT	=	0	>			
					v	^					

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0					
					v	^					
			0	<	IN	=	0	<			0
			0	>	OUT	=	0	>			0
					v	^					
					0	0					

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

					3146	4062					
					v	^					
			0	<	IN	=	10410	<			0
			3133	>	OUT	=	10411	>			2497
					v	^					
					3852	4131					

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

					63	107					
					v	^					
			0	<	IN	=	222	<			0
			90	>	OUT	=	221	>			36
					v	^					
					78	69					

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					897	1164					
					v	^					
			0	<	IN	=	2970	<			0
			900	>	OUT	=	2970	>			708
					v	^					
					1098	1174					

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					905	1177					
					v	^					
			0	<			<				0
			911	>			>				713
					v	^					
					1108	1183					

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					900	1180					
					v	^					
			0	<	IN	=	2990	<			0
			910	>	OUT	=	3000	>			710
					v	^					
					1110	1180					

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					730	960					
					v	^					
			0	<			<				0
			740	>			>				580
					v	^					
					900	960					

NEW PROJECTED VOLUMES (PCE'S): 2035

					730	960					
					v	^					
			0	<			<				0
			740	>			>				580
					v	^					
					900	960					

FUTURE YEAR GROWTH: 2013 TO 2016
3 YEARS

					100	130					
					v	^					
			0	<			<				0
			100	>			>				80
					v	^					
					120	130					

INITIAL YEAR 2016 VOLUMES:
2016

					100	130					
					v	^					
			0	<	IN	=	330	<			0
			100	>	OUT	=	330	>			80
					v	^					
					120	130					

BALANCED YEAR 2016 VOLUMES:
2016

					100	130					
					v	^					
			0	<	IN	=	330	<			0
			100	>	OUT	=	330	>			80
					v	^					
					120	130					

PEPPER AVENUE (NS) / SR-210 FREEWAY EB RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	**0**	SOUTH LEG		NORTH BOUND	LEFT	**0**	SOUTH LEG	
	THRU	**83**	IN ...	**760**		THRU	**77**	IN ...	**960**
	RIGHT	**17**	OUT ...	**840**		RIGHT	**23**	OUT ...	**900**
SOUTH BOUND	LEFT	**18**	NORTH LEG		SOUTH BOUND	LEFT	**24**	NORTH LEG	
	THRU	**82**	IN ...	**710**		THRU	**76**	IN ...	**730**
	RIGHT	**0**	OUT ...	**950**		RIGHT	**0**	OUT ...	**960**
EAST BOUND	LEFT	**37**	WEST LEG		EAST BOUND	LEFT	**32**	WEST LEG	
	THRU	**30**	IN ...	**700**		THRU	**38**	IN ...	**740**
	RIGHT	**33**	OUT ...	**0**		RIGHT	**30**	OUT ...	**0**
WEST BOUND	LEFT	**47**	EAST LEG		WEST BOUND	LEFT	**48**	EAST LEG	
	THRU	**0**	IN ...	**0**		THRU	**0**	IN ...	**0**
	RIGHT	**53**	OUT ...	**380**		RIGHT	**52**	OUT ...	**580**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	**0**	**0**	NORTH LEG	NORTH BOUND	LEFT	**0**	**0**	NORTH LEG
	THRU	**83**	**662**	RATIO **7.9%**		THRU	**77**	**748**	RATIO **8.0%**
	RIGHT	**17**	**99**	ADT 21,100		RIGHT	**23**	**213**	ADT 21,100
SOUTH BOUND	LEFT	**18**	**109**	SOUTH LEG	SOUTH BOUND	LEFT	**24**	**126**	SOUTH LEG
	THRU	**82**	**601**	RATIO **7.6%**		THRU	**76**	**609**	RATIO **8.8%**
	RIGHT	**0**	**0**	ADT 21,100		RIGHT	**0**	**0**	ADT 21,100
EAST BOUND	LEFT	**37**	**288**	EAST LEG	EAST BOUND	LEFT	**32**	**212**	EAST LEG
	THRU	**30**	**173**	RATIO **7.3%**		THRU	**38**	**241**	RATIO **11.2%**
	RIGHT	**33**	**239**	ADT 5,200		RIGHT	**30**	**291**	ADT 5,200
WEST BOUND	LEFT	**47**	**0**	WEST LEG	WEST BOUND	LEFT	**48**	**0**	WEST LEG
	THRU	**0**	**0**	RATIO **7.1%**		THRU	**0**	**0**	RATIO **7.5%**
	RIGHT	**53**	**0**	ADT 9,900		RIGHT	**52**	**0**	ADT 9,900

PEPPER AVENUE (NS) / BASELINE ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				89	98	160		
				<	v	>		
		118	^				^	240
		280	>				<	383
		50	v				v	9
				<	^	>		
				42	152	8		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					347	510		
					v	^		
		514	<	IN =	1629	<	632	
		448	>	OUT =	1629	>	448	
					v	^		
					157	202		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				6	5	10		
				<	v	>		
		16	^				^	16
		26	>				<	35
		3	v				v	0
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

					0	0	3	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				95	103	170		
				<	v	>		
		134	^				^	256
		306	>				<	418
		53	v				v	9
				<	^	>		
				42	152	11		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					732	480		
					v	^		
[redacted]		618	<	IN =	3461	<	778	
		1227	>	OUT =	3461	>	1253	
					v	^		
					1110	724		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					12	11		
					v	^		
[redacted]		17	<	IN =	65	<	21	
		19	>	OUT =	63	>	20	
					v	^		
					15	13		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					282	186		
					v	^		
		241	<	IN =	1337	<	303	
		473	>	OUT =	1336	>	483	
					v	^		
					427	279		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					2675	2310		
					v	^		
[redacted]		826	<	IN =	6778	<	902	
		1244	>	OUT =	6777	>	1498	
					v	^		
					2143	1957		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					54	37		
					v	^		
[redacted]		24	<	IN =	131	<	26	
		20	>	OUT =	130	>	26	
					v	^		
					43	31		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					1034	890		
					v	^		
		322	<	IN =	2619	<	351	
		479	>	OUT =	2619	>	578	
					v	^		
					829	754		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					759	708		
					v	^		
		83	<			<	50	
		7	>			>	96	
					v	^		
					407	478		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					760	710		
					v	^		
		80	<	IN =	1360	<	70	
		50	>	OUT =	1300	>	100	
					v	^		
					410	480		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					700	660		
					v	^		
		70	<			<	60	
		50	>			>	90	
					v	^		
					380	440		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1070	1200		
					v	^		
		630	<			<	740	
		540	>			>	580	
					v	^		
					550	650		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					280	260		
					v	^		
		30	<			<	30	
		20	>			>	40	
					v	^		
					150	180		

INITIAL FUTURE YEAR VOLUMES:

2020

					650	800		
					v	^		
		590	<	IN =	2260	<	710	
		510	>	OUT =	2240	>	530	
					v	^		
					320	390		

BALANCED FUTURE YEAR VOLUMES:

2020

					650	810		
					v	^		
		600	<	IN =	2260	<	710	
		510	>	OUT =	2260	>	530	
					v	^		
					320	390		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				9	34	16		
				<	v	>		
		17	^				^	18
		395	>				<	483
		149	v				v	78
				<	^	>		
				217	60	93		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					59	95		
					v	^		
		709	<	IN =	1569	<	579	
		561	>	OUT =	1569	>	504	
					v	^		
					261	370		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	0
		15	>				<	8
		8	v				v	0
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

					5	0	5	

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				9	34	16		
				<	v	>		
		17	^				^	18
		410	>				<	491
		157	v				v	78
				<	^	>		
				222	60	98		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					917	1126		
					v	^		
[redacted]		1750	<	IN =	5968	<	2336	
		1497	>	OUT =	5968	>	1349	
					v	^		
					1743	1218		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					20	20		
					v	^		
[redacted]		28	<	IN =	109	<	38	
		34	>	OUT =	109	>	29	
					v	^		
					32	17		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					262	320		
					v	^		
		497	<	IN =	1698	<	664	
		428	>	OUT =	1698	>	385	
					v	^		
					496	345		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3980	4308		
					v	^		
[redacted]		2523	<	IN =	11920	<	2827	
		1737	>	OUT =	11918	>	1878	
					v	^		
					3209	3376		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					82	71		
					v	^		
[redacted]		36	<	IN =	214	<	43	
		34	>	OUT =	213	>	37	
					v	^		
					69	55		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					1135	1224		
					v	^		
		715	<	IN =	3391	<	802	
		495	>	OUT =	3390	>	535	
					v	^		
					916	959		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					881	910		
					v	^		
		219	<			<	139	
		67	>			>	151	
					v	^		
					424	618		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					880	910		
					v	^		
		220	<	IN =	1710	<	140	
		70	>	OUT =	1700	>	150	
					v	^		
					420	620		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					810	840		
					v	^		
		200	<			<	130	
		60	>			>	140	
					v	^		
					390	570		

NEW PROJECTED VOLUMES (PCE'S): 2035

					870	940		
					v	^		
		920	<			<	720	
		640	>			>	660	
					v	^		
					660	950		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					330	340		
					v	^		
		80	<			<	50	
		30	>			>	60	
					v	^		
					160	230		

INITIAL FUTURE YEAR VOLUMES:

2020

					390	440		
					v	^		
		800	<	IN =	2250	<	640	
		610	>	OUT =	2250	>	580	
					v	^		
					430	610		

BALANCED FUTURE YEAR VOLUMES:

2020

					390	440		
					v	^		
		800	<	IN =	2250	<	640	
		610	>	OUT =	2250	>	580	
					v	^		
					430	610		

PEPPER AVENUE (NS) / BASELINE ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**42**	SOUTH LEG		NORTH	LEFT	**222**	SOUTH LEG	
BOUND	THRU	**152**	IN ...	**390**	BOUND	THRU	**60**	IN ...	**610**
	RIGHT	**11**	OUT ...	**320**		RIGHT	**98**	OUT ...	**430**
SOUTH	LEFT	**170**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**650**	BOUND	THRU	**34**	IN ...	**390**
	RIGHT	**95**	OUT ...	**810**		RIGHT	**9**	OUT ...	**440**
EAST	LEFT	**134**	WEST LEG		EAST	LEFT	**17**	WEST LEG	
BOUND	THRU	**306**	IN ...	**510**	BOUND	THRU	**410**	IN ...	**610**
	RIGHT	**53**	OUT ...	**600**		RIGHT	**157**	OUT ...	**800**
WEST	LEFT	**9**	EAST LEG		WEST	LEFT	**78**	EAST LEG	
BOUND	THRU	**418**	IN ...	**710**	BOUND	THRU	**491**	IN ...	**640**
	RIGHT	**256**	OUT ...	**530**		RIGHT	**18**	OUT ...	**580**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**42**	**63**	NORTH LEG	NORTH	LEFT	**222**	**238**	NORTH LEG
BOUND	THRU	**152**	**313**	RATIO **21.2%**	BOUND	THRU	**60**	**281**	RATIO **12.0%**
	RIGHT	**11**	**15**	ADT 6,900		RIGHT	**98**	**92**	ADT 6,900
SOUTH	LEFT	**170**	**253**	SOUTH LEG	SOUTH	LEFT	**16**	**104**	SOUTH LEG
BOUND	THRU	**103**	**238**	RATIO **6.9%**	BOUND	THRU	**34**	**218**	RATIO **10.1%**
	RIGHT	**95**	**158**	ADT 10,300		RIGHT	**9**	**67**	ADT 10,300
EAST	LEFT	**134**	**177**	EAST LEG	EAST	LEFT	**17**	**80**	EAST LEG
BOUND	THRU	**306**	**262**	RATIO **9.4%**	BOUND	THRU	**410**	**384**	RATIO **9.3%**
	RIGHT	**53**	**71**	ADT 13,200		RIGHT	**157**	**145**	ADT 13,200
WEST	LEFT	**9**	**11**	WEST LEG	WEST	LEFT	**78**	**67**	WEST LEG
BOUND	THRU	**418**	**379**	RATIO **7.1%**	BOUND	THRU	**491**	**495**	RATIO **9.0%**
	RIGHT	**256**	**320**	ADT 15,600		RIGHT	**18**	**79**	ADT 15,600

PEPPER AVENUE (NS) / BASELINE ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**42**	SOUTH LEG		NORTH	LEFT	**222**	SOUTH LEG	
BOUND	THRU	**152**	IN ...	**650**	BOUND	THRU	**60**	IN ...	**950**
	RIGHT	**11**	OUT ...	**550**		RIGHT	**98**	OUT ...	**660**
SOUTH	LEFT	**170**	NORTH LEG		SOUTH	LEFT	**16**	NORTH LEG	
BOUND	THRU	**103**	IN ...	**1,070**	BOUND	THRU	**34**	IN ...	**870**
	RIGHT	**95**	OUT ...	**1,200**		RIGHT	**9**	OUT ...	**940**
EAST	LEFT	**134**	WEST LEG		EAST	LEFT	**17**	WEST LEG	
BOUND	THRU	**306**	IN ...	**540**	BOUND	THRU	**410**	IN ...	**640**
	RIGHT	**53**	OUT ...	**630**		RIGHT	**157**	OUT ...	**920**
WEST	LEFT	**9**	EAST LEG		WEST	LEFT	**78**	EAST LEG	
BOUND	THRU	**418**	IN ...	**740**	BOUND	THRU	**491**	IN ...	**720**
	RIGHT	**256**	OUT ...	**580**		RIGHT	**18**	OUT ...	**660**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**42**	**73**	NORTH LEG	NORTH	LEFT	**222**	**254**	NORTH LEG
BOUND	THRU	**152**	**555**	RATIO **12.7%**	BOUND	THRU	**60**	**612**	RATIO **10.2%**
	RIGHT	**11**	**16**	ADT 17,800		RIGHT	**98**	**87**	ADT 17,800
SOUTH	LEFT	**170**	**352**	SOUTH LEG	SOUTH	LEFT	**16**	**228**	SOUTH LEG
BOUND	THRU	**103**	**459**	RATIO **7.4%**	BOUND	THRU	**34**	**472**	RATIO **10.0%**
	RIGHT	**95**	**242**	ADT 16,200		RIGHT	**9**	**166**	ADT 16,200
EAST	LEFT	**134**	**241**	EAST LEG	EAST	LEFT	**17**	**165**	EAST LEG
BOUND	THRU	**306**	**213**	RATIO **9.3%**	BOUND	THRU	**410**	**345**	RATIO **9.8%**
	RIGHT	**53**	**79**	ADT 14,100		RIGHT	**157**	**128**	ADT 14,100
WEST	LEFT	**9**	**12**	WEST LEG	WEST	LEFT	**78**	**60**	WEST LEG
BOUND	THRU	**418**	**315**	RATIO **6.9%**	BOUND	THRU	**491**	**499**	RATIO **9.3%**
	RIGHT	**256**	**405**	ADT 16,800		RIGHT	**18**	**163**	ADT 16,800

PEPPER AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			26	263	47			
			<	v	>			
		19	^			^	15	
		375	>			<	243	
		99	v			v	59	
			<	^	>			
			65	149	48			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				336	183			
				v	^			
		334	<	IN =	1408	<	317	
		493	>	OUT =	1408	>	470	
				v	^			
				421	262			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			3	8	12			
			<	v	>			
		2	^			^	0	
		36	>			<	41	
		6	v			v	88	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			11	13	109			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			29	271	59			
			<	v	>			
		21	^			^	15	
		411	>			<	284	
		105	v			v	147	
			<	^	>			
			76	162	157			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				1635	827			
				v	^			
[redacted]		1877	<	IN =	6991	<	1686	
		2199	>	OUT =	6991	>	2716	
				v	^			
				1571	1471			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				23	20			
				v	^			
[redacted]		53	<	IN =	146	<	53	
		38	>	OUT =	146	>	52	
				v	^			
				21	32			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				629	321			
				v	^			
		731	<	IN =	2705	<	658	
		848	>	OUT =	2705	>	1049	
				v	^			
				604	570			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2566	1878			
				v	^			
[redacted]		2963	<	IN =	10072	<	1999	
		3639	>	OUT =	10071	>	2826	
				v	^			
				2404	1868			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				48	36			
				v	^			
[redacted]		82	<	IN =	222	<	67	
		65	>	OUT =	221	>	61	
				v	^			
				42	42			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				991	726			
				v	^			
		1153	<	IN =	3901	<	782	
		1404	>	OUT =	3901	>	1094	
				v	^			
				928	724			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				366	407			
				v	^			
		427	<			<	126	
		561	>			>	46	
				v	^			
				327	156			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				370	410			
				v	^			
		430	<	IN =	1220	<	130	
		560	>	OUT =	1230	>	60	
				v	^			
				330	160			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

				320	350			
				v	^			
		370	<			<	110	
		480	>			>	50	
				v	^			
				280	140			

NEW PROJECTED VOLUMES (PCE'S): 2035

				680	550			
				v	^			
		760	<			<	560	
		1020	>			>	680	
				v	^			
				800	540			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

				110	120			
				v	^			
		130	<			<	40	
		170	>			>	20	
				v	^			
				100	50			

INITIAL FUTURE YEAR VOLUMES:

2020

				470	320			
				v	^			
		520	<	IN =	2120	<	490	
		710	>	OUT =	2110	>	650	
				v	^			
				620	450			

BALANCED FUTURE YEAR VOLUMES:

2020

				470	320			
				v	^			
		520	<	IN =	2120	<	490	
		710	>	OUT =	2110	>	650	
				v	^			
				620	450			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2012

			52	210	30			
			<	v	>			
		59	^			^	52	
		530	>			<	567	
		163	v			v	69	
			<	^	>			
			156	342	81			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2012

				292	453			
				v	^			
		775	<	IN =	2311	<	688	
		752	>	OUT =	2311	>	641	
				v	^			
				442	579			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	7	3			
			<	v	>			
		2	^			^	6	
		38	>			<	38	
		5	v			v	100	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			12	22	112			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2012

			52	217	33			
			<	v	>			
		61	^			^	58	
		568	>			<	605	
		168	v			v	169	
			<	^	>			
			168	364	193			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2094	1809			
				v	^			
[redacted]		3757	<	IN =	11140	<	3348	
		2937	>	OUT =	11140	>	3413	
				v	^			
				2161	2761			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				42	25			
				v	^			
[redacted]		63	<	IN =	209	<	64	
		64	>	OUT =	207	>	81	
				v	^			
				38	39			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				597	513			
				v	^			
		1068	<	IN =	3171	<	953	
		838	>	OUT =	3171	>	976	
				v	^			
				615	783			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				3446	4260			
				v	^			
[redacted]		5751	<	IN =	16820	<	4466	
		4987	>	OUT =	16821	>	3704	
				v	^			
				3106	3921			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				82	65			
				v	^			
[redacted]		105	<	IN =	342	<	88	
		111	>	OUT =	343	>	98	
				v	^			
				75	61			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				985	1209			
				v	^			
		1637	<	IN =	4795	<	1272	
		1424	>	OUT =	4796	>	1062	
				v	^			
				888	1113			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				394	701			
				v	^			
		574	<			<	322	
		592	>			>	88	
				v	^			
				278	333			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				390	700			
				v	^			
		570	<	IN =	1630	<	320	
		590	>	OUT =	1640	>	90	
				v	^			
				280	330			

PRORATED GROWTH (PCE'S): 2012 TO 2035
23 YEARS

				330	600			
				v	^			
		490	<			<	270	
		500	>			>	80	
				v	^			
				240	280			

NEW PROJECTED VOLUMES (PCE'S): 2035

				630	1080			
				v	^			
		1320	<			<	1100	
		1300	>			>	870	
				v	^			
				790	1010			

FUTURE YEAR GROWTH: 2012 TO 2020
8 YEARS

				120	210			
				v	^			
		170	<			<	90	
		170	>			>	30	
				v	^			
				80	100			

INITIAL FUTURE YEAR VOLUMES:

2020

				420	690			
				v	^			
		1000	<	IN =	3140	<	920	
		970	>	OUT =	3140	>	820	
				v	^			
				630	830			

BALANCED FUTURE YEAR VOLUMES:

2020

				420	690			
				v	^			
		1000	<	IN =	3140	<	920	
		970	>	OUT =	3140	>	820	
				v	^			
				630	830			

PEPPER AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**76**	SOUTH LEG		NORTH	LEFT	**168**	SOUTH LEG	
BOUND	THRU	**162**	IN ...	**450**	BOUND	THRU	**364**	IN ...	**830**
	RIGHT	**157**	OUT ...	**620**		RIGHT	**193**	OUT ...	**630**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**33**	NORTH LEG	
BOUND	THRU	**271**	IN ...	**470**	BOUND	THRU	**217**	IN ...	**420**
	RIGHT	**29**	OUT ...	**320**		RIGHT	**52**	OUT ...	**690**
EAST	LEFT	**21**	WEST LEG		EAST	LEFT	**61**	WEST LEG	
BOUND	THRU	**411**	IN ...	**710**	BOUND	THRU	**568**	IN ...	**970**
	RIGHT	**105**	OUT ...	**520**		RIGHT	**168**	OUT ...	**1,000**
WEST	LEFT	**147**	EAST LEG		WEST	LEFT	**169**	EAST LEG	
BOUND	THRU	**284**	IN ...	**490**	BOUND	THRU	**605**	IN ...	**920**
	RIGHT	**15**	OUT ...	**650**		RIGHT	**58**	OUT ...	**820**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**76**	**104**	NORTH LEG	NORTH	LEFT	**168**	**197**	NORTH LEG
BOUND	THRU	**162**	**242**	RATIO **6.8%**	BOUND	THRU	**364**	**489**	RATIO **9.6%**
	RIGHT	**157**	**102**	ADT 11,600		RIGHT	**193**	**144**	ADT 11,600
SOUTH	LEFT	**59**	**59**	SOUTH LEG	SOUTH	LEFT	**33**	**39**	SOUTH LEG
BOUND	THRU	**271**	**348**	RATIO **6.6%**	BOUND	THRU	**217**	**284**	RATIO **9.0%**
	RIGHT	**29**	**61**	ADT 16,200		RIGHT	**52**	**97**	ADT 16,200
EAST	LEFT	**21**	**57**	EAST LEG	EAST	LEFT	**61**	**123**	EAST LEG
BOUND	THRU	**411**	**488**	RATIO **5.8%**	BOUND	THRU	**568**	**637**	RATIO **8.9%**
	RIGHT	**105**	**160**	ADT 19,600		RIGHT	**168**	**208**	ADT 19,600
WEST	LEFT	**147**	**113**	WEST LEG	WEST	LEFT	**169**	**138**	WEST LEG
BOUND	THRU	**284**	**356**	RATIO **5.6%**	BOUND	THRU	**605**	**706**	RATIO **9.0%**
	RIGHT	**15**	**21**	ADT 21,800		RIGHT	**58**	**77**	ADT 21,800

PEPPER AVENUE (NS) / FOOTHILL BOULEVARD (SR-66) (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**76**	SOUTH LEG		NORTH	LEFT	**168**	SOUTH LEG	
BOUND	THRU	**162**	IN ...	**540**	BOUND	THRU	**364**	IN ...	**1,010**
	RIGHT	**157**	OUT ...	**800**		RIGHT	**193**	OUT ...	**790**
SOUTH	LEFT	**59**	NORTH LEG		SOUTH	LEFT	**33**	NORTH LEG	
BOUND	THRU	**271**	IN ...	**680**	BOUND	THRU	**217**	IN ...	**630**
	RIGHT	**29**	OUT ...	**550**		RIGHT	**52**	OUT ...	**1,080**
EAST	LEFT	**21**	WEST LEG		EAST	LEFT	**61**	WEST LEG	
BOUND	THRU	**411**	IN ...	**1,020**	BOUND	THRU	**568**	IN ...	**1,300**
	RIGHT	**105**	OUT ...	**760**		RIGHT	**168**	OUT ...	**1,320**
WEST	LEFT	**147**	EAST LEG		WEST	LEFT	**169**	EAST LEG	
BOUND	THRU	**284**	IN ...	**560**	BOUND	THRU	**605**	IN ...	**1,100**
	RIGHT	**15**	OUT ...	**680**		RIGHT	**58**	OUT ...	**870**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**76**	**144**	NORTH LEG	NORTH	LEFT	**168**	**239**	NORTH LEG
BOUND	THRU	**162**	**341**	RATIO **7.2%**	BOUND	THRU	**364**	**679**	RATIO **10.1%**
	RIGHT	**157**	**53**	ADT 17,000		RIGHT	**193**	**97**	ADT 17,000
SOUTH	LEFT	**59**	**57**	SOUTH LEG	SOUTH	LEFT	**33**	**45**	SOUTH LEG
BOUND	THRU	**271**	**464**	RATIO **6.9%**	BOUND	THRU	**217**	**389**	RATIO **9.4%**
	RIGHT	**29**	**156**	ADT 19,300		RIGHT	**52**	**199**	ADT 19,300
EAST	LEFT	**21**	**182**	EAST LEG	EAST	LEFT	**61**	**290**	EAST LEG
BOUND	THRU	**411**	**570**	RATIO **5.8%**	BOUND	THRU	**568**	**728**	RATIO **9.2%**
	RIGHT	**105**	**260**	ADT 21,500		RIGHT	**168**	**285**	ADT 21,500
WEST	LEFT	**147**	**75**	WEST LEG	WEST	LEFT	**169**	**116**	WEST LEG
BOUND	THRU	**284**	**459**	RATIO **6.2%**	BOUND	THRU	**605**	**882**	RATIO **9.2%**
	RIGHT	**15**	**27**	ADT 28,500		RIGHT	**58**	**111**	ADT 28,500

PEPPER AVENUE (NS) / RIALTO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			37	475	91			
			<	v	>			
		65	^			^	47	
		219	>			<	261	
		117	v			v	206	
			<	^	>			
			86	442	132			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				603	554			
				v	^			
		384	<	IN =	2178	<	514	
		401	>	OUT =	2178	>	442	
				v	^			
				798	660			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			5	178	5			
			<	v	>			
		2	^			^	4	
		8	>			<	14	
		2	v			v	25	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			6	105	19			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

			42	653	96			
			<	v	>			
		67	^			^	51	
		227	>			<	275	
		119	v			v	231	
			<	^	>			
			92	547	151			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				1806	1662			
				v	^			
[redacted]		313	<	IN =	5599	<	1037	
		508	>	OUT =	5599	>	948	
				v	^			
				2676	2248			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				24	35			
				v	^			
[redacted]		13	<	IN =	136	<	47	
		13	>	OUT =	135	>	28	
				v	^			
				59	52			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				694	643			
				v	^			
		123	<	IN =	2173	<	410	
		197	>	OUT =	2173	>	370	
				v	^			
				1037	872			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2677	2081			
				v	^			
[redacted]		819	<	IN =	7001	<	1010	
		939	>	OUT =	7000	>	1113	
				v	^			
				2987	2375			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				47	45			
				v	^			
[redacted]		25	<	IN =	143	<	26	
		18	>	OUT =	143	>	21	
				v	^			
				52	52			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1033	806			
				v	^			
		320	<	IN =	2708	<	392	
		363	>	OUT =	2708	>	430	
				v	^			
				1152	920			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				342	164			
				v	^			
		198	<			<	-21	
		166	>			>	59	
				v	^			
				115	48			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				340	160			
				v	^			
		200	<	IN =	620	<	60	
		170	>	OUT =	530	>	60	
				v	^			
				110	50			

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				310	150			
				v	^			
		190	<			<	60	
		160	>			>	60	
				v	^			
				100	50			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1100	820			
				v	^			
		600	<			<	620	
		570	>			>	530	
				v	^			
				1100	840			

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				130	60			
				v	^			
		70	<			<	20	
		60	>			>	20	
				v	^			
				40	20			

INITIAL FUTURE YEAR VOLUMES:

2020

				920	730			
				v	^			
		480	<	IN =	2780	<	580	
		470	>	OUT =	2740	>	490	
				v	^			
				1040	810			

BALANCED FUTURE YEAR VOLUMES:

2020

				920	740			
				v	^			
		490	<	IN =	2780	<	580	
		470	>	OUT =	2790	>	500	
				v	^			
				1060	810			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			17	414	72			
			<	v	>			
		41	^			^	96	
		232	>			<	241	
		59	v			v	166	
			<	^	>			
			83	522	167			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				503	659			
				v	^			
		341	<	IN =	2110	<	503	
		332	>	OUT =	2110	>	471	
				v	^			
				639	772			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	105	8			
			<	v	>			
		0	^			^	3	
		5	>			<	3	
		0	v			v	23	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			2	113	20			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

			17	519	80			
			<	v	>			
		41	^			^	99	
		237	>			<	244	
		59	v			v	189	
			<	^	>			
			85	635	187			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2498	2908			
				v	^			
[redacted]		1161	<	IN =	9400	<	1814	
		949	>	OUT =	9400	>	1683	
				v	^			
				3648	4139			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				42	40			
				v	^			
[redacted]		23	<	IN =	234	<	69	
		23	>	OUT =	234	>	77	
				v	^			
				94	100			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				710	824			
				v	^			
		331	<	IN =	2691	<	525	
		271	>	OUT =	2691	>	490	
				v	^			
				1045	1184			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				3516	4258			
				v	^			
[redacted]		2037	<	IN =	12007	<	2049	
		1927	>	OUT =	12007	>	1882	
				v	^			
				3830	4515			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				79	64			
				v	^			
[redacted]		35	<	IN =	225	<	37	
		42	>	OUT =	225	>	40	
				v	^			
				86	87			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				1004	1208			
				v	^			
		579	<	IN =	3418	<	583	
		550	>	OUT =	3418	>	537	
				v	^			
				1094	1281			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				299	387			
				v	^			
		250	<			<	54	
		281	>			>	42	
				v	^			
				48	93			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				300	390			
				v	^			
		250	<	IN =	720	<	50	
		280	>	OUT =	740	>	50	
				v	^			
				50	90			

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				280	360			
				v	^			
		230	<			<	50	
		260	>			>	50	
				v	^			
				50	80			

NEW PROJECTED VOLUMES (PCE'S): 2035

				900	1140			
				v	^			
		580	<			<	580	
		600	>			>	550	
				v	^			
				820	990			

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				110	140			
				v	^			
		90	<			<	20	
		100	>			>	20	
				v	^			
				20	30			

INITIAL FUTURE YEAR VOLUMES:

2020

				730	920			
				v	^			
		440	<	IN =	2660	<	550	
		440	>	OUT =	2670	>	520	
				v	^			
				790	940			

BALANCED FUTURE YEAR VOLUMES:

2020

				730	920			
				v	^			
		440	<	IN =	2660	<	550	
		440	>	OUT =	2670	>	520	
				v	^			
				790	940			

PEPPER AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**85**	SOUTH LEG	
BOUND	THRU	**547**	IN ...	**810**	BOUND	THRU	**635**	IN ...	**940**
	RIGHT	**151**	OUT ...	**1,060**		RIGHT	**187**	OUT ...	**790**
SOUTH	LEFT	**96**	NORTH LEG		SOUTH	LEFT	**80**	NORTH LEG	
BOUND	THRU	**653**	IN ...	**920**	BOUND	THRU	**519**	IN ...	**730**
	RIGHT	**42**	OUT ...	**740**		RIGHT	**17**	OUT ...	**920**
EAST	LEFT	**67**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**227**	IN ...	**470**	BOUND	THRU	**237**	IN ...	**440**
	RIGHT	**119**	OUT ...	**490**		RIGHT	**59**	OUT ...	**440**
WEST	LEFT	**231**	EAST LEG		WEST	LEFT	**189**	EAST LEG	
BOUND	THRU	**275**	IN ...	**580**	BOUND	THRU	**244**	IN ...	**550**
	RIGHT	**51**	OUT ...	**500**		RIGHT	**99**	OUT ...	**520**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**100**	NORTH LEG	NORTH	LEFT	**85**	**100**	NORTH LEG
BOUND	THRU	**547**	**586**	RATIO **9.4%**	BOUND	THRU	**635**	**718**	RATIO **9.4%**
	RIGHT	**151**	**128**	ADT 17,600		RIGHT	**187**	**129**	ADT 17,600
SOUTH	LEFT	**96**	**117**	SOUTH LEG	SOUTH	LEFT	**80**	**99**	SOUTH LEG
BOUND	THRU	**653**	**739**	RATIO **9.4%**	BOUND	THRU	**519**	**594**	RATIO **8.7%**
	RIGHT	**42**	**66**	ADT 19,900		RIGHT	**17**	**36**	ADT 19,900
EAST	LEFT	**67**	**94**	EAST LEG	EAST	LEFT	**41**	**83**	EAST LEG
BOUND	THRU	**227**	**254**	RATIO **8.8%**	BOUND	THRU	**237**	**292**	RATIO **8.7%**
	RIGHT	**119**	**123**	ADT 12,300		RIGHT	**59**	**67**	ADT 12,300
WEST	LEFT	**231**	**198**	WEST LEG	WEST	LEFT	**189**	**129**	WEST LEG
BOUND	THRU	**275**	**325**	RATIO **10.6%**	BOUND	THRU	**244**	**305**	RATIO **9.7%**
	RIGHT	**51**	**59**	ADT 9,100		RIGHT	**99**	**119**	ADT 9,100

PEPPER AVENUE (NS) / RIALTO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**92**	SOUTH LEG		NORTH	LEFT	**85**	SOUTH LEG	
BOUND	THRU	**547**	IN ...	**840**	BOUND	THRU	**635**	IN ...	**990**
	RIGHT	**151**	OUT ...	**1,100**		RIGHT	**187**	OUT ...	**820**
SOUTH	LEFT	**96**	NORTH LEG		SOUTH	LEFT	**80**	NORTH LEG	
BOUND	THRU	**653**	IN ...	**1,100**	BOUND	THRU	**519**	IN ...	**900**
	RIGHT	**42**	OUT ...	**820**		RIGHT	**17**	OUT ...	**1,140**
EAST	LEFT	**67**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**227**	IN ...	**570**	BOUND	THRU	**237**	IN ...	**600**
	RIGHT	**119**	OUT ...	**600**		RIGHT	**59**	OUT ...	**580**
WEST	LEFT	**231**	EAST LEG		WEST	LEFT	**189**	EAST LEG	
BOUND	THRU	**275**	IN ...	**620**	BOUND	THRU	**244**	IN ...	**580**
	RIGHT	**51**	OUT ...	**530**		RIGHT	**99**	OUT ...	**550**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**92**	**109**	NORTH LEG	NORTH	LEFT	**85**	**117**	NORTH LEG
BOUND	THRU	**547**	**612**	RATIO **9.0%**	BOUND	THRU	**635**	**813**	RATIO **9.7%**
	RIGHT	**151**	**101**	ADT 21,000		RIGHT	**187**	**77**	ADT 21,000
SOUTH	LEFT	**96**	**142**	SOUTH LEG	SOUTH	LEFT	**80**	**127**	SOUTH LEG
BOUND	THRU	**653**	**818**	RATIO **9.1%**	BOUND	THRU	**519**	**677**	RATIO **8.6%**
	RIGHT	**42**	**109**	ADT 21,200		RIGHT	**17**	**90**	ADT 21,200
EAST	LEFT	**67**	**141**	EAST LEG	EAST	LEFT	**41**	**186**	EAST LEG
BOUND	THRU	**227**	**287**	RATIO **8.7%**	BOUND	THRU	**237**	**346**	RATIO **8.7%**
	RIGHT	**119**	**128**	ADT 13,100		RIGHT	**59**	**71**	ADT 13,100
WEST	LEFT	**231**	**155**	WEST LEG	WEST	LEFT	**189**	**71**	WEST LEG
BOUND	THRU	**275**	**382**	RATIO **9.9%**	BOUND	THRU	**244**	**373**	RATIO **10.1%**
	RIGHT	**51**	**67**	ADT 11,700		RIGHT	**99**	**141**	ADT 11,700

PEPPER AVENUE (NS) / MERRILL AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				15	472	52			
				<	v	>			
		20	^				^	50	
		121	>				<	92	
		37	v				v	55	
				<	^	>			
				24	280	19			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					539	350			
					v	^			
		131	<	IN =	1237	<	197		
		178	>	OUT =	1237	>	192		
					v	^			
					564	323			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	117	6			
				<	v	>			
		0	^				^	0	
		0	>				<	4	
		0	v				v	13	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2.0 4+: 3.0				0	102	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				15	589	58			
				<	v	>			
		20	^				^	50	
		121	>				<	96	
		37	v				v	68	
				<	^	>			
				24	382	19			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2728	2295			
					v	^			
[redacted]		654	<	IN =	6582	<	938		
		1354	>	OUT =	6582	>	1224		
					v	^			
					2409	1562			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					61	53			
					v	^			
[redacted]		11	<	IN =	167	<	15		
		16	>	OUT =	166	>	45		
					v	^			
					57	75			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1057	890			
					v	^			
		252	<	IN =	2557	<	361		
		520	>	OUT =	2556	>	480		
					v	^			
					934	619			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3023	2383			
					v	^			
[redacted]		652	<	IN =	6821	<	907		
		1192	>	OUT =	6822	>	1229		
					v	^			
					2558	1699			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					52	52			
					v	^			
[redacted]		14	<	IN =	127	<	16		
		14	>	OUT =	127	>	15		
					v	^			
					46	45			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1166	923			
					v	^			
		252	<	IN =	2634	<	350		
		458	>	OUT =	2635	>	472		
					v	^			
					987	661			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					108	33			
					v	^			
		1	<			<	-11		
		-63	>			>	-13		
					v	^			
					51	37			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					110	50			
					v	^			
		10	<	IN =	190	<	20		
		20	>	OUT =	130	>	20		
					v	^			
					50	40			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					90	40			
					v	^			
		10	<			<	20		
		20	>			>	20		
					v	^			
					40	30			

NEW PROJECTED VOLUMES (PCE'S): 2035

					750	490			
					v	^			
		150	<			<	230		
		200	>			>	220		
					v	^			
					730	460			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					30	10			
					v	^			
		0	<			<	10		
		10	>			>	10		
					v	^			
					10	10			

INITIAL FUTURE YEAR VOLUMES:
2020

					690	460			
					v	^			
		140	<	IN =	1540	<	220		
		190	>	OUT =	1510	>	210		
					v	^			
					700	440			

BALANCED FUTURE YEAR VOLUMES:
2020

					690	470			
					v	^			
		140	<	IN =	1540	<	220		
		190	>	OUT =	1530	>	210		
					v	^			
					710	440			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				25	405	81			
				<	v	>			
		41	^				^	82	
		235	>				<	211	
		41	v				v	40	
				<	^	>			
				40	506	41			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					511	629			
					v	^			
		276	<	IN =	1748	<	333		
		317	>	OUT =	1748	>	357		
					v	^			
					486	587			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	76	0			
				<	v	>			
		0	^				^	2	
		2	>				<	0	
		0	v				v	5	
PCE FACTORS BY AXLE:				<	^	>			
2: 1.5 3: 2 4+: 3.0				0	112	31			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				25	481	81			
				<	v	>			
		41	^				^	84	
		237	>				<	211	
		41	v				v	45	
				<	^	>			
				40	618	72			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3707	4221			
					v	^			
[redacted]		1695	<	IN =	10494	<	1975		
		1366	>	OUT =	10494	>	1680		
					v	^			
					2898	3446			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					96	102			
					v	^			
[redacted]		19	<	IN =	279	<	71		
		21	>	OUT =	280	>	24		
					v	^			
					135	91			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1062	1207			
					v	^			
		479	<	IN =	3008	<	571		
		388	>	OUT =	3008	>	476		
					v	^			
					845	988			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3825	4540			
					v	^			
[redacted]		1765	<	IN =	10942	<	2013		
		1466	>	OUT =	10942	>	1637		
					v	^			
					3000	3638			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					87	68			
					v	^			
[redacted]		23	<	IN =	197	<	29		
		27	>	OUT =	196	>	26		
					v	^			
					79	54			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1093	1288			
					v	^			
		500	<	IN =	3113	<	571		
		417	>	OUT =	3113	>	465		
					v	^			
					860	1032			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					30	77			
					v	^			
		21	<			<	-5		
		30	>			>	-11		
					v	^			
					8	40			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					60	80			
					v	^			
		30	<	IN =	160	<	30		
		30	>	OUT =	160	>	40		
					v	^			
					10	40			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					50	70			
					v	^			
		20	<			<	20		
		20	>			>	30		
					v	^			
					10	30			

NEW PROJECTED VOLUMES (PCE'S): 2035

					640	810			
					v	^			
		300	<			<	360		
		340	>			>	420		
					v	^			
					580	760			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					20	20			
					v	^			
		10	<			<	10		
		10	>			>	10		
					v	^			
					0	10			

INITIAL FUTURE YEAR VOLUMES:
2020

					610	760			
					v	^			
		290	<	IN =	2030	<	350		
		330	>	OUT =	2020	>	400		
					v	^			
					570	740			

BALANCED FUTURE YEAR VOLUMES:
2020

					610	760			
					v	^			
		290	<	IN =	2030	<	350		
		330	>	OUT =	2020	>	400		
					v	^			
					570	740			

PEPPER AVENUE (NS) / MERRILL AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**24**	SOUTH LEG		NORTH	LEFT	**40**	SOUTH LEG	
BOUND	THRU	**382**	IN ...	**440**	BOUND	THRU	**618**	IN ...	**740**
	RIGHT	**19**	OUT ...	**710**		RIGHT	**72**	OUT ...	**570**
SOUTH	LEFT	**58**	NORTH LEG		SOUTH	LEFT	**81**	NORTH LEG	
BOUND	THRU	**589**	IN ...	**690**	BOUND	THRU	**481**	IN ...	**610**
	RIGHT	**15**	OUT ...	**470**		RIGHT	**25**	OUT ...	**760**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**121**	IN ...	**190**	BOUND	THRU	**237**	IN ...	**330**
	RIGHT	**37**	OUT ...	**140**		RIGHT	**41**	OUT ...	**290**
WEST	LEFT	**68**	EAST LEG		WEST	LEFT	**45**	EAST LEG	
BOUND	THRU	**96**	IN ...	**220**	BOUND	THRU	**211**	IN ...	**350**
	RIGHT	**50**	OUT ...	**210**		RIGHT	**84**	OUT ...	**400**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**24**	**24**	NORTH LEG	NORTH	LEFT	**40**	**41**	NORTH LEG
BOUND	THRU	**382**	**395**	RATIO **7.3%**	BOUND	THRU	**618**	**628**	RATIO **8.6%**
	RIGHT	**19**	**19**	ADT 15,800		RIGHT	**72**	**69**	ADT 15,800
SOUTH	LEFT	**58**	**62**	SOUTH LEG	SOUTH	LEFT	**81**	**88**	SOUTH LEG
BOUND	THRU	**589**	**606**	RATIO **7.5%**	BOUND	THRU	**481**	**489**	RATIO **8.5%**
	RIGHT	**15**	**16**	ADT 15,400		RIGHT	**25**	**29**	ADT 15,400
EAST	LEFT	**20**	**22**	EAST LEG	EAST	LEFT	**41**	**45**	EAST LEG
BOUND	THRU	**121**	**129**	RATIO **4.9%**	BOUND	THRU	**237**	**244**	RATIO **8.6%**
	RIGHT	**37**	**38**	ADT 8,700		RIGHT	**41**	**40**	ADT 8,700
WEST	LEFT	**68**	**66**	WEST LEG	WEST	LEFT	**45**	**41**	WEST LEG
BOUND	THRU	**96**	**99**	RATIO **4.7%**	BOUND	THRU	**211**	**220**	RATIO **8.8%**
	RIGHT	**50**	**53**	ADT 7,000		RIGHT	**84**	**87**	ADT 7,000

PEPPER AVENUE (NS) / MERRILL AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**24**	SOUTH LEG		NORTH	LEFT	**40**	SOUTH LEG	
BOUND	THRU	**382**	IN ...	**460**	BOUND	THRU	**618**	IN ...	**760**
	RIGHT	**19**	OUT ...	**730**		RIGHT	**72**	OUT ...	**580**
SOUTH	LEFT	**58**	NORTH LEG		SOUTH	LEFT	**81**	NORTH LEG	
BOUND	THRU	**589**	IN ...	**750**	BOUND	THRU	**481**	IN ...	**640**
	RIGHT	**15**	OUT ...	**490**		RIGHT	**25**	OUT ...	**810**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**41**	WEST LEG	
BOUND	THRU	**121**	IN ...	**200**	BOUND	THRU	**237**	IN ...	**340**
	RIGHT	**37**	OUT ...	**150**		RIGHT	**41**	OUT ...	**300**
WEST	LEFT	**68**	EAST LEG		WEST	LEFT	**45**	EAST LEG	
BOUND	THRU	**96**	IN ...	**230**	BOUND	THRU	**211**	IN ...	**360**
	RIGHT	**50**	OUT ...	**220**		RIGHT	**84**	OUT ...	**420**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**24**	**25**	NORTH LEG	NORTH	LEFT	**40**	**40**	NORTH LEG
BOUND	THRU	**382**	**407**	RATIO **7.2%**	BOUND	THRU	**618**	**661**	RATIO **8.6%**
	RIGHT	**19**	**18**	ADT 16,800		RIGHT	**72**	**66**	ADT 16,800
SOUTH	LEFT	**58**	**70**	SOUTH LEG	SOUTH	LEFT	**81**	**101**	SOUTH LEG
BOUND	THRU	**589**	**633**	RATIO **7.2%**	BOUND	THRU	**481**	**505**	RATIO **8.2%**
	RIGHT	**15**	**20**	ADT 16,400		RIGHT	**25**	**33**	ADT 16,400
EAST	LEFT	**20**	**25**	EAST LEG	EAST	LEFT	**41**	**51**	EAST LEG
BOUND	THRU	**121**	**132**	RATIO **4.8%**	BOUND	THRU	**237**	**253**	RATIO **8.5%**
	RIGHT	**37**	**36**	ADT 9,200		RIGHT	**41**	**37**	ADT 9,200
WEST	LEFT	**68**	**60**	WEST LEG	WEST	LEFT	**45**	**38**	WEST LEG
BOUND	THRU	**96**	**106**	RATIO **4.6%**	BOUND	THRU	**211**	**227**	RATIO **8.5%**
	RIGHT	**50**	**57**	ADT 7,500		RIGHT	**84**	**98**	ADT 7,500

PEPPER AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			40	612	14			
			<	v	>			
		42	^			^		16
		62	>			<		52
		127	v			v		19
			<	^	>			
			46	331	10			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				666	389			
				v	^			
		138	<	IN =		1371	<	87
		231	>	OUT =		1371	>	86
				v	^			
				758	387			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			2	138	0			
			<	v	>			
		0	^			^		0
		3	>			<		0
		5	v			v		6
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			6	124	6			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			42	750	14			
			<	v	>			
		42	^			^		16
		65	>			<		52
		132	v			v		25
			<	^	>			
			52	455	16			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2556	1379			
				v	^			
		486	<	IN =		5288	<	399
		747	>	OUT =		5287	>	396
				v	^			
				3026	1586			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				58	76			
				v	^			
		17	<	IN =		177	<	10
		13	>	OUT =		177	>	11
				v	^			
				73	96			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				991	549			
				v	^			
		190	<	IN =		2068	<	155
		288	>	OUT =		2068	>	154
				v	^			
				1174	635			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2983	1554			
				v	^			
		623	<	IN =		6266	<	597
		940	>	OUT =		6265	>	583
				v	^			
				3505	1746			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				48	51			
				v	^			
		21	<	IN =		149	<	14
		16	>	OUT =		150	>	15
				v	^			
				63	71			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1150	608			
				v	^			
		244	<	IN =		2431	<	232
		363	>	OUT =		2431	>	227
				v	^			
				1353	687			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				157	54			
				v	^			
		54	<			<		77
		75	>			>		73
				v	^			
				177	48			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				160	50			
				v	^			
		50	<	IN =		360	<	80
		70	>	OUT =		350	>	70
				v	^			
				180	50			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				130	40			
				v	^			
		40	<			<		70
		60	>			>		60
				v	^			
				150	40			

NEW PROJECTED VOLUMES (PCE'S): 2035

				940	550			
				v	^			
		190	<			<		160
		300	>			>		160
				v	^			
				1060	560			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				40	10			
				v	^			
		10	<			<		20
		20	>			>		20
				v	^			
				50	10			

INITIAL FUTURE YEAR VOLUMES:

2020

				850	520			
				v	^			
		160	<	IN =		1750	<	110
		260	>	OUT =		1760	>	120
				v	^			
				960	530			

BALANCED FUTURE YEAR VOLUMES:

2020

				850	520			
				v	^			
		160	<	IN =		1750	<	110
		260	>	OUT =		1760	>	120
				v	^			
				960	530			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			56	458	39			
			<	v	>			
		87	^			^		9
		112	>			<		115
		90	v			v		31
			<	^	>			
			130	651	59			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				553	747			
				v	^			
		301	<	IN =		1837	<	155
		289	>	OUT =		1837	>	210
				v	^			
				579	840			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	71	0			
			<	v	>			
		0	^			^		0
		0	>			<		2
		3	v			v		2
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			6	164	3			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			56	529	39			
			<	v	>			
		87	^			^		9
		112	>			<		117
		93	v			v		33
			<	^	>			
			136	815	62			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2702	3328			
				v	^			
		1175	<	IN =		8516	<	619
		961	>	OUT =		8516	>	895
				v	^			
				3118	4234			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				139	90			
				v	^			
		24	<	IN =		291	<	14
		18	>	OUT =		291	>	17
				v	^			
				160	120			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				791	954			
				v	^			
		335	<	IN =		2457	<	177
		274	>	OUT =		2457	>	255
				v	^			
				913	1216			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2815	3515			
				v	^			
		1606	<	IN =		9746	<	886
		1301	>	OUT =		9747	>	1540
				v	^			
				3086	4744			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				85	51			
				v	^			
		30	<	IN =		211	<	19
		24	>	OUT =		212	>	28
				v	^			
				103	83			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				809	997			
				v	^			
		457	<	IN =		2782	<	253
		370	>	OUT =		2782	>	438
				v	^			
				890	1349			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				11	38			
				v	^			
		123	<			<		77
		97	>			>		185
				v	^			
				-30	129			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				60	90			
				v	^			
		120	<	IN =		370	<	80
		100	>	OUT =		400	>	180
				v	^			
				10	130			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				50	70			
				v	^			
		100	<			<		70
		80	>			>		150
				v	^			
				10	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				670	980			
				v	^			
		410	<			<		230
		370	>			>		360
				v	^			
				670	1120			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				20	20			
				v	^			
		30	<			<		20
		30	>			>		50
				v	^			
				0	30			

INITIAL FUTURE YEAR VOLUMES:

2020

				640	930			
				v	^			
		340	<	IN =		2180	<	180
		320	>	OUT =		2190	>	260
				v	^			
				660	1040			

BALANCED FUTURE YEAR VOLUMES:

2020

				640	930			
				v	^			
		340	<	IN =		2180	<	180
		320	>	OUT =		2190	>	260
				v	^			
				660	1040			

PEPPER AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**52**	SOUTH LEG		NORTH	LEFT	**136**	SOUTH LEG	
BOUND	THRU	**455**	IN ...	**530**	BOUND	THRU	**815**	IN ...	**1,040**
	RIGHT	**16**	OUT ...	**960**		RIGHT	**62**	OUT ...	**660**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**750**	IN ...	**850**	BOUND	THRU	**529**	IN ...	**640**
	RIGHT	**42**	OUT ...	**520**		RIGHT	**56**	OUT ...	**930**
EAST	LEFT	**42**	WEST LEG		EAST	LEFT	**87**	WEST LEG	
BOUND	THRU	**65**	IN ...	**260**	BOUND	THRU	**112**	IN ...	**320**
	RIGHT	**132**	OUT ...	**160**		RIGHT	**93**	OUT ...	**340**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**33**	EAST LEG	
BOUND	THRU	**52**	IN ...	**110**	BOUND	THRU	**117**	IN ...	**180**
	RIGHT	**16**	OUT ...	**120**		RIGHT	**9**	OUT ...	**260**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**52**	**54**	NORTH LEG	NORTH	LEFT	**136**	**143**	NORTH LEG
BOUND	THRU	**455**	**459**	RATIO **7.5%**	BOUND	THRU	**815**	**829**	RATIO **8.6%**
	RIGHT	**16**	**20**	ADT 18,300		RIGHT	**62**	**74**	ADT 18,300
SOUTH	LEFT	**14**	**18**	SOUTH LEG	SOUTH	LEFT	**39**	**49**	SOUTH LEG
BOUND	THRU	**750**	**793**	RATIO **7.5%**	BOUND	THRU	**529**	**532**	RATIO **8.5%**
	RIGHT	**42**	**44**	ADT 20,000		RIGHT	**56**	**61**	ADT 20,000
EAST	LEFT	**42**	**43**	EAST LEG	EAST	LEFT	**87**	**91**	EAST LEG
BOUND	THRU	**65**	**82**	RATIO **4.8%**	BOUND	THRU	**112**	**138**	RATIO **9.2%**
	RIGHT	**132**	**137**	ADT 4,800		RIGHT	**93**	**92**	ADT 4,800
WEST	LEFT	**25**	**30**	WEST LEG	WEST	LEFT	**33**	**35**	WEST LEG
BOUND	THRU	**52**	**62**	RATIO **5.8%**	BOUND	THRU	**117**	**136**	RATIO **9.1%**
	RIGHT	**16**	**19**	ADT 7,300		RIGHT	**9**	**10**	ADT 7,300

PEPPER AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**52**	SOUTH LEG		NORTH	LEFT	**136**	SOUTH LEG	
BOUND	THRU	**455**	IN ...	**560**	BOUND	THRU	**815**	IN ...	**1,120**
	RIGHT	**16**	OUT ...	**1,060**		RIGHT	**62**	OUT ...	**670**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**39**	NORTH LEG	
BOUND	THRU	**750**	IN ...	**940**	BOUND	THRU	**529**	IN ...	**670**
	RIGHT	**42**	OUT ...	**550**		RIGHT	**56**	OUT ...	**980**
EAST	LEFT	**42**	WEST LEG		EAST	LEFT	**87**	WEST LEG	
BOUND	THRU	**65**	IN ...	**300**	BOUND	THRU	**112**	IN ...	**370**
	RIGHT	**132**	OUT ...	**190**		RIGHT	**93**	OUT ...	**410**
WEST	LEFT	**25**	EAST LEG		WEST	LEFT	**33**	EAST LEG	
BOUND	THRU	**52**	IN ...	**160**	BOUND	THRU	**117**	IN ...	**230**
	RIGHT	**16**	OUT ...	**160**		RIGHT	**9**	OUT ...	**360**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**52**	**55**	NORTH LEG	NORTH	LEFT	**136**	**160**	NORTH LEG
BOUND	THRU	**455**	**478**	RATIO **7.6%**	BOUND	THRU	**815**	**872**	RATIO **8.5%**
	RIGHT	**16**	**26**	ADT 19,600		RIGHT	**62**	**102**	ADT 19,600
SOUTH	LEFT	**14**	**25**	SOUTH LEG	SOUTH	LEFT	**39**	**69**	SOUTH LEG
BOUND	THRU	**750**	**869**	RATIO **7.5%**	BOUND	THRU	**529**	**538**	RATIO **8.3%**
	RIGHT	**42**	**47**	ADT 21,700		RIGHT	**56**	**70**	ADT 21,700
EAST	LEFT	**42**	**45**	EAST LEG	EAST	LEFT	**87**	**95**	EAST LEG
BOUND	THRU	**65**	**109**	RATIO **5.4%**	BOUND	THRU	**112**	**189**	RATIO **10.0%**
	RIGHT	**132**	**146**	ADT 5,900		RIGHT	**93**	**91**	ADT 5,900
WEST	LEFT	**25**	**44**	WEST LEG	WEST	LEFT	**33**	**41**	WEST LEG
BOUND	THRU	**52**	**89**	RATIO **6.0%**	BOUND	THRU	**117**	**179**	RATIO **9.6%**
	RIGHT	**16**	**27**	ADT 8,200		RIGHT	**9**	**13**	ADT 8,200

PEPPER AVENUE (NS) / VIOLET AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	699	78			
			<	v	>			
0	^				^			56
0	>				<			0
0	v				v			46
			<	^	>			
			0	334	111			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				777	390			
				v	^			
0	<	IN =		1324	<			102
0	>	OUT =		1324	>			189
				v	^			
				745	445			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	122	0			
			<	v	>			
0	^				^			0
0	>				<			0
0	v				v			0
			<	^	>			
			0	93	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	821	78			
			<	v	>			
0	^				^			56
0	>				<			0
0	v				v			46
			<	^	>			
			0	427	111			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				3026	1586			
				v	^			
0	<	IN =		4612	<			0
0	>	OUT =		4612	>			0
				v	^			
				3026	1586			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				73	96			
				v	^			
0	<	IN =		169	<			0
0	>	OUT =		169	>			0
				v	^			
				73	96			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1174	635			
				v	^			
0	<	IN =		1809	<			0
0	>	OUT =		1809	>			0
				v	^			
				1174	635			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				3505	1746			
				v	^			
0	<	IN =		5251	<			0
0	>	OUT =		5251	>			0
				v	^			
				3505	1746			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				63	71			
				v	^			
0	<	IN =		134	<			0
0	>	OUT =		134	>			0
				v	^			
				63	71			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				1353	687			
				v	^			
0	<	IN =		2040	<			0
0	>	OUT =		2040	>			0
				v	^			
				1353	687			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				177	48			
				v	^			
0	<				<			0
0	>				>			0
				v	^			
				177	48			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				180	50			
				v	^			
0	<	IN =		240	<			10
0	>	OUT =		250	>			20
				v	^			
				180	50			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				150	40			
				v	^			
0	<				<			10
0	>				>			20
				v	^			
				150	40			

NEW PROJECTED VOLUMES (PCE'S): 2035

				1050	520			
				v	^			
0	<				<			110
0	>				>			210
				v	^			
				1020	580			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS [redacted]

				50	10			
				v	^			
0	<				<			0
0	>				>			10
				v	^			
				50	10			

INITIAL FUTURE YEAR VOLUMES:

2020

				950	490			
				v	^			
0	<	IN =		1600	<			100
0	>	OUT =		1610	>			200
				v	^			
				920	550			

BALANCED FUTURE YEAR VOLUMES:

2020

				960	490			
				v	^			
0	<	IN =		1610	<			100
0	>	OUT =		1610	>			200
				v	^			
				920	550			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	528	35			
			<	v	>			
0	^				^			77
0	>				<			0
0	v				v			77
			<	^	>			
			0	780	27			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				563	857			
				v	^			
0	<	IN =		1524	<			154
0	>	OUT =		1524	>			62
				v	^			
				605	807			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	79	2			
			<	v	>			
0	^				^			0
0	>				<			0
0	v				v			0
			<	^	>			
			0	173	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	607	37			
			<	v	>			
0	^				^			77
0	>				<			0
0	v				v			77
			<	^	>			
			0	953	27			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				3118	4234			
				v	^			
0	<	IN =		7352	<			0
0	>	OUT =		7352	>			0
				v	^			
				3118	4234			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				160	120			
				v	^			
0	<	IN =		280	<			0
0	>	OUT =		280	>			0
				v	^			
				160	120			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				913	1216			
				v	^			
0	<	IN =		2129	<			0
0	>	OUT =		2129	>			0
				v	^			
				913	1216			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				3086	4744			
				v	^			
0	<	IN =		7830	<			0
0	>	OUT =		7830	>			0
				v	^			
				3086	4744			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				103	83			
				v	^			
0	<	IN =		186	<			0
0	>	OUT =		186	>			0
				v	^			
				103	83			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				890	1349			
				v	^			
0	<	IN =		2239	<			0
0	>	OUT =		2239	>			0
				v	^			
				890	1349			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				-30	129			
				v	^			
0	<				<			0
0	>				>			0
				v	^			
				-30	129			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				60	130			
				v	^			
0	<	IN =		210	<			20
0	>	OUT =		150	>			10
				v	^			
				10	130			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

				50	110			
				v	^			
0	<				<			20
0	>				>			10
				v	^			
				10	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				690	1140			
				v	^			
0	<				<			170
0	>				>			70
				v	^			
				690	1090			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

				20	30			
				v	^			
0	<				<			10
0	>				>			0
				v	^			
				0	30			

INITIAL FUTURE YEAR VOLUMES:

2020

				660	1060			
				v	^			
0	<	IN =		1830	<			160
0	>	OUT =		1800	>			60
				v	^			
				680	1010			

BALANCED FUTURE YEAR VOLUMES:

2020

				660	1080			
				v	^			
0	<	IN =		1830	<			160
0	>	OUT =		1830	>			60
				v	^			
				690	1010			

PEPPER AVENUE (NS) / VIOLET AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**427**	IN ...	**550**	BOUND	THRU	**953**	IN ...	**1,010**
	RIGHT	**111**	OUT ...	**920**		RIGHT	**27**	OUT ...	**690**
SOUTH	LEFT	**78**	NORTH LEG		SOUTH	LEFT	**37**	NORTH LEG	
BOUND	THRU	**821**	IN ...	**960**	BOUND	THRU	**607**	IN ...	**660**
	RIGHT	**0**	OUT ...	**490**		RIGHT	**0**	OUT ...	**1,080**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**46**	EAST LEG		WEST	LEFT	**77**	EAST LEG	
BOUND	THRU	**0**	IN ...	**100**	BOUND	THRU	**0**	IN ...	**160**
	RIGHT	**56**	OUT ...	**200**		RIGHT	**77**	OUT ...	**60**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**427**	**435**	RATIO **7.2%**	BOUND	THRU	**953**	**993**	RATIO **8.6%**
	RIGHT	**111**	**115**	ADT 20,100		RIGHT	**27**	**23**	ADT 20,100
SOUTH	LEFT	**78**	**85**	SOUTH LEG	SOUTH	LEFT	**37**	**37**	SOUTH LEG
BOUND	THRU	**821**	**875**	RATIO **7.4%**	BOUND	THRU	**607**	**617**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 19,900		RIGHT	**0**	**0**	ADT 19,900
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **11.5%**	BOUND	THRU	**0**	**0**	RATIO **8.5%**
	RIGHT	**0**	**0**	ADT 2,600		RIGHT	**0**	**0**	ADT 2,600
WEST	LEFT	**46**	**45**	WEST LEG	WEST	LEFT	**77**	**73**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**56**	**55**	ADT 0		RIGHT	**77**	**87**	ADT 0

PEPPER AVENUE (NS) / VIOLET AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	427	IN ...	580	BOUND	THRU	953	IN ...	1,090
	RIGHT	111	OUT ...	1,020		RIGHT	27	OUT ...	690
SOUTH	LEFT	78	NORTH LEG		SOUTH	LEFT	37	NORTH LEG	
BOUND	THRU	821	IN ...	1,050	BOUND	THRU	607	IN ...	690
	RIGHT	0	OUT ...	520		RIGHT	0	OUT ...	1,140
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	46	EAST LEG		WEST	LEFT	77	EAST LEG	
BOUND	THRU	0	IN ...	110	BOUND	THRU	0	IN ...	170
	RIGHT	56	OUT ...	210		RIGHT	77	OUT ...	70

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	427	461	RATIO 7.2%	BOUND	THRU	953	1,046	RATIO 8.3%
	RIGHT	111	121	ADT 21,800		RIGHT	27	26	ADT 21,800
SOUTH	LEFT	78	89	SOUTH LEG	SOUTH	LEFT	37	44	SOUTH LEG
BOUND	THRU	821	969	RATIO 7.4%	BOUND	THRU	607	619	RATIO 8.2%
	RIGHT	0	0	ADT 21,600		RIGHT	0	0	ADT 21,600
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 11.4%	BOUND	THRU	0	0	RATIO 8.4%
	RIGHT	0	0	ADT 2,800		RIGHT	0	0	ADT 2,800
WEST	LEFT	46	51	WEST LEG	WEST	LEFT	77	71	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	56	59	ADT 0		RIGHT	77	94	ADT 0

PEPPER AVENUE (NS) / HOSPITAL ENTRANCE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	718	48			
				<	v	>			
0	^						^		10
0	>						<		0
0	v						v		70
				<	^	>			
				0	397	147			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					766	407			
					v	^			
0	<		IN =		1390	<			80
0	>		OUT =		1390	>			195
					v	^			
					788	544			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	127	9			
				<	v	>			
0	^						^		19
0	>						<		0
0	v						v		0
				<	^	>			
				0	140	4			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	845	57			
				<	v	>			
0	^						^		29
0	>						<		0
0	v						v		70
				<	^	>			
				0	537	151			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2979	1577			
					v	^			
0	<		IN =		4733	<			87
0	>		OUT =		4734	>			132
					v	^			
					3025	1667			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					85	108			
					v	^			
0	<		IN =		219	<			31
0	>		OUT =		219	>			37
					v	^			
					74	103			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					1160	635			
					v	^			
0	<		IN =		1871	<			43
0	>		OUT =		1872	>			62
					v	^			
					1174	668			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3448	1727			
					v	^			
0	<		IN =		5414	<			127
0	>		OUT =		5414	>			154
					v	^			
					3533	1839			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					74	82			
					v	^			
0	<		IN =		184	<			32
0	>		OUT =		184	>			38
					v	^			
					64	78			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					1335	684			
					v	^			
0	<		IN =		2119	<			59
0	>		OUT =		2119	>			71
					v	^			
					1364	725			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					173	44			
					v	^			
0	<					<			16
0	>					>			9
					v	^			
					188	53			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					170	60			
					v	^			
0	<		IN =		240	<			20
0	>		OUT =		270	>			20
					v	^			
					190	50			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					140	50			
					v	^			
0	<					<			20
0	>					>			20
					v	^			
					150	40			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1040	620			
					v	^			
0	<					<			120
0	>					>			230
					v	^			
					1070	730			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					40	20			
					v	^			
0	<					<			10
0	>					>			10
					v	^			
					50	10			

INITIAL FUTURE YEAR VOLUMES:

2020

					940	590			
					v	^			
0	<		IN =		1750	<			110
0	>		OUT =		1780	>			220
					v	^			
					970	700			

BALANCED FUTURE YEAR VOLUMES:

2020

					960	590			
					v	^			
0	<		IN =		1780	<			110
0	>		OUT =		1780	>			220
					v	^			
					970	710			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	566	46			
				<	v	>			
0	^						^		45
0	>						<		0
0	v						v		218
				<	^	>			
				0	724	81			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					612	769			
					v	^			
0	<		IN =		1680	<			263
0	>		OUT =		1680	>			127
					v	^			
					784	805			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	76	7			
				<	v	>			
0	^						^		9
0	>						<		0
0	v						v		0
				<	^	>			
				0	164	5			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	642	53			
				<	v	>			
0	^						^		54
0	>						<		0
0	v						v		218
				<	^	>			
				0	888	86			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3081	4153			
					v	^			
0	<		IN =		7544	<			215
0	>		OUT =		7545	>			151
					v	^			
					3241	4248			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					175	135			
					v	^			
0	<		IN =		346	<			42
0	>		OUT =		346	>			50
					v	^			
					161	129			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					906	1197			
					v	^			
0	<		IN =		2199	<			71
0	>		OUT =		2199	>			55
					v	^			
					948	1222			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3035	4646			
					v	^			
0	<		IN =		8062	<			220
0	>		OUT =		8061	>			216
					v	^			
					3199	4807			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					117	98			
					v	^			
0	<		IN =		252	<			42
0	>		OUT =		252	>			50
					v	^			
					104	93			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					879	1325			
					v	^			
0	<		IN =		2320	<			72
0	>		OUT =		2320	>			73
					v	^			
					922	1369			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-35	124			
					v	^			
0	<					<			1
0	>					>			18
					v	^			
					-33	143			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					70	120			
					v	^			
0	<		IN =		240	<			30
0	>		OUT =		150	>			20
					v	^			
					10	140			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					60	100			
					v	^			
0	<					<			20
0	>					>			20
					v	^			
					10	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

					760	1040			
					v	^			
0	<					<			290
0	>					>			160
					v	^			
					870	1080			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					20	30			
					v	^			
0	<					<			10
0	>					>			10
					v	^			
					0	40			

INITIAL FUTURE YEAR VOLUMES:

2020

					720	970			
					v	^			
0	<		IN =		2010	<			280
0	>		OUT =		1980	>			150
					v	^			
					860	1010			

BALANCED FUTURE YEAR VOLUMES:

2020

					720	980			
					v	^			
0	<		IN =		2010	<			280
0	>		OUT =		2000	>			150
					v	^			
					870	1010			

PEPPER AVENUE (NS) / HOSPITAL ENTRANCE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**537**	IN ...	**710**	BOUND	THRU	**888**	IN ...	**1,010**
	RIGHT	**151**	OUT ...	**970**		RIGHT	**86**	OUT ...	**870**
SOUTH	LEFT	**57**	NORTH LEG		SOUTH	LEFT	**53**	NORTH LEG	
BOUND	THRU	**845**	IN ...	**960**	BOUND	THRU	**642**	IN ...	**720**
	RIGHT	**0**	OUT ...	**590**		RIGHT	**0**	OUT ...	**980**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**70**	EAST LEG		WEST	LEFT	**218**	EAST LEG	
BOUND	THRU	**0**	IN ...	**110**	BOUND	THRU	**0**	IN ...	**280**
	RIGHT	**29**	OUT ...	**220**		RIGHT	**54**	OUT ...	**150**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**537**	**556**	RATIO **7.9%**	BOUND	THRU	**888**	**920**	RATIO **8.6%**
	RIGHT	**151**	**156**	ADT 19,600		RIGHT	**86**	**89**	ADT 19,600
SOUTH	LEFT	**57**	**64**	SOUTH LEG	SOUTH	LEFT	**53**	**61**	SOUTH LEG
BOUND	THRU	**845**	**894**	RATIO **7.7%**	BOUND	THRU	**642**	**653**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 21,900		RIGHT	**0**	**0**	ADT 21,900
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **6.9%**	BOUND	THRU	**0**	**0**	RATIO **8.9%**
	RIGHT	**0**	**0**	ADT 4,800		RIGHT	**0**	**0**	ADT 4,800
WEST	LEFT	**70**	**76**	WEST LEG	WEST	LEFT	**218**	**217**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**29**	**34**	ADT 0		RIGHT	**54**	**60**	ADT 0

PEPPER AVENUE (NS) / HOSPITAL ENTRANCE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	537	IN ...	730	BOUND	THRU	888	IN ...	1,080
	RIGHT	151	OUT ...	1,070		RIGHT	86	OUT ...	870
SOUTH	LEFT	57	NORTH LEG		SOUTH	LEFT	53	NORTH LEG	
BOUND	THRU	845	IN ...	1,040	BOUND	THRU	642	IN ...	760
	RIGHT	0	OUT ...	620		RIGHT	0	OUT ...	1,040
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	70	EAST LEG		WEST	LEFT	218	EAST LEG	
BOUND	THRU	0	IN ...	120	BOUND	THRU	0	IN ...	290
	RIGHT	29	OUT ...	230		RIGHT	54	OUT ...	160

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	537	583	RATIO 7.9%	BOUND	THRU	888	970	RATIO 8.4%
	RIGHT	151	161	ADT 21,200		RIGHT	86	90	ADT 21,200
SOUTH	LEFT	57	69	SOUTH LEG	SOUTH	LEFT	53	70	SOUTH LEG
BOUND	THRU	845	985	RATIO 7.7%	BOUND	THRU	642	660	RATIO 8.1%
	RIGHT	0	0	ADT 23,700		RIGHT	0	0	ADT 23,700
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 6.8%	BOUND	THRU	0	0	RATIO 8.5%
	RIGHT	0	0	ADT 5,200		RIGHT	0	0	ADT 5,200
WEST	LEFT	70	85	WEST LEG	WEST	LEFT	218	210	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	29	37	ADT 0		RIGHT	54	70	ADT 0

PEPPER AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				32	784	100		
				<	v	>		
		263	^				^	51
		107	>				<	837
		33	v				v	34
				<	^	>		
				63	117	196		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					916	431		
					v	^		
		932	<	IN =	2617	<	922	
		403	>	OUT =	2617	>	403	
					v	^		
					851	376		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	82	18		
				<	v	>		
		30	^				^	10
		14	>				<	61
		8	v				v	2
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				6	5	11		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				32	866	118		
				<	v	>		
		293	^				^	61
		121	>				<	898
		41	v				v	36
				<	^	>		
				69	122	207		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3025	1667		
					v	^		
[redacted]		380	<	IN =	5501	<	687	
		329	>	OUT =	5500	>	886	
					v	^		
					2567	1460		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					74	103		
					v	^		
[redacted]		5	<	IN =	189	<	24	
		19	>	OUT =	190	>	26	
					v	^		
					56	72		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1174	668		
					v	^		
		146	<	IN =	2153	<	269	
		131	>	OUT =	2153	>	345	
					v	^		
					994	579		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3533	1839		
					v	^		
[redacted]		788	<	IN =	6507	<	733	
		493	>	OUT =	6507	>	1049	
					v	^		
					2831	1748		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					64	78		
					v	^		
[redacted]		16	<	IN =	164	<	27	
		24	>	OUT =	163	>	28	
					v	^		
					41	49		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1364	725		
					v	^		
		305	<	IN =	2527	<	288	
		195	>	OUT =	2527	>	408	
					v	^		
					1089	681		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					188	53		
					v	^		
		161	<			<	19	
		65	>			>	63	
					v	^		
					93	98		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					190	50		
					v	^		
		160	<	IN =	450	<	100	
		60	>	OUT =	360	>	60	
					v	^		
					90	100		

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					180	50		
					v	^		
		150	<			<	90	
		60	>			>	60	
					v	^		
					80	90		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1200	530		
					v	^		
		1150	<			<	1090	
		520	>			>	510	
					v	^		
					1020	490		

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS

					70	20		
					v	^		
		60	<			<	40	
		20	>			>	20	
					v	^		
					30	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					1090	500		
					v	^		
		1060	<	IN =	3050	<	1040	
		480	>	OUT =	3000	>	470	
					v	^		
					970	440		

BALANCED FUTURE YEAR VOLUMES:

2020

					1090	510		
					v	^		
		1080	<	IN =	3050	<	1040	
		480	>	OUT =	3060	>	480	
					v	^		
					990	440		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				42	815	149		
				<	v	>		
		108	^				^	79
		152	>				<	812
		46	v				v	34
				<	^	>		
				89	192	157		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					1006	379		
					v	^		
		943	<	IN =	2675	<	925	
		306	>	OUT =	2675	>	458	
					v	^		
					895	438		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				5	115	22		
				<	v	>		
		6	^				^	3
		8	>				<	155
		11	v				v	7
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				21	5	20		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				47	930	171		
				<	v	>		
		114	^				^	82
		160	>				<	967
		57	v				v	41
				<	^	>		
				110	197	177		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3241	4248		
					v	^		
[redacted]		465	<	IN =	8986	<	1167	
		666	>	OUT =	8986	>	1682	
					v	^		
					2591	3912		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					161	129		
					v	^		
[redacted]		7	<	IN =	310	<	34	
		23	>	OUT =	311	>	42	
					v	^		
					133	92		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					948	1222		
					v	^		
		132	<	IN =	2594	<	335	
		192	>	OUT =	2594	>	481	
					v	^		
					759	1118		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3199	4807		
					v	^		
[redacted]		1448	<	IN =	10879	<	1703	
		1037	>	OUT =	10879	>	1995	
					v	^		
					2629	4940		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					104	93		
					v	^		
[redacted]		34	<	IN =	250	<	47	
		31	>	OUT =	249	>	52	
					v	^		
					70	68		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					922	1369		
					v	^		
		414	<	IN =	3109	<	489	
		298	>	OUT =	3108	>	572	
					v	^		
					754	1400		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					-33	143		
					v	^		
		285	<			<	155	
		107	>			>	91	
					v	^		
					-13	279		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					110	140		
					v	^		
		290	<	IN =	650	<	150	
		110	>	OUT =	530	>	90	
					v	^		
					10	280		

PRORATED GROWTH (PCE'S): 2010 TO 2035
25 YEARS

					100	130		
					v	^		
		270	<			<	140	
		100	>			>	80	
					v	^		
					10	260		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1250	520		
					v	^		
		1390	<			<	1230	
		430	>			>	590	
					v	^		
					1040	740		

FUTURE YEAR GROWTH: 2010 TO 2020
10 YEARS

					40	50		
					v	^		
		110	<			<	60	
		40	>			>	30	
					v	^		
					0	100		

INITIAL FUTURE YEAR VOLUMES:

2020

					1190	440		
					v	^		
		1230	<	IN =	3290	<	1150	
		370	>	OUT =	3240	>	540	
					v	^		
					1030	580		

BALANCED FUTURE YEAR VOLUMES:

2020

					1190	450		
					v	^		
		1250	<	IN =	3290	<	1150	
		370	>	OUT =	3300	>	550	
					v	^		
					1050	580		

PEPPER AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**69**	SOUTH LEG		NORTH	LEFT	**110**	SOUTH LEG	
BOUND	THRU	**122**	IN ...	**440**	BOUND	THRU	**197**	IN ...	**580**
	RIGHT	**207**	OUT ...	**990**		RIGHT	**177**	OUT ...	**1,050**
SOUTH	LEFT	**118**	NORTH LEG		SOUTH	LEFT	**171**	NORTH LEG	
BOUND	THRU	**866**	IN ...	**1,090**	BOUND	THRU	**930**	IN ...	**1,190**
	RIGHT	**32**	OUT ...	**510**		RIGHT	**47**	OUT ...	**450**
EAST	LEFT	**293**	WEST LEG		EAST	LEFT	**114**	WEST LEG	
BOUND	THRU	**121**	IN ...	**480**	BOUND	THRU	**160**	IN ...	**370**
	RIGHT	**41**	OUT ...	**1,080**		RIGHT	**57**	OUT ...	**1,250**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**41**	EAST LEG	
BOUND	THRU	**898**	IN ...	**1,040**	BOUND	THRU	**967**	IN ...	**1,150**
	RIGHT	**61**	OUT ...	**480**		RIGHT	**82**	OUT ...	**550**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**69**	**84**	NORTH LEG	NORTH	LEFT	**110**	**148**	NORTH LEG
BOUND	THRU	**122**	**136**	RATIO **8.6%**	BOUND	THRU	**197**	**237**	RATIO **8.9%**
	RIGHT	**207**	**222**	ADT 18,500		RIGHT	**177**	**197**	ADT 18,500
SOUTH	LEFT	**118**	**132**	SOUTH LEG	SOUTH	LEFT	**171**	**178**	SOUTH LEG
BOUND	THRU	**866**	**917**	RATIO **7.8%**	BOUND	THRU	**930**	**952**	RATIO **8.9%**
	RIGHT	**32**	**40**	ADT 18,400		RIGHT	**47**	**59**	ADT 18,400
EAST	LEFT	**293**	**315**	EAST LEG	EAST	LEFT	**114**	**134**	EAST LEG
BOUND	THRU	**121**	**126**	RATIO **8.0%**	BOUND	THRU	**160**	**175**	RATIO **9.0%**
	RIGHT	**41**	**40**	ADT 19,000		RIGHT	**57**	**61**	ADT 19,000
WEST	LEFT	**36**	**32**	WEST LEG	WEST	LEFT	**41**	**36**	WEST LEG
BOUND	THRU	**898**	**956**	RATIO **9.0%**	BOUND	THRU	**967**	**1,043**	RATIO **9.3%**
	RIGHT	**61**	**60**	ADT 17,400		RIGHT	**82**	**79**	ADT 17,400

PEPPER AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**69**	SOUTH LEG		NORTH	LEFT	**110**	SOUTH LEG	
BOUND	THRU	**122**	IN ...	**490**	BOUND	THRU	**197**	IN ...	**740**
	RIGHT	**207**	OUT ...	**1,020**		RIGHT	**177**	OUT ...	**1,040**
SOUTH	LEFT	**118**	NORTH LEG		SOUTH	LEFT	**171**	NORTH LEG	
BOUND	THRU	**866**	IN ...	**1,200**	BOUND	THRU	**930**	IN ...	**1,250**
	RIGHT	**32**	OUT ...	**530**		RIGHT	**47**	OUT ...	**520**
EAST	LEFT	**293**	WEST LEG		EAST	LEFT	**114**	WEST LEG	
BOUND	THRU	**121**	IN ...	**520**	BOUND	THRU	**160**	IN ...	**430**
	RIGHT	**41**	OUT ...	**1,150**		RIGHT	**57**	OUT ...	**1,390**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**41**	EAST LEG	
BOUND	THRU	**898**	IN ...	**1,090**	BOUND	THRU	**967**	IN ...	**1,230**
	RIGHT	**61**	OUT ...	**510**		RIGHT	**82**	OUT ...	**590**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**69**	**103**	NORTH LEG	NORTH	LEFT	**110**	**211**	NORTH LEG
BOUND	THRU	**122**	**143**	RATIO **8.3%**	BOUND	THRU	**197**	**289**	RATIO **8.5%**
	RIGHT	**207**	**231**	ADT 20,300		RIGHT	**177**	**220**	ADT 20,300
SOUTH	LEFT	**118**	**148**	SOUTH LEG	SOUTH	LEFT	**171**	**180**	SOUTH LEG
BOUND	THRU	**866**	**955**	RATIO **7.3%**	BOUND	THRU	**930**	**945**	RATIO **8.5%**
	RIGHT	**32**	**54**	ADT 20,600		RIGHT	**47**	**77**	ADT 20,600
EAST	LEFT	**293**	**334**	EAST LEG	EAST	LEFT	**114**	**160**	EAST LEG
BOUND	THRU	**121**	**131**	RATIO **7.8%**	BOUND	THRU	**160**	**190**	RATIO **8.9%**
	RIGHT	**41**	**39**	ADT 20,200		RIGHT	**57**	**65**	ADT 20,200
WEST	LEFT	**36**	**26**	WEST LEG	WEST	LEFT	**41**	**29**	WEST LEG
BOUND	THRU	**898**	**993**	RATIO **8.8%**	BOUND	THRU	**967**	**1,102**	RATIO **9.6%**
	RIGHT	**61**	**53**	ADT 18,800		RIGHT	**82**	**71**	ADT 18,800

PEPPER AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			0	345	3		
			<	v	>		
		8	^			^	596
		3	>			<	685
		614	v			v	0
			<	^	>		
			0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				348	604		
				v	^		
		685	<	IN =	2254	<	1281
		625	>	OUT =	2254	>	6
				v	^		
				959	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	68	3		
			<	v	>		
		3	^			^	159
		0	>			<	16
		6	v			v	0
			<	^	>		
			0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2567	1460		
				v	^		
[redacted]		1374	<	IN =	4069	<	778
		0	>	OUT =	4069	>	0
				v	^		
				1235	724		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				56	72		
				v	^		
[redacted]		46	<	IN =	132	<	12
		0	>	OUT =	133	>	0
				v	^		
				15	64		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				994	579		
				v	^		
		537	<	IN =	1590	<	300
		0	>	OUT =	1591	>	0
				v	^		
				474	296		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2831	1748		
				v	^		
[redacted]		1444	<	IN =	4731	<	969
		0	>	OUT =	4731	>	0
				v	^		
				1539	931		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				41	49		
				v	^		
[redacted]		22	<	IN =	97	<	20
		0	>	OUT =	98	>	0
				v	^		
				27	36		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				1089	681		
				v	^		
		556	<	IN =	1830	<	375
		0	>	OUT =	1830	>	0
				v	^		
				594	366		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				93	98		
				v	^		
		15	<			<	77
		0	>			>	0
				v	^		
				122	65		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				90	100		
				v	^		
		70	<	IN =	360	<	150
		60	>	OUT =	290	>	0
				v	^		
				120	60		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				80	90		
				v	^		
		60	<			<	140
		60	>			>	0
				v	^		
				110	60		

NEW PROJECTED VOLUMES (PCE'S): 2035

				500	860		
				v	^		
		760	<			<	1600
		690	>			>	10
				v	^		
				1140	60		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				30	40		
				v	^		
		30	<			<	60
		20	>			>	0
				v	^		
				40	20		

INITIAL FUTURE YEAR VOLUMES:

2020

				450	810		
				v	^		
		730	<	IN =	2640	<	1520
		650	>	OUT =	2620	>	10
				v	^		
				1070	20		

BALANCED FUTURE YEAR VOLUMES:

2020

				450	820		
				v	^		
		740	<	IN =	2640	<	1520
		650	>	OUT =	2650	>	10
				v	^		
				1080	20		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			0	505	1		
			<	v	>		
		3	^			^	410
		6	>			<	610
		560	v			v	0
			<	^	>		
			0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				506	413		
				v	^		
		610	<	IN =	2095	<	1020
		569	>	OUT =	2095	>	7
				v	^		
				1065	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	92	0		
			<	v	>		
		3	^			^	151
		0	>			<	23
		27	v			v	0
			<	^	>		
			0	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				2591	3912		
				v	^		
[redacted]		1232	<	IN =	6592	<	1582
		0	>	OUT =	6593	>	0
				v	^		
				1449	2419		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				133	92		
				v	^		
[redacted]		116	<	IN =	232	<	16
		0	>	OUT =	232	>	0
				v	^		
				24	83		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				759	1118		
				v	^		
		374	<	IN =	1904	<	447
		0	>	OUT =	1904	>	0
				v	^		
				412	698		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2629	4940		
				v	^		
[redacted]		1366	<	IN =	7787	<	2069
		0	>	OUT =	7787	>	0
				v	^		
				1481	3089		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				70	68		
				v	^		
[redacted]		37	<	IN =	149	<	26
		0	>	OUT =	149	>	0
				v	^		
				44	53		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				754	1400		
				v	^		
		392	<	IN =	2218	<	586
		0	>	OUT =	2218	>	0
				v	^		
				426	878		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				-13	279		
				v	^		
		8	<			<	140
		0	>			>	0
				v	^		
				16	176		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				60	280		
				v	^		
		60	<	IN =	440	<	140
		60	>	OUT =	360	>	0
				v	^		
				20	180		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				60	260		
				v	^		
		60	<			<	130
		60	>			>	0
				v	^		
				20	170		

NEW PROJECTED VOLUMES (PCE'S): 2035

				660	830		
				v	^		
		690	<			<	1320
		660	>			>	10
				v	^		
				1200	170		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				20	100		
				v	^		
		20	<			<	50
		20	>			>	0
				v	^		
				10	70		

INITIAL FUTURE YEAR VOLUMES:

2020

				620	670		
				v	^		
		650	<	IN =	2550	<	1240
		620	>	OUT =	2520	>	10
				v	^		
				1190	70		

BALANCED FUTURE YEAR VOLUMES:

2020

				620	680		
				v	^		
		660	<	IN =	2550	<	1240
		620	>	OUT =	2550	>	10
				v	^		
				1200	70		

PEPPER AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**20**	BOUND	THRU	**0**	IN ...	**70**
	RIGHT	**0**	OUT ...	**1,080**		RIGHT	**0**	OUT ...	**1,200**
SOUTH	LEFT	**6**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**413**	IN ...	**450**	BOUND	THRU	**597**	IN ...	**620**
	RIGHT	**0**	OUT ...	**820**		RIGHT	**0**	OUT ...	**680**
EAST	LEFT	**11**	WEST LEG		EAST	LEFT	**6**	WEST LEG	
BOUND	THRU	**3**	IN ...	**650**	BOUND	THRU	**6**	IN ...	**620**
	RIGHT	**620**	OUT ...	**740**		RIGHT	**587**	OUT ...	**660**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**701**	IN ...	**1,520**	BOUND	THRU	**633**	IN ...	**1,240**
	RIGHT	**755**	OUT ...	**10**		RIGHT	**561**	OUT ...	**10**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **8.8%**	BOUND	THRU	**0**	**0**	RATIO **9.0%**
	RIGHT	**0**	**0**	ADT 14,400		RIGHT	**0**	**0**	ADT 14,400
SOUTH	LEFT	**6**	**7**	SOUTH LEG	SOUTH	LEFT	**1**	**1**	SOUTH LEG
BOUND	THRU	**413**	**444**	RATIO **7.6%**	BOUND	THRU	**597**	**609**	RATIO **8.4%**
	RIGHT	**0**	**0**	ADT 14,300		RIGHT	**0**	**0**	ADT 14,300
EAST	LEFT	**11**	**13**	EAST LEG	EAST	LEFT	**6**	**12**	EAST LEG
BOUND	THRU	**3**	**3**	RATIO **11.0%**	BOUND	THRU	**6**	**9**	RATIO **9.4%**
	RIGHT	**620**	**636**	ADT 14,200		RIGHT	**587**	**591**	ADT 14,200
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**701**	**740**	RATIO **9.5%**	BOUND	THRU	**633**	**660**	RATIO **8.6%**
	RIGHT	**755**	**807**	ADT 14,700		RIGHT	**561**	**668**	ADT 14,700

PEPPER AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	60	BOUND	THRU	0	IN ...	170
	RIGHT	0	OUT ...	1,140		RIGHT	0	OUT ...	1,200
SOUTH	LEFT	6	NORTH LEG		SOUTH	LEFT	1	NORTH LEG	
BOUND	THRU	413	IN ...	500	BOUND	THRU	597	IN ...	660
	RIGHT	0	OUT ...	860		RIGHT	0	OUT ...	830
EAST	LEFT	11	WEST LEG		EAST	LEFT	6	WEST LEG	
BOUND	THRU	3	IN ...	690	BOUND	THRU	6	IN ...	660
	RIGHT	620	OUT ...	760		RIGHT	587	OUT ...	690
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	701	IN ...	1,600	BOUND	THRU	633	IN ...	1,320
	RIGHT	755	OUT ...	10		RIGHT	561	OUT ...	10

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO 8.1%	BOUND	THRU	0	0	RATIO 8.7%
	RIGHT	0	0	ADT 16,600		RIGHT	0	0	ADT 16,600
SOUTH	LEFT	6	7	SOUTH LEG	SOUTH	LEFT	1	1	SOUTH LEG
BOUND	THRU	413	482	RATIO 7.2%	BOUND	THRU	597	615	RATIO 7.5%
	RIGHT	0	0	ADT 15,900		RIGHT	0	0	ADT 15,900
EAST	LEFT	11	14	EAST LEG	EAST	LEFT	6	29	EAST LEG
BOUND	THRU	3	3	RATIO 10.6%	BOUND	THRU	6	9	RATIO 9.9%
	RIGHT	620	658	ADT 15,200		RIGHT	587	585	ADT 15,200
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	701	760	RATIO 9.2%	BOUND	THRU	633	690	RATIO 8.4%
	RIGHT	755	846	ADT 15,600		RIGHT	561	801	ADT 15,600

PEPPER AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				8	18	0		
				<	v	>		
0	^						^	0
0	>						<	16
0	v						v	664
				<	^	>		
				341	0	11		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					26	0		
					v	^		
		365	<	IN =	1058	<	680	
		0	>	OUT =	1058	>	11	
					v	^		
					682	352		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				9	0	0		
				<	v	>		
0	^						^	0
0	>						<	3
0	v						v	23
				<	^	>		
				108	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				17	18	0		
				<	v	>		
0	^						^	0
0	>						<	19
0	v						v	687
				<	^	>		
				449	0	11		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					1235	724		
					v	^		
		0	<	IN =	2014	<	0	
		667	>	OUT =	2015	>	923	
					v	^		
					368	112		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					15	64		
					v	^		
		0	<	IN =	84	<	0	
		62	>	OUT =	83	>	9	
					v	^		
					10	7		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					474	296		
					v	^		
		0	<	IN =	793	<	0	
		274	>	OUT =	793	>	354	
					v	^		
					143	45		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1539	931		
					v	^		
		0	<	IN =	2593	<	0	
		919	>	OUT =	2594	>	1083	
					v	^		
					580	135		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					27	36		
					v	^		
		0	<	IN =	71	<	0	
		30	>	OUT =	70	>	13	
					v	^		
					21	14		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					594	366		
					v	^		
		0	<	IN =	1009	<	0	
		359	>	OUT =	1009	>	416	
					v	^		
					227	56		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					122	65		
					v	^		
		0	<			<	0	
		80	>			>	63	
					v	^		
					86	12		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					120	60		
					v	^		
		50	<	IN =	280	<	70	
		80	>	OUT =	260	>	60	
					v	^		
					90	10		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					110	60		
					v	^		
		50	<			<	60	
		70	>			>	60	
					v	^		
					80	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					150	60		
					v	^		
		540	<			<	770	
		70	>			>	70	
					v	^		
					790	470		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					40	20		
					v	^		
		20	<			<	30	
		30	>			>	20	
					v	^		
					30	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					80	20		
					v	^		
		510	<	IN =	1310	<	740	
		30	>	OUT =	1300	>	30	
					v	^		
					740	460		

BALANCED FUTURE YEAR VOLUMES:

2020

					80	20		
					v	^		
		510	<	IN =	1310	<	740	
		30	>	OUT =	1310	>	30	
					v	^		
					750	460		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

				92	62	0		
				<	v	>		
0	^						^	0
0	>						<	15
0	v						v	599
				<	^	>		
				452	3	3		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

					154	3		
					v	^		
		559	<	IN =	1226	<	614	
		0	>	OUT =	1226	>	3	
					v	^		
					661	458		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				5	5	0		
				<	v	>		
0	^						^	0
0	>						<	2
0	v						v	32
				<	^	>		
				97	0	0		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

				97	67	0		
				<	v	>		
0	^						^	0
0	>						<	17
0	v						v	631
				<	^	>		
				549	3	3		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					1449	2419		
					v	^		
		0	<	IN =	3947	<	0	
		1727	>	OUT =	3946	>	1005	
					v	^		
					522	771		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					24	83		
					v	^		
		0	<	IN =	113	<	0	
		73	>	OUT =	114	>	14	
					v	^		
					17	16		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					412	698		
					v	^		
		0	<	IN =	1133	<	0	
		502	>	OUT =	1133	>	285	
					v	^		
					150	220		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1481	3089		
					v	^		
		0	<	IN =	4827	<	0	
		2188	>	OUT =	4827	>	1228	
					v	^		
					510	1158		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					44	53		
					v	^		
		0	<	IN =	111	<	0	
		36	>	OUT =	112	>	25	
					v	^		
					34	31		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					426	878		
					v	^		
		0	<	IN =	1379	<	0	
		622	>	OUT =	1380	>	350	
					v	^		
					151	332		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					16	176		
					v	^		
		0	<			<	0	
		115	>			>	67	
					v	^		
					3	114		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					20	180		
					v	^		
		70	<	IN =	310	<	60	
		120	>	OUT =	320	>	70	
					v	^		
					0	110		

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

					20	170		
					v	^		
		60	<			<	60	
		110	>			>	60	
					v	^		
					0	100		

NEW PROJECTED VOLUMES (PCE'S): 2035

					180	170		
					v	^		
		720	<			<	710	
		110	>			>	60	
					v	^		
					700	660		

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

					10	70		
					v	^		
		30	<			<	20	
		40	>			>	30	
					v	^		
					0	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					170	70		
					v	^		
		690	<	IN =	1480	<	670	
		40	>	OUT =	1490	>	30	
					v	^		
					700	600		

BALANCED FUTURE YEAR VOLUMES:

2020

					170	70		
					v	^		
		690	<	IN =	1480	<	670	
		40	>	OUT =	1490	>	30	
					v	^		
					700	600		

PEPPER AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**449**	SOUTH LEG		NORTH	LEFT	**549**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**460**	BOUND	THRU	**3**	IN ...	**600**
	RIGHT	**11**	OUT ...	**750**		RIGHT	**3**	OUT ...	**700**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**18**	IN ...	**80**	BOUND	THRU	**67**	IN ...	**170**
	RIGHT	**17**	OUT ...	**20**		RIGHT	**97**	OUT ...	**70**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**30**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**0**	OUT ...	**510**		RIGHT	**0**	OUT ...	**690**
WEST	LEFT	**687**	EAST LEG		WEST	LEFT	**631**	EAST LEG	
BOUND	THRU	**19**	IN ...	**740**	BOUND	THRU	**17**	IN ...	**670**
	RIGHT	**0**	OUT ...	**30**		RIGHT	**0**	OUT ...	**30**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**449**	**441**	NORTH LEG	NORTH	LEFT	**549**	**536**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **3.1%**	BOUND	THRU	**3**	**70**	RATIO **9.5%**
	RIGHT	**11**	**30**	ADT 2,600		RIGHT	**3**	**30**	ADT 2,600
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**18**	**37**	RATIO **8.2%**	BOUND	THRU	**67**	**52**	RATIO **9.0%**
	RIGHT	**17**	**44**	ADT 14,900		RIGHT	**97**	**125**	ADT 14,900
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.9%**	BOUND	THRU	**0**	**0**	RATIO **9.1%**
	RIGHT	**0**	**0**	ADT 7,800		RIGHT	**0**	**0**	ADT 7,800
WEST	LEFT	**687**	**713**	WEST LEG	WEST	LEFT	**631**	**648**	WEST LEG
BOUND	THRU	**19**	**25**	RATIO **6.4%**	BOUND	THRU	**17**	**29**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 8,000		RIGHT	**0**	**0**	ADT 8,000

PEPPER AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**449**	SOUTH LEG		NORTH	LEFT	**549**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**470**	BOUND	THRU	**3**	IN ...	**660**
	RIGHT	**11**	OUT ...	**790**		RIGHT	**3**	OUT ...	**700**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**18**	IN ...	**150**	BOUND	THRU	**67**	IN ...	**180**
	RIGHT	**17**	OUT ...	**60**		RIGHT	**97**	OUT ...	**170**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**70**	BOUND	THRU	**0**	IN ...	**110**
	RIGHT	**0**	OUT ...	**540**		RIGHT	**0**	OUT ...	**720**
WEST	LEFT	**687**	EAST LEG		WEST	LEFT	**631**	EAST LEG	
BOUND	THRU	**19**	IN ...	**770**	BOUND	THRU	**17**	IN ...	**710**
	RIGHT	**0**	OUT ...	**70**		RIGHT	**0**	OUT ...	**60**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**449**	**415**	NORTH LEG	NORTH	LEFT	**549**	**508**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **3.6%**	BOUND	THRU	**3**	**170**	RATIO **8.7%**
	RIGHT	**11**	**70**	ADT 4,200		RIGHT	**3**	**60**	ADT 4,200
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**18**	**60**	RATIO **8.1%**	BOUND	THRU	**67**	**37**	RATIO **9.1%**
	RIGHT	**17**	**92**	ADT 15,800		RIGHT	**97**	**159**	ADT 15,800
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.9%**	BOUND	THRU	**0**	**0**	RATIO **9.2%**
	RIGHT	**0**	**0**	ADT 8,400		RIGHT	**0**	**0**	ADT 8,400
WEST	LEFT	**687**	**730**	WEST LEG	WEST	LEFT	**631**	**663**	WEST LEG
BOUND	THRU	**19**	**33**	RATIO **6.1%**	BOUND	THRU	**17**	**53**	RATIO **8.2%**
	RIGHT	**0**	**0**	ADT 8,800		RIGHT	**0**	**0**	ADT 8,800

MERIDIAN AVENUE (NS) / SAN BERNADINO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				39	225	9				
				<	v	>				
			19	^			^	11		
			49	>			<	50		
			53	v			v	16		
				<	^	>				
				37	67	8				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					273	97				
					v	^				
			126	<	IN =	583	<	77		
			121	>	OUT =	583	>	66		
					v	^				
					294	112				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	2	0				
				<	v	>				
			5	^			^	0		
			8	>			<	2		
			0	v			v	3		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2.0 4+: 3.0				0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				39	227	9				
				<	v	>				
			24	^			^	11		
			57	>			<	52		
			53	v			v	19		
				<	^	>				
				37	67	8				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					376	181				
					v	^				
			366	<	IN =	1313	<	452		
			369	>	OUT =	1312	>	472		
					v	^				
					293	116				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					4	4				
					v	^				
			9	<	IN =	27	<	10		
			10	>	OUT =	27	>	11		
					v	^				
					3	3				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				144	70				
PHF FOR TRUCKS:	0.333				v	^				
			142	<	IN =	508	<	175		
			144	>	OUT =	508	>	183		
					v	^				
					112	45				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					496	171				
					v	^				
			530	<	IN =	1752	<	542		
			533	>	OUT =	1752	>	539		
					v	^				
					512	181				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					6	4				
					v	^				
			13	<	IN =	38	<	13		
			14	>	OUT =	37	>	14		
					v	^				
					6	5				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38				190	66				
PHF FOR TRUCKS:	0.333				v	^				
			206	<	IN =	678	<	210		
			207	>	OUT =	678	>	209		
					v	^				
					197	70				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					47	-4				
					v	^				
			64	<			<	36		
			64	>			>	27		
					v	^				
					85	26				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					50	10				
					v	^				
			60	<	IN =	180	<	40		
			60	>	OUT =	180	>	30		
					v	^				
					80	30				

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					40	10				
					v	^				
			50	<			<	30		
			50	>			>	20		
					v	^				
					70	20				

NEW PROJECTED VOLUMES (PCE'S): 2035

					320	110				
					v	^				
			180	<			<	110		
			180	>			>	90		
					v	^				
					370	130				

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	0				
					v	^				
			20	<			<	10		
			20	>			>	10		
					v	^				
					20	10				

INITIAL FUTURE YEAR VOLUMES:

2020

					290	100				
					v	^				
			150	<	IN =	650	<	90		
			150	>	OUT =	650	>	80		
					v	^				
					320	120				

BALANCED FUTURE YEAR VOLUMES:

2020

					290	100				
					v	^				
			150	<	IN =	650	<	90		
			150	>	OUT =	650	>	80		
					v	^				
					320	120				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				54	130	13				
				<	v	>				
			68	^			^	29		
			154	>			<	94		
			59	v			v	6		
				<	^	>				
				66	280	22				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					197	377				
					v	^				
			214	<	IN =	975	<	129		
			281	>	OUT =	975	>	189		
					v	^				
					195	368				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0				
				<	v	>				
			0	^			^	0		
			3	>			<	0		
			0	v			v	3		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2 4+: 3.0				0	0	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				54	130	13				
				<	v	>				
			68	^			^	29		
			157	>			<	94		
			59	v			v	9		
				<	^	>				
				66	280	22				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					391	837				
					v	^				
			573	<	IN =	2498	<	746		
			836	>	OUT =	2497	>	802		
					v	^				
					285	525				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					6	10				
					v	^				
			13	<	IN =	44	<	15		
			17	>	OUT =	44	>	16		
					v	^				
					5	6				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				111	237				
PHF FOR TRUCKS:	0.25				v	^				
			164	<	IN =	710	<	213		
			238	>	OUT =	710	>	229		
					v	^				
					81	149				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					332	1168				
					v	^				
			814	<	IN =	3511	<	900		
			1422	>	OUT =	3509	>	1079		
					v	^				
					448	857				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					6	15				
					v	^				
			18	<	IN =	62	<	18		
			26	>	OUT =	63	>	21		
					v	^				
					9	12				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28				94	331				
PHF FOR TRUCKS:	0.25				v	^				
			232	<	IN =	999	<	257		
			405	>	OUT =	998	>	307		
					v	^				
					128	243				

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-17	95				
					v	^				
			69	<			<	44		
			167	>			>	79		
					v	^				
					47	95				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					20	90				
					v	^				
			70	<	IN =	330	<	40		
			170	>	OUT =	290	>	80		
					v	^				
					50	100				

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					20	70				
					v	^				
			60	<			<	30		
			140	>			>	70		
					v	^				
					40	80				

NEW PROJECTED VOLUMES (PCE'S): 2035

					220	450				
					v	^				
			270	<			<	160		
			420	>			>	260		
					v	^				
					240	450				

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	20				
					v	^				
			20	<			<	10		
			40	>			>	20		
					v	^				
					10	30				

INITIAL FUTURE YEAR VOLUMES:

2020

					210	400				
					v	^				
			230	<	IN =	1070	<	140		
			320	>	OUT =	1050	>	210		
					v	^				
					210	400				

BALANCED FUTURE YEAR VOLUMES:

2020

					210	410				
					v	^				
			230	<	IN =	1070	<	140		
			320	>	OUT =	1060	>	210		
					v	^				
					210	400				

MERIDIAN AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**37**	SOUTH LEG		NORTH	LEFT	**66**	SOUTH LEG	
BOUND	THRU	**67**	IN ...	**120**	BOUND	THRU	**280**	IN ...	**400**
	RIGHT	**8**	OUT ...	**320**		RIGHT	**22**	OUT ...	**210**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**13**	NORTH LEG	
BOUND	THRU	**227**	IN ...	**290**	BOUND	THRU	**130**	IN ...	**210**
	RIGHT	**39**	OUT ...	**100**		RIGHT	**54**	OUT ...	**410**
EAST	LEFT	**24**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**57**	IN ...	**150**	BOUND	THRU	**157**	IN ...	**320**
	RIGHT	**53**	OUT ...	**150**		RIGHT	**59**	OUT ...	**230**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**9**	EAST LEG	
BOUND	THRU	**52**	IN ...	**90**	BOUND	THRU	**94**	IN ...	**140**
	RIGHT	**11**	OUT ...	**80**		RIGHT	**29**	OUT ...	**210**

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**37**	**46**	NORTH LEG		NORTH	LEFT	**66**	**72**	NORTH LEG	
BOUND	THRU	**67**	**66**	RATIO	**5.7%**	BOUND	THRU	**280**	**302**	RATIO	**9.1%**
	RIGHT	**8**	**8**	ADT	6,800		RIGHT	**22**	**23**	ADT	6,800
SOUTH	LEFT	**9**	**9**	SOUTH LEG		SOUTH	LEFT	**13**	**14**	SOUTH LEG	
BOUND	THRU	**227**	**237**	RATIO	**6.5%**	BOUND	THRU	**130**	**136**	RATIO	**8.9%**
	RIGHT	**39**	**44**	ADT	6,800		RIGHT	**54**	**59**	ADT	6,800
EAST	LEFT	**24**	**24**	EAST LEG		EAST	LEFT	**68**	**78**	EAST LEG	
BOUND	THRU	**57**	**63**	RATIO	**4.4%**	BOUND	THRU	**157**	**174**	RATIO	**8.9%**
	RIGHT	**53**	**63**	ADT	3,900		RIGHT	**59**	**65**	ADT	3,900
WEST	LEFT	**19**	**20**	WEST LEG		WEST	LEFT	**9**	**9**	WEST LEG	
BOUND	THRU	**52**	**60**	RATIO	**4.9%**	BOUND	THRU	**94**	**99**	RATIO	**9.0%**
	RIGHT	**11**	**10**	ADT	6,100		RIGHT	**29**	**30**	ADT	6,100

MERIDIAN AVENUE (NS) / SAN BERNADINO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**37**	SOUTH LEG		NORTH	LEFT	**66**	SOUTH LEG	
BOUND	THRU	**67**	IN ...	**130**	BOUND	THRU	**280**	IN ...	**450**
	RIGHT	**8**	OUT ...	**370**		RIGHT	**22**	OUT ...	**240**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**13**	NORTH LEG	
BOUND	THRU	**227**	IN ...	**320**	BOUND	THRU	**130**	IN ...	**220**
	RIGHT	**39**	OUT ...	**110**		RIGHT	**54**	OUT ...	**450**
EAST	LEFT	**24**	WEST LEG		EAST	LEFT	**68**	WEST LEG	
BOUND	THRU	**57**	IN ...	**180**	BOUND	THRU	**157**	IN ...	**420**
	RIGHT	**53**	OUT ...	**180**		RIGHT	**59**	OUT ...	**270**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**9**	EAST LEG	
BOUND	THRU	**52**	IN ...	**110**	BOUND	THRU	**94**	IN ...	**160**
	RIGHT	**11**	OUT ...	**90**		RIGHT	**29**	OUT ...	**260**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**37**	**54**	NORTH LEG	NORTH	LEFT	**66**	**91**	NORTH LEG
BOUND	THRU	**67**	**69**	RATIO **6.0%**	BOUND	THRU	**280**	**323**	RATIO **9.1%**
	RIGHT	**8**	**9**	ADT 7,300		RIGHT	**22**	**25**	ADT 7,300
SOUTH	LEFT	**9**	**9**	SOUTH LEG	SOUTH	LEFT	**13**	**13**	SOUTH LEG
BOUND	THRU	**227**	**265**	RATIO **6.6%**	BOUND	THRU	**130**	**139**	RATIO **8.9%**
	RIGHT	**39**	**51**	ADT 7,600		RIGHT	**54**	**63**	ADT 7,600
EAST	LEFT	**24**	**29**	EAST LEG	EAST	LEFT	**68**	**97**	EAST LEG
BOUND	THRU	**57**	**73**	RATIO **4.5%**	BOUND	THRU	**157**	**222**	RATIO **9.2%**
	RIGHT	**53**	**81**	ADT 4,500		RIGHT	**59**	**91**	ADT 4,500
WEST	LEFT	**19**	**25**	WEST LEG	WEST	LEFT	**9**	**10**	WEST LEG
BOUND	THRU	**52**	**75**	RATIO **5.2%**	BOUND	THRU	**94**	**116**	RATIO **9.7%**
	RIGHT	**11**	**11**	ADT 7,000		RIGHT	**29**	**30**	ADT 7,000

MERIDIAN AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				159	0	170			
				<	v	>			
		57	^				^	121	
		87	>				<	112	
		0	v				v	0	
				<	^	>			
				0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					329	178			
					v	^			
		271	<	IN =		706	<	233	
		144	>	OUT =		706	>	257	
					v	^			
					0	0			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				3	0	11			
				<	v	>			
		2	^				^	5	
		16	>				<	14	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				162	0	181			
				<	v	>			
		59	^				^	126	
		103	>				<	126	
		0	v				v	0	
				<	^	>			
				0	0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					203	137			
					v	^			
		687	<	IN =		1822	<	733	
		886	>	OUT =		1823	>	999	
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					3	3			
					v	^			
		24	<	IN =		55	<	26	
		26	>	OUT =		54	>	27	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					78	53			
					v	^			
		269	<	IN =		711	<	287	
		345	>	OUT =		711	>	389	
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					396	167			
					v	^			
		733	<	IN =		2216	<	771	
		1049	>	OUT =		2216	>	1316	
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					5	4			
					v	^			
		27	<	IN =		62	<	29	
		28	>	OUT =		61	>	30	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					152	65			
					v	^			
		288	<	IN =		863	<	303	
		408	>	OUT =		862	>	510	
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					74	12			
					v	^			
		19	<				<	16	
		63	>				>	122	
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					70	20			
					v	^			
		30	<	IN =		160	<	30	
		60	>	OUT =		170	>	120	
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					60	20			
					v	^			
		20	<				<	20	
		50	>				>	100	
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					400	210			
					v	^			
		310	<				<	270	
		210	>				>	380	
					v	^			
					0	0			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					20	10			
					v	^			
		10	<				<	10	
		20	>				>	30	
					v	^			
					0	0			

INITIAL FUTURE YEAR VOLUMES:

2020

					360	200			
					v	^			
		300	<	IN =		800	<	260	
		180	>	OUT =		810	>	310	
					v	^			
					0	0			

BALANCED FUTURE YEAR VOLUMES:

2020

					360	200			
					v	^			
		300	<	IN =		800	<	260	
		180	>	OUT =		810	>	310	
					v	^			
					0	0			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				93	0	199			
				<	v	>			
		135	^				^	101	
		256	>				<	174	
		0	v				v	0	
				<	^	>			
				0	0	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					292	236			
					v	^			
		267	<	IN =		958	<	275	
		391	>	OUT =		958	>	455	
					v	^			
					0	0			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	0	8			
				<	v	>			
		2	^				^	0	
		13	>				<	15	
		0	v				v	0	
				<	^	>			
				0	0	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				95	0	207			
				<	v	>			
		137	^				^	101	
		269	>				<	189	
		0	v				v	0	
				<	^	>			
				0	0	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					234	385			
					v	^			
		1167	<	IN =		3320	<	1404	
		1682	>	OUT =		3319	>	1767	
					v	^			
					0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					4	5			
					v	^			
		34	<	IN =		83	<	37	
		42	>	OUT =		83	>	44	
					v	^			
					0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					67	109			
					v	^			
		335	<	IN =		950	<	402	
		481	>	OUT =		950	>	506	
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					398	691			
					v	^			
		1703	<	IN =		4565	<	2172	
		1995	>	OUT =		4564	>	2170	
					v	^			
					0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					8	10			
					v	^			
		47	<	IN =		113	<	53	
		52	>	OUT =		112	>	55	
					v	^			
					0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					113	196			
					v	^			
		489	<	IN =		1306	<	621	
		572	>	OUT =		1306	>	621	
					v	^			
					0	0			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					47	88			
					v	^			
		155	<				<	221	
		91	>				>	117	
					v	^			
					0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					50	90			
					v	^			
		150	<	IN =		360	<	220	
		90	>	OUT =		360	>	120	
					v	^			
					0	0			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					40	70			
					v	^			
		120	<				<	180	
		70	>				>	100	
					v	^			
					0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

					340	310			
					v	^			
		400	<				<	470	
		480	>				>	580	
					v	^			
					0	0			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	20			
					v	^			
		40	<				<	60	
		20	>				>	30	
					v	^			
					0	0			

INITIAL FUTURE YEAR VOLUMES:

2020

					310	260			
					v	^			
		320	<	IN =		1090	<	350	
		430	>	OUT =		1090	>	510	
					v	^			
					0	0			

BALANCED FUTURE YEAR VOLUMES:

2020

					310	260			
					v	^			
		320	<	IN =		1090	<	350	
		430	>	OUT =		1090	>	510	
					v	^			
					0	0			

MERIDIAN AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	181	NORTH LEG		SOUTH	LEFT	207	NORTH LEG	
BOUND	THRU	0	IN ...	360	BOUND	THRU	0	IN ...	310
	RIGHT	162	OUT ...	200		RIGHT	95	OUT ...	260
EAST	LEFT	59	WEST LEG		EAST	LEFT	137	WEST LEG	
BOUND	THRU	103	IN ...	180	BOUND	THRU	269	IN ...	430
	RIGHT	0	OUT ...	300		RIGHT	0	OUT ...	320
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	126	IN ...	260	BOUND	THRU	189	IN ...	350
	RIGHT	126	OUT ...	310		RIGHT	101	OUT ...	510

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	0	0	NORTH LEG		NORTH	LEFT	0	0	NORTH LEG	
BOUND	THRU	0	0	RATIO	8.7%	BOUND	THRU	0	0	RATIO	8.8%
	RIGHT	0	0	ADT	6,500		RIGHT	0	0	ADT	6,500
SOUTH	LEFT	181	194	SOUTH LEG		SOUTH	LEFT	207	218	SOUTH LEG	
BOUND	THRU	0	0	RATIO	#DIV/0!	BOUND	THRU	0	0	RATIO	#DIV/0!
	RIGHT	162	170	ADT	0		RIGHT	95	92	ADT	0
EAST	LEFT	59	67	EAST LEG		EAST	LEFT	137	138	EAST LEG	
BOUND	THRU	103	116	RATIO	6.2%	BOUND	THRU	269	292	RATIO	9.2%
	RIGHT	0	0	ADT	9,300		RIGHT	0	0	ADT	9,300
WEST	LEFT	0	0	WEST LEG		WEST	LEFT	0	0	WEST LEG	
BOUND	THRU	126	130	RATIO	5.9%	BOUND	THRU	189	228	RATIO	9.1%
	RIGHT	126	133	ADT	8,200		RIGHT	101	122	ADT	8,200

MERIDIAN AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	181	NORTH LEG		SOUTH	LEFT	207	NORTH LEG	
BOUND	THRU	0	IN ...	400	BOUND	THRU	0	IN ...	340
	RIGHT	162	OUT ...	210		RIGHT	95	OUT ...	310
EAST	LEFT	59	WEST LEG		EAST	LEFT	137	WEST LEG	
BOUND	THRU	103	IN ...	210	BOUND	THRU	269	IN ...	480
	RIGHT	0	OUT ...	310		RIGHT	0	OUT ...	400
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	126	IN ...	270	BOUND	THRU	189	IN ...	470
	RIGHT	126	OUT ...	380		RIGHT	101	OUT ...	580

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO 8.6%	BOUND	THRU	0	0	RATIO 9.0%
	RIGHT	0	0	ADT 7,200		RIGHT	0	0	ADT 7,200
SOUTH	LEFT	181	235	SOUTH LEG	SOUTH	LEFT	207	245	SOUTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	162	174	ADT 0		RIGHT	95	95	ADT 0
EAST	LEFT	59	70	EAST LEG	EAST	LEFT	137	145	EAST LEG
BOUND	THRU	103	145	RATIO 6.4%	BOUND	THRU	269	335	RATIO 10.2%
	RIGHT	0	0	ADT 10,300		RIGHT	0	0	ADT 10,300
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	126	136	RATIO 5.9%	BOUND	THRU	189	305	RATIO 9.9%
	RIGHT	126	140	ADT 8,900		RIGHT	101	165	ADT 8,900

HERMOSA AVENUE (NS) / C STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		54 >				<	63	
		1 v				v	2	
			<	^	>			
			0	0	1			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

				0	0			
				v	^			
		63 <	IN =		121 <	65		
		55 >	OUT =		121 >	55		
				v	^			
				3	1			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		4 >				<	3	
		0 v				v	0	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		58 >				<	66	
		1 v				v	2	
			<	^	>			
			0	0	1			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

				0	0			
				v	^			
		171 <	IN =		612 <	171		
		441 >	OUT =		612 >	441		
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

				0	0			
				v	^			
		4 <	IN =		8 <	4		
		4 >	OUT =		8 >	4		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				0	0			
				v	^			
		66 <	IN =		235 <	66		
		169 >	OUT =		235 >	169		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				0	0			
				v	^			
		273 <	IN =		778 <	273		
		505 >	OUT =		778 >	505		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
		7 <	IN =		14 <	7		
		7 >	OUT =		14 >	7		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				0	0			
				v	^			
		106 <	IN =		300 <	106		
		194 >	OUT =		300 >	194		
				v	^			
				0	0			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				0	0			
				v	^			
		40 <			<	40		
		26 >			>	26		
				v	^			
				0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				0	0			
				v	^			
		40 <	IN =		70 <	40		
		30 >	OUT =		70 >	30		
				v	^			
				0	0			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				0	0			
				v	^			
		30 <			<	30		
		20 >			>	20		
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

				0	0			
				v	^			
		100 <			<	100		
		80 >			>	80		
				v	^			
				0	0			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				0	0			
				v	^			
		10 <			<	10		
		10 >			>	10		
				v	^			
				0	0			

INITIAL FUTURE YEAR VOLUMES:
2020

				0	0			
				v	^			
		80 <	IN =		150 <	80		
		70 >	OUT =		150 >	70		
				v	^			
				0	0			

BALANCED FUTURE YEAR VOLUMES:
2020

				0	0			
				v	^			
		80 <	IN =		150 <	80		
		70 >	OUT =		150 >	70		
				v	^			
				0	0			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		95 >				<	123	
		2 v				v	2	
			<	^	>			
			0	0	3			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2013

				0	0			
				v	^			
		123 <	IN =		225 <	125		
		97 >	OUT =		225 >	98		
				v	^			
				4	3			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	0	0			
			<	v	>			
		0 ^				^	0	
		0 >				<	3	
		0 v				v	0	
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			0	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):
2013

			0	0	0			
			<	v	>			
		0 ^				^	0	
		95 >				<	126	
		2 v				v	2	
			<	^	>			
			0	0	3			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2008

				0	0			
				v	^			
		637 <	IN =		1081 <	637		
		444 >	OUT =		1081 >	444		
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2008

				0	0			
				v	^			
		6 <	IN =		13 <	6		
		7 >	OUT =		13 >	7		
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				0	0			
				v	^			
		180 <	IN =		306 <	180		
		126 >	OUT =		306 >	126		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2035

				0	0			
				v	^			
		762 <	IN =		1362 <	762		
		600 >	OUT =		1362 >	600		
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):
2035

				0	0			
				v	^			
		10 <	IN =		21 <	10		
		11 >	OUT =		21 >	11		
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):
PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				0	0			
				v	^			
		216 <	IN =		387 <	216		
		171 >	OUT =		387 >	171		
				v	^			
				0	0			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				0	0			
				v	^			
		37 <			<	37		
		45 >			>	45		
				v	^			
				0	0			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				0	0			
				v	^			
		40 <	IN =		90 <	40		
		50 >	OUT =		90 >	50		
				v	^			
				0	0			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				0	0			
				v	^			
		30 <			<	30		
		40 >			>	40		
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

				0	0			
				v	^			
		160 <			<	160		
		140 >			>	140		
				v	^			
				0	0			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				0	0			
				v	^			
		10 <			<	10		
		10 >			>	10		
				v	^			
				0	0			

INITIAL FUTURE YEAR VOLUMES:
2020

				0	0			
				v	^			
		140 <	IN =		250 <	140		
		110 >	OUT =		250 >	110		
				v	^			
				0	0			

BALANCED FUTURE YEAR VOLUMES:
2020

				0	0			
				v	^			
		140 <	IN =		250 <	140		
		110 >	OUT =		250 >	110		
				v	^			
				0	0			

HERMOSA AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	3	OUT ...	0
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	58	IN ...	70	BOUND	THRU	95	IN ...	110
	RIGHT	1	OUT ...	80		RIGHT	2	OUT ...	140
WEST	LEFT	2	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	66	IN ...	80	BOUND	THRU	126	IN ...	140
	RIGHT	0	OUT ...	70		RIGHT	0	OUT ...	110

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	1	0	ADT 0		RIGHT	3	0	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 0.0%
	RIGHT	0	0	ADT 100		RIGHT	0	0	ADT 100
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	58	70	RATIO 4.8%	BOUND	THRU	95	110	RATIO 8.1%
	RIGHT	1	0	ADT 3,100		RIGHT	2	0	ADT 3,100
WEST	LEFT	2	0	WEST LEG	WEST	LEFT	2	0	WEST LEG
BOUND	THRU	66	80	RATIO 4.8%	BOUND	THRU	126	140	RATIO 8.1%
	RIGHT	0	0	ADT 3,100		RIGHT	0	0	ADT 3,100

HERMOSA AVENUE (NS) / C STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	1	OUT ...	0		RIGHT	3	OUT ...	0
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	58	IN ...	80	BOUND	THRU	95	IN ...	140
	RIGHT	1	OUT ...	100		RIGHT	2	OUT ...	160
WEST	LEFT	2	EAST LEG		WEST	LEFT	2	EAST LEG	
BOUND	THRU	66	IN ...	100	BOUND	THRU	126	IN ...	160
	RIGHT	0	OUT ...	80		RIGHT	0	OUT ...	140

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	1	0	ADT 0		RIGHT	3	0	ADT 0
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	0	0	RATIO 0.0%	BOUND	THRU	0	0	RATIO 0.0%
	RIGHT	0	0	ADT 100		RIGHT	0	0	ADT 100
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	58	80	RATIO 4.3%	BOUND	THRU	95	140	RATIO 7.1%
	RIGHT	1	0	ADT 4,200		RIGHT	2	0	ADT 4,200
WEST	LEFT	2	0	WEST LEG	WEST	LEFT	2	0	WEST LEG
BOUND	THRU	66	100	RATIO 4.3%	BOUND	THRU	126	160	RATIO 7.1%
	RIGHT	0	0	ADT 4,200		RIGHT	0	0	ADT 4,200

HERMOSA AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				93	0	199		
				<	v	>		
		135	^				^	101
		256	>				<	174
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					292	236		
					v	^		
		267	<	IN =	958	<	275	
		391	>	OUT =	958	>	455	
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	0	0		
				<	v	>		
		0	^				^	2
		21	>				<	18
		0	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				93	0	199		
				<	v	>		
		135	^				^	103
		277	>				<	192
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		676	<	IN =	1668	<	676	
		992	>	OUT =	1668	>	992	
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		25	<	IN =	52	<	25	
		27	>	OUT =	52	>	27	
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		265	<	IN =	651	<	265	
		386	>	OUT =	651	>	386	
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		713	<	IN =	2077	<	713	
		1364	>	OUT =	2077	>	1364	
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		28	<	IN =	58	<	28	
		30	>	OUT =	58	>	30	
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					0	0		
					v	^		
		280	<	IN =	809	<	280	
		528	>	OUT =	809	>	528	
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					0	0		
					v	^		
		16	<			<	16	
		143	>			>	143	
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					30	20		
					v	^		
		30	<	IN =	200	<	30	
		140	>	OUT =	190	>	140	
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					20	20		
					v	^		
		20	<			<	20	
		110	>			>	110	
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					310	260		
					v	^		
		310	<			<	320	
		520	>			>	590	
					v	^		
					0	0		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					10	10		
					v	^		
		10	<			<	10	
		40	>			>	40	
					v	^		
					0	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					300	250		
					v	^		
		300	<	IN =	1060	<	310	
		450	>	OUT =	1070	>	520	
					v	^		
					0	0		

BALANCED FUTURE YEAR VOLUMES:

2020

					300	250		
					v	^		
		300	<	IN =	1060	<	310	
		450	>	OUT =	1070	>	520	
					v	^		
					0	0		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				5	0	2		
				<	v	>		
		2	^				^	4
		443	>				<	281
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					7	6		
					v	^		
		286	<	IN =	737	<	285	
		445	>	OUT =	737	>	445	
					v	^		
					0	0		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	0	0		
				<	v	>		
		0	^				^	0
		18	>				<	11
		0	v				v	0
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				0	0	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				7	0	2		
				<	v	>		
		2	^				^	4
		461	>				<	292
		0	v				v	0
				<	^	>		
				0	0	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					0	0		
					v	^		
		1452	<	IN =	3142	<	1452	
		1690	>	OUT =	3142	>	1690	
					v	^		
					0	0		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					0	0		
					v	^		
		37	<	IN =	80	<	37	
		43	>	OUT =	80	>	43	
					v	^		
					0	0		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		416	<	IN =	900	<	416	
		484	>	OUT =	900	>	484	
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					0	0		
					v	^		
		2261	<	IN =	4348	<	2261	
		2087	>	OUT =	4348	>	2087	
					v	^		
					0	0		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					0	0		
					v	^		
		53	<	IN =	108	<	53	
		55	>	OUT =	108	>	55	
					v	^		
					0	0		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					0	0		
					v	^		
		646	<	IN =	1244	<	646	
		598	>	OUT =	1244	>	598	
					v	^		
					0	0		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					0	0		
					v	^		
		233	<			<	233	
		116	>			>	116	
					v	^		
					0	0		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					0	0		
					v	^		
		230	<	IN =	350	<	230	
		120	>	OUT =	350	>	120	
					v	^		
					0	0		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					0	0		
					v	^		
		190	<			<	190	
		100	>			>	100	
					v	^		
					0	0		

NEW PROJECTED VOLUMES (PCE'S): 2035

					10	10		
					v	^		
		490	<			<	490	
		560	>			>	560	
					v	^		
					0	0		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					0	0		
					v	^		
		60	<			<	60	
		30	>			>	30	
					v	^		
					0	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					10	10		
					v	^		
		360	<	IN =	860	<	360	
		490	>	OUT =	860	>	490	
					v	^		
					0	0		

BALANCED FUTURE YEAR VOLUMES:

2020

					10	10		
					v	^		
		360	<	IN =	860	<	360	
		490	>	OUT =	860	>	490	
					v	^		
					0	0		

HERMOSA AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
SOUTH	LEFT	**199**	NORTH LEG		SOUTH	LEFT	**2**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**300**	BOUND	THRU	**0**	IN ...	**10**
	RIGHT	**93**	OUT ...	**250**		RIGHT	**7**	OUT ...	**10**
EAST	LEFT	**135**	WEST LEG		EAST	LEFT	**2**	WEST LEG	
BOUND	THRU	**277**	IN ...	**450**	BOUND	THRU	**461**	IN ...	**490**
	RIGHT	**0**	OUT ...	**300**		RIGHT	**0**	OUT ...	**360**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**192**	IN ...	**310**	BOUND	THRU	**292**	IN ...	**360**
	RIGHT	**103**	OUT ...	**520**		RIGHT	**4**	OUT ...	**490**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**0**	**0**	RATIO **276.4%**	BOUND	THRU	**0**	**0**	RATIO **10.0%**
	RIGHT	**0**	**0**	ADT 200		RIGHT	**0**	**0**	ADT 200
SOUTH	LEFT	**199**	**209**	SOUTH LEG	SOUTH	LEFT	**2**	**2**	SOUTH LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**93**	**94**	ADT 0		RIGHT	**7**	**8**	ADT 0
EAST	LEFT	**135**	**143**	EAST LEG	EAST	LEFT	**2**	**3**	EAST LEG
BOUND	THRU	**277**	**311**	RATIO **9.1%**	BOUND	THRU	**461**	**488**	RATIO **9.2%**
	RIGHT	**0**	**0**	ADT 9,200		RIGHT	**0**	**0**	ADT 9,200
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**192**	**206**	RATIO **8.1%**	BOUND	THRU	**292**	**352**	RATIO **9.1%**
	RIGHT	**103**	**107**	ADT 9,300		RIGHT	**4**	**7**	ADT 9,300

HERMOSA AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
SOUTH	LEFT	199	NORTH LEG		SOUTH	LEFT	2	NORTH LEG	
BOUND	THRU	0	IN ...	310	BOUND	THRU	0	IN ...	10
	RIGHT	93	OUT ...	260		RIGHT	7	OUT ...	10
EAST	LEFT	135	WEST LEG		EAST	LEFT	2	WEST LEG	
BOUND	THRU	277	IN ...	520	BOUND	THRU	461	IN ...	560
	RIGHT	0	OUT ...	310		RIGHT	0	OUT ...	490
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	192	IN ...	320	BOUND	THRU	292	IN ...	490
	RIGHT	103	OUT ...	590		RIGHT	4	OUT ...	560

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	0	0	RATIO 286.4%	BOUND	THRU	0	0	RATIO 10.0%
	RIGHT	0	0	ADT 200		RIGHT	0	0	ADT 200
SOUTH	LEFT	199	219	SOUTH LEG	SOUTH	LEFT	2	2	SOUTH LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	93	94	ADT 0		RIGHT	7	8	ADT 0
EAST	LEFT	135	153	EAST LEG	EAST	LEFT	2	3	EAST LEG
BOUND	THRU	277	371	RATIO 8.8%	BOUND	THRU	461	558	RATIO 10.1%
	RIGHT	0	0	ADT 10,400		RIGHT	0	0	ADT 10,400
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	192	216	RATIO 7.9%	BOUND	THRU	292	482	RATIO 10.0%
	RIGHT	103	107	ADT 10,500		RIGHT	4	7	ADT 10,500

RANCHO AVENUE (NS) / OLIVE STREET (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				27	467	9		
				<	v	>		
		20	^				^	12
		35	>				<	25
		22	v				v	19
				<	^	>		
				22	167	33		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					503	199		
					v	^		
		74	<	IN	=	858	<	56
		77	>	OUT	=	858	>	77
					v	^		
					508	222		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				2	28	0		
				<	v	>		
		0	^				^	3
		2	>				<	2
		3	v				v	8
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

8	9	5

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				29	495	9		
				<	v	>		
		20	^				^	15
		37	>				<	27
		25	v				v	27
				<	^	>		
				30	176	38		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1030	854		
					v	^		
		119	<	IN	=	2618	<	277
		272	>	OUT	=	2616	>	521
					v	^		
					1122	1039		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					79	15		
					v	^		
		7	<	IN	=	111	<	3
		8	>	OUT	=	111	>	3
					v	^		
					86	21		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					418	330		
					v	^		
		48	<	IN	=	1032	<	106
		106	>	OUT	=	1031	>	199
					v	^		
					455	402		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1940	968		
					v	^		
		155	<	IN	=	3675	<	370
		323	>	OUT	=	3675	>	459
					v	^		
					2093	1042		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					33	24		
					v	^		
		7	<	IN	=	75	<	4
		9	>	OUT	=	74	>	3
					v	^		
					40	29		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					748	376		
					v	^		
		61	<	IN	=	1421	<	142
		126	>	OUT	=	1421	>	175
					v	^		
					809	406		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					323	48		
					v	^		
		14	<			<		36
		20	>			>		-24
					v	^		
					346	5		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					320	50		
					v	^		
		10	<	IN	=	390	<	40
		20	>	OUT	=	420	>	10
					v	^		
					350	10		

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					260	40		
					v	^		
		10	<			<		30
		20	>			>		10
					v	^		
					290	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					790	250		
					v	^		
		100	<			<		100
		100	>			>		90
					v	^		
					840	250		

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					80	10		
					v	^		
		0	<			<		10
		10	>			>		0
					v	^		
					90	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					610	220		
					v	^		
		90	<	IN	=	1020	<	80
		90	>	OUT	=	1030	>	80
					v	^		
					640	240		

BALANCED FUTURE YEAR VOLUMES:

2020

					620	220		
					v	^		
		90	<	IN	=	1030	<	80
		90	>	OUT	=	1030	>	80
					v	^		
					640	240		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				41	433	19		
				<	v	>		
		45	^				^	19
		63	>				<	44
		39	v				v	20
				<	^	>		
				84	676	24		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					493	740		
					v	^		
		169	<	IN	=	1507	<	83
		147	>	OUT	=	1507	>	106
					v	^		
					492	784		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	8	2		
				<	v	>		
		0	^				^	0
		2	>				<	0
		5	v				v	0
				<	^	>		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

5	5	0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				41	441	21		
				<	v	>		
		45	^				^	19
		65	>				<	44
		44	v				v	20
				<	^	>		
				89	681	24		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1617	1782		
					v	^		
		394	<	IN	=	4667	<	766
		331	>	OUT	=	4666	>	595
					v	^		
					1895	1953		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					95	163		
					v	^		
		10	<	IN	=	281	<	4
		11	>	OUT	=	281	>	4
					v	^		
					104	171		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					477	540		
					v	^		
		113	<	IN	=	1377	<	215
		95	>	OUT	=	1377	>	168
					v	^		
					557	590		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1728	2444		
					v	^		
		530	<	IN	=	5955	<	1039
		467	>	OUT	=	5956	>	817
					v	^		
					2165	2721		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					46	38		
					v	^		
		12	<	IN	=	114	<	9
		13	>	OUT	=	114	>	7
					v	^		
					57	46		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					495	694		
					v	^		
		151	<	IN	=	1696	<	293
		134	>	OUT	=	1696	>	231
					v	^		
					620	773		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					13	138		
					v	^		
		39	<			<		78
		39	>			>		63
					v	^		
					58	168		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					50	140		
					v	^		
		40	<	IN	=	340	<	80
		40	>	OUT	=	300	>	60
					v	^		
					60	170		

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					40	110		
					v	^		
		30	<			<		70
		30	>			>		50
					v	^		
					50	140		

NEW PROJECTED VOLUMES (PCE'S): 2035

					540	860		
					v	^		
		200	<			<		150
		180	>			>		160
					v	^		
					560	930		

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					10	40		
					v	^		
		10	<			<		20
		10	>			>		20
					v	^		
					20	40		

INITIAL FUTURE YEAR VOLUMES:

2020

					510	790		
					v	^		
		180	<	IN	=	1600	<	100
		160	>	OUT	=	1630	>	130
					v	^		
					530	830		

BALANCED FUTURE YEAR VOLUMES:

2020

					520	790		
					v	^		
		180	<	IN	=	1630	<	100
		160	>	OUT	=	1630	>	130
					v	^		
					530	850		

RANCHO AVENUE (NS) / OLIVE STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**30**	SOUTH LEG		NORTH	LEFT	**89**	SOUTH LEG	
BOUND	THRU	**176**	IN ...	**240**	BOUND	THRU	**681**	IN ...	**850**
	RIGHT	**38**	OUT ...	**640**		RIGHT	**24**	OUT ...	**530**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**21**	NORTH LEG	
BOUND	THRU	**495**	IN ...	**620**	BOUND	THRU	**441**	IN ...	**520**
	RIGHT	**29**	OUT ...	**220**		RIGHT	**41**	OUT ...	**790**
EAST	LEFT	**20**	WEST LEG		EAST	LEFT	**45**	WEST LEG	
BOUND	THRU	**37**	IN ...	**90**	BOUND	THRU	**65**	IN ...	**160**
	RIGHT	**25**	OUT ...	**90**		RIGHT	**44**	OUT ...	**180**
WEST	LEFT	**27**	EAST LEG		WEST	LEFT	**20**	EAST LEG	
BOUND	THRU	**27**	IN ...	**80**	BOUND	THRU	**44**	IN ...	**100**
	RIGHT	**15**	OUT ...	**80**		RIGHT	**19**	OUT ...	**130**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**30**	**28**	NORTH LEG	NORTH	LEFT	**89**	**91**	NORTH LEG
BOUND	THRU	**176**	**178**	RATIO **5.5%**	BOUND	THRU	**681**	**726**	RATIO **8.6%**
	RIGHT	**38**	**33**	ADT 15,300		RIGHT	**24**	**31**	ADT 15,300
SOUTH	LEFT	**9**	**9**	SOUTH LEG	SOUTH	LEFT	**21**	**25**	SOUTH LEG
BOUND	THRU	**495**	**579**	RATIO **5.6%**	BOUND	THRU	**441**	**459**	RATIO **8.7%**
	RIGHT	**29**	**32**	ADT 15,800		RIGHT	**41**	**38**	ADT 15,800
EAST	LEFT	**20**	**24**	EAST LEG	EAST	LEFT	**45**	**42**	EAST LEG
BOUND	THRU	**37**	**38**	RATIO **6.7%**	BOUND	THRU	**65**	**74**	RATIO **9.6%**
	RIGHT	**25**	**29**	ADT 2,400		RIGHT	**44**	**44**	ADT 2,400
WEST	LEFT	**27**	**32**	WEST LEG	WEST	LEFT	**20**	**26**	WEST LEG
BOUND	THRU	**27**	**30**	RATIO **4.6%**	BOUND	THRU	**44**	**51**	RATIO **8.7%**
	RIGHT	**15**	**18**	ADT 3,900		RIGHT	**19**	**23**	ADT 3,900

RANCHO AVENUE (NS) / OLIVE STREET (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	30	SOUTH LEG		NORTH	LEFT	89	SOUTH LEG	
BOUND	THRU	176	IN ...	250	BOUND	THRU	681	IN ...	930
	RIGHT	38	OUT ...	840		RIGHT	24	OUT ...	560
SOUTH	LEFT	9	NORTH LEG		SOUTH	LEFT	21	NORTH LEG	
BOUND	THRU	495	IN ...	790	BOUND	THRU	441	IN ...	540
	RIGHT	29	OUT ...	250		RIGHT	41	OUT ...	860
EAST	LEFT	20	WEST LEG		EAST	LEFT	45	WEST LEG	
BOUND	THRU	37	IN ...	100	BOUND	THRU	65	IN ...	180
	RIGHT	25	OUT ...	100		RIGHT	44	OUT ...	200
WEST	LEFT	27	EAST LEG		WEST	LEFT	20	EAST LEG	
BOUND	THRU	27	IN ...	100	BOUND	THRU	44	IN ...	150
	RIGHT	15	OUT ...	90		RIGHT	19	OUT ...	160

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	30	26	NORTH LEG	NORTH	LEFT	89	93	NORTH LEG
BOUND	THRU	176	197	RATIO 6.2%	BOUND	THRU	681	784	RATIO 8.2%
	RIGHT	38	35	ADT 17,100		RIGHT	24	41	ADT 17,100
SOUTH	LEFT	9	12	SOUTH LEG	SOUTH	LEFT	21	29	SOUTH LEG
BOUND	THRU	495	765	RATIO 6.2%	BOUND	THRU	441	472	RATIO 8.3%
	RIGHT	29	38	ADT 17,800		RIGHT	41	35	ADT 17,800
EAST	LEFT	20	28	EAST LEG	EAST	LEFT	45	42	EAST LEG
BOUND	THRU	37	43	RATIO 7.2%	BOUND	THRU	65	90	RATIO 11.4%
	RIGHT	25	33	ADT 2,700		RIGHT	44	47	ADT 2,700
WEST	LEFT	27	42	WEST LEG	WEST	LEFT	20	41	WEST LEG
BOUND	THRU	27	36	RATIO 4.8%	BOUND	THRU	44	72	RATIO 9.0%
	RIGHT	15	25	ADT 4,200		RIGHT	19	35	ADT 4,200

RANCHO AVENUE (NS) / VALLEY BOULEVARD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			16	514	50			
			<	v	>			
		26	^			^	129	
		154	>			<	164	
		263	v			v	110	
			<	^	>			
			185	422	168			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				580	577			
				v	^			
		365	<	IN =	2201	<	403	
		443	>	OUT =	2201	>	372	
				v	^			
				887	775			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	18	2			
			<	v	>			
		0	^			^	3	
		20	>			<	11	
		12	v			v	7	
			<	^	>			
			5	6	15			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

			16	532	52			
			<	v	>			
		26	^			^	132	
		174	>			<	175	
		275	v			v	117	
			<	^	>			
			190	428	183			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				1341	1415			
				v	^			
		676	<	IN =	4332	<	60	
		992	>	OUT =	4331	>	174	
				v	^			
				2066	1939			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				83	19			
				v	^			
		25	<	IN =	254	<	13	
		27	>	OUT =	253	>	14	
				v	^			
				195	131			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				537	544			
				v	^			
		265	<	IN =	1731	<	27	
		386	>	OUT =	1730	>	71	
				v	^			
				850	780			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				2361	1337			
				v	^			
		713	<	IN =	5704	<	103	
		1364	>	OUT =	5703	>	356	
				v	^			
				3297	1876			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				38	27			
				v	^			
		28	<	IN =	124	<	15	
		30	>	OUT =	124	>	17	
				v	^			
				52	41			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

				910	517			
				v	^			
		280	<	IN =	2209	<	44	
		528	>	OUT =	2208	>	141	
				v	^			
				1270	727			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				365	-26			
				v	^			
		16	<			<	17	
		143	>			>	71	
				v	^			
				396	-69			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				370	60			
				v	^			
		40	<	IN =	550	<	40	
		140	>	OUT =	570	>	70	
				v	^			
				400	0			

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				340	60			
				v	^			
		40	<			<	40	
		130	>			>	60	
				v	^			
				370	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

				940	650			
				v	^			
		420	<			<	460	
		610	>			>	470	
				v	^			
				1290	800			

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				140	20			
				v	^			
		10	<			<	10	
		50	>			>	30	
				v	^			
				150	0			

INITIAL FUTURE YEAR VOLUMES:

2020

				740	610			
				v	^			
		390	<	IN =	2500	<	430	
		530	>	OUT =	2510	>	440	
				v	^			
				1070	800			

BALANCED FUTURE YEAR VOLUMES:

2020

				740	610			
				v	^			
		390	<	IN =	2500	<	430	
		530	>	OUT =	2510	>	440	
				v	^			
				1070	800			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2010

			29	446	58			
			<	v	>			
		30	^			^	65	
		181	>			<	202	
		249	v			v	102	
			<	^	>			
			246	695	123			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2010

				533	790			
				v	^			
		477	<	IN =	2426	<	369	
		460	>	OUT =	2426	>	362	
				v	^			
				797	1064			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			2	6	0			
			<	v	>			
		2	^			^	6	
		18	>			<	14	
		3	v			v	11	
			<	^	>			
			7	11	20			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2010

			31	452	58			
			<	v	>			
		32	^			^	71	
		199	>			<	216	
		252	v			v	113	
			<	^	>			
			253	706	143			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

				2225	2302			
				v	^			
		1452	<	IN =	7585	<	219	
		1690	>	OUT =	7585	>	480	
				v	^			
				3351	3451			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

				100	169			
				v	^			
		37	<	IN =	348	<	18	
		43	>	OUT =	348	>	22	
				v	^			
				120	187			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				648	687			
				v	^			
		416	<	IN =	2211	<	66	
		484	>	OUT =	2211	>	140	
				v	^			
				968	1013			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

				2490	3147			
				v	^			
		2261	<	IN =	7882	<	591	
		2087	>	OUT =	7881	>	569	
				v	^			
				1904	2714			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

				55	46			
				v	^			
		53	<	IN =	209	<	30	
		55	>	OUT =	207	>	25	
				v	^			
				83	69			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

				711	893			
				v	^			
		646	<	IN =	2259	<	173	
		598	>	OUT =	2258	>	166	
				v	^			
				554	777			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

				57	190			
				v	^			
		233	<			<	109	
		116	>			>	26	
				v	^			
				-419	-251			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

				60	190			
				v	^			
		230	<	IN =	290	<	110	
		120	>	OUT =	460	>	40	
				v	^			
				0	0			

PRORATED GROWTH (PCE'S): 2010 TO 2035

25 YEARS

				60	180			
				v	^			
		210	<			<	100	
		110	>			>	40	
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCE'S): 2035

				600	990			
				v	^			
		710	<			<	500	
		590	>			>	440	
				v	^			
				820	1100			

FUTURE YEAR GROWTH: 2010 TO 2020

10 YEARS

				20	70			
				v	^			
		90	<			<	40	
		40	>			>	10	
				v	^			
				0	0			

INITIAL FUTURE YEAR VOLUMES:

2020

				560	880			
				v	^			
		590	<	IN =	2620	<	440	
		520	>	OUT =	2700	>	410	
				v	^			
				820	1100			

BALANCED FUTURE YEAR VOLUMES:

2020

				580	880			
				v	^			
		590	<	IN =	2700	<	450	
		540	>	OUT =	2700	>	410	
				v	^			
				820	1130			

RANCHO AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**190**	SOUTH LEG		NORTH	LEFT	**253**	SOUTH LEG	
BOUND	THRU	**428**	IN ...	**800**	BOUND	THRU	**706**	IN ...	**1,130**
	RIGHT	**183**	OUT ...	**1,070**		RIGHT	**143**	OUT ...	**820**
SOUTH	LEFT	**52**	NORTH LEG		SOUTH	LEFT	**58**	NORTH LEG	
BOUND	THRU	**532**	IN ...	**740**	BOUND	THRU	**452**	IN ...	**580**
	RIGHT	**16**	OUT ...	**610**		RIGHT	**31**	OUT ...	**880**
EAST	LEFT	**26**	WEST LEG		EAST	LEFT	**32**	WEST LEG	
BOUND	THRU	**174**	IN ...	**530**	BOUND	THRU	**199**	IN ...	**540**
	RIGHT	**275**	OUT ...	**390**		RIGHT	**252**	OUT ...	**590**
WEST	LEFT	**117**	EAST LEG		WEST	LEFT	**113**	EAST LEG	
BOUND	THRU	**175**	IN ...	**430**	BOUND	THRU	**216**	IN ...	**450**
	RIGHT	**132**	OUT ...	**440**		RIGHT	**71**	OUT ...	**410**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**190**	**189**	NORTH LEG	NORTH	LEFT	**253**	**273**	NORTH LEG
BOUND	THRU	**428**	**439**	RATIO **8.2%**	BOUND	THRU	**706**	**745**	RATIO **8.8%**
	RIGHT	**183**	**176**	ADT 16,500		RIGHT	**143**	**115**	ADT 16,500
SOUTH	LEFT	**52**	**66**	SOUTH LEG	SOUTH	LEFT	**58**	**66**	SOUTH LEG
BOUND	THRU	**532**	**655**	RATIO **8.0%**	BOUND	THRU	**452**	**464**	RATIO **8.3%**
	RIGHT	**16**	**21**	ADT 23,500		RIGHT	**31**	**47**	ADT 23,500
EAST	LEFT	**26**	**32**	EAST LEG	EAST	LEFT	**32**	**48**	EAST LEG
BOUND	THRU	**174**	**198**	RATIO **9.2%**	BOUND	THRU	**199**	**229**	RATIO **9.1%**
	RIGHT	**275**	**303**	ADT 9,500		RIGHT	**252**	**261**	ADT 9,500
WEST	LEFT	**117**	**112**	WEST LEG	WEST	LEFT	**113**	**95**	WEST LEG
BOUND	THRU	**175**	**180**	RATIO **7.8%**	BOUND	THRU	**216**	**269**	RATIO **9.6%**
	RIGHT	**132**	**140**	ADT 11,800		RIGHT	**71**	**87**	ADT 11,800

RANCHO AVENUE (NS) / VALLEY BOULEVARD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**190**	SOUTH LEG		NORTH	LEFT	**253**	SOUTH LEG	
BOUND	THRU	**428**	IN ...	**800**	BOUND	THRU	**706**	IN ...	**1,100**
	RIGHT	**183**	OUT ...	**1,290**		RIGHT	**143**	OUT ...	**820**
SOUTH	LEFT	**52**	NORTH LEG		SOUTH	LEFT	**58**	NORTH LEG	
BOUND	THRU	**532**	IN ...	**940**	BOUND	THRU	**452**	IN ...	**600**
	RIGHT	**16**	OUT ...	**650**		RIGHT	**31**	OUT ...	**990**
EAST	LEFT	**26**	WEST LEG		EAST	LEFT	**32**	WEST LEG	
BOUND	THRU	**174**	IN ...	**610**	BOUND	THRU	**199**	IN ...	**590**
	RIGHT	**275**	OUT ...	**420**		RIGHT	**252**	OUT ...	**710**
WEST	LEFT	**117**	EAST LEG		WEST	LEFT	**113**	EAST LEG	
BOUND	THRU	**175**	IN ...	**460**	BOUND	THRU	**216**	IN ...	**500**
	RIGHT	**132**	OUT ...	**470**		RIGHT	**71**	OUT ...	**440**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**190**	**193**	NORTH LEG	NORTH	LEFT	**253**	**288**	NORTH LEG
BOUND	THRU	**428**	**454**	RATIO **8.5%**	BOUND	THRU	**706**	**798**	RATIO **8.7%**
	RIGHT	**183**	**161**	ADT 18,700		RIGHT	**143**	**89**	ADT 18,700
SOUTH	LEFT	**52**	**84**	SOUTH LEG	SOUTH	LEFT	**58**	**78**	SOUTH LEG
BOUND	THRU	**532**	**832**	RATIO **7.9%**	BOUND	THRU	**452**	**475**	RATIO **7.6%**
	RIGHT	**16**	**30**	ADT 26,400		RIGHT	**31**	**77**	ADT 26,400
EAST	LEFT	**26**	**41**	EAST LEG	EAST	LEFT	**32**	**80**	EAST LEG
BOUND	THRU	**174**	**226**	RATIO **9.2%**	BOUND	THRU	**199**	**273**	RATIO **9.6%**
	RIGHT	**275**	**347**	ADT 10,100		RIGHT	**252**	**269**	ADT 10,100
WEST	LEFT	**117**	**111**	WEST LEG	WEST	LEFT	**113**	**76**	WEST LEG
BOUND	THRU	**175**	**197**	RATIO **8.0%**	BOUND	THRU	**216**	**344**	RATIO **10.2%**
	RIGHT	**132**	**155**	ADT 13,000		RIGHT	**71**	**112**	ADT 13,000

RANCHO AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				300	724	0			
				<	v	>			
		0	^				^		323
		0	>				<		0
		0	v				v		227
				<	^	>			
				119	484	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					1024	807			
					v	^			
			419	<	IN =	2177	<		550
			0	>	OUT =	2177	>		0
					v	^			
					951	603			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				5	28	0			
				<	v	>			
		0	^				^		10
		0	>				<		2
		0	v				v		53
				<	^	>			
				9	24	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				305	752	0			
				<	v	>			
		0	^				^		333
		0	>				<		2
		0	v				v		280
				<	^	>			
				128	508	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2066	1939			
					v	^			
			1050	<	IN =	4827	<		528
			0	>	OUT =	4827	>		0
					v	^			
					1838	2233			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					195	131			
					v	^			
			86	<	IN =	247	<		11
			0	>	OUT =	248	>		0
					v	^			
					31	41			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					850	780			
					v	^			
			428	<	IN =	1917	<		204
			0	>	OUT =	1917	>		0
					v	^			
					709	862			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3297	1876			
					v	^			
			1471	<	IN =	6378	<		798
			0	>	OUT =	6377	>		0
					v	^			
					3030	2283			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					52	41			
					v	^			
			30	<	IN =	115	<		13
			0	>	OUT =	116	>		0
					v	^			
					45	50			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					1270	727			
					v	^			
			569	<	IN =	2462	<		308
			0	>	OUT =	2462	>		0
					v	^			
					1166	884			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					396	-69			
					v	^			
			132	<			<		104
			0	>			>		0
					v	^			
					460	23			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					400	80			
					v	^			
			130	<	IN =	520	<		100
			0	>	OUT =	670	>		0
					v	^			
					460	20			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					330	70			
					v	^			
			110	<			<		80
			0	>			>		0
					v	^			
					370	20			

NEW PROJECTED VOLUMES (PCE'S): 2035

					1390	910			
					v	^			
			550	<			<		700
			0	>			>		0
					v	^			
					1400	660			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					100	20			
					v	^			
			30	<			<		30
			0	>			>		0
					v	^			
					120	10			

INITIAL FUTURE YEAR VOLUMES:

2020

					1160	860			
					v	^			
			470	<	IN =	2460	<		650
			0	>	OUT =	2480	>		0
					v	^			
					1150	650			

BALANCED FUTURE YEAR VOLUMES:

2020

					1170	860			
					v	^			
			470	<	IN =	2490	<		660
			0	>	OUT =	2480	>		0
					v	^			
					1150	660			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				198	670	0			
				<	v	>			
		0	^				^		286
		0	>				<		0
		0	v				v		242
				<	^	>			
				128	751	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					868	1037			
					v	^			
			326	<	IN =	2275	<		528
			0	>	OUT =	2275	>		0
					v	^			
					912	879			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				9	14	0			
				<	v	>			
		0	^				^		8
		0	>				<		2
		0	v				v		50
				<	^	>			
				33	19	0			

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				207	684	0			
				<	v	>			
		0	^				^		294
		0	>				<		2
		0	v				v		292
				<	^	>			
				161	770	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3351	3451			
					v	^			
			1416	<	IN =	7703	<		1022
			0	>	OUT =	7702	>		0
					v	^			
					2835	3330			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					120	187			
					v	^			
			106	<	IN =	346	<		21
			0	>	OUT =	347	>		0
					v	^			
					54	205			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					968	1013			
					v	^			
			423	<	IN =	2243	<		291
			0	>	OUT =	2243	>		0
					v	^			
					807	984			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					1904	2714			
					v	^			
			2145	<	IN =	8053	<		1327
			0	>	OUT =	8053	>		0
					v	^			
					3194	4822			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					83	69			
					v	^			
			46	<	IN =	190	<		21
			0	>	OUT =	190	>		0
					v	^			
					75	86			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					554	777			
					v	^			
			612	<	IN =	2302	<		377
			0	>	OUT =	2302	>		0
					v	^			
					913	1372			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					-419	-251			
					v	^			
			182	<			<		85
			0	>			>		0
					v	^			
					108	373			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					90	110			
					v	^			
			180	<	IN =	550	<		90
			0	>	OUT =	400	>		0
					v	^			
					110	370			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS

					70	90			
					v	^			
			150	<			<		70
			0	>			>		0
					v	^			
					90	300			

NEW PROJECTED VOLUMES (PCE'S): 2035

					960	1150			
					v	^			
			520	<			<		660
			0	>			>		0
					v	^			
					1070	1230			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS

					20	30			
					v	^			
			50	<			<		20
			0	>			>		0
					v	^			
					30	100			

INITIAL FUTURE YEAR VOLUMES:

2020

					910	1090			
					v	^			
			420	<	IN =	2550	<		610
			0	>	OUT =	2520	>		0
					v	^			
					1010	1030			

BALANCED FUTURE YEAR VOLUMES:

2020

					910	1100			
					v	^			
			430	<	IN =	2550	<		610
			0	>	OUT =	2550	>		0
					v	^			
					1020	1030			

RANCHO AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**128**	SOUTH LEG		NORTH	LEFT	**161**	SOUTH LEG	
BOUND	THRU	**508**	IN ...	**660**	BOUND	THRU	**770**	IN ...	**1,030**
	RIGHT	**0**	OUT ...	**1,150**		RIGHT	**0**	OUT ...	**1,020**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**752**	IN ...	**1,170**	BOUND	THRU	**684**	IN ...	**910**
	RIGHT	**305**	OUT ...	**860**		RIGHT	**207**	OUT ...	**1,100**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**470**		RIGHT	**0**	OUT ...	**430**
WEST	LEFT	**280**	EAST LEG		WEST	LEFT	**292**	EAST LEG	
BOUND	THRU	**2**	IN ...	**660**	BOUND	THRU	**2**	IN ...	**610**
	RIGHT	**333**	OUT ...	**0**		RIGHT	**294**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**128**	**139**	NORTH LEG	NORTH	LEFT	**161**	**210**	NORTH LEG
BOUND	THRU	**508**	**519**	RATIO **8.5%**	BOUND	THRU	**770**	**820**	RATIO **8.4%**
	RIGHT	**0**	**0**	ADT 23,900		RIGHT	**0**	**0**	ADT 23,900
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**752**	**836**	RATIO **7.9%**	BOUND	THRU	**684**	**693**	RATIO **8.9%**
	RIGHT	**305**	**329**	ADT 22,900		RIGHT	**207**	**218**	ADT 22,900
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.3%**	BOUND	THRU	**0**	**0**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 7,100		RIGHT	**0**	**0**	ADT 7,100
WEST	LEFT	**280**	**314**	WEST LEG	WEST	LEFT	**292**	**327**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **10.2%**	BOUND	THRU	**2**	**2**	RATIO **9.3%**
	RIGHT	**333**	**341**	ADT 4,600		RIGHT	**294**	**280**	ADT 4,600

RANCHO AVENUE (NS) / I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**128**	SOUTH LEG		NORTH	LEFT	**161**	SOUTH LEG	
BOUND	THRU	**508**	IN ...	**660**	BOUND	THRU	**770**	IN ...	**1,230**
	RIGHT	**0**	OUT ...	**1,400**		RIGHT	**0**	OUT ...	**1,070**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**752**	IN ...	**1,390**	BOUND	THRU	**684**	IN ...	**960**
	RIGHT	**305**	OUT ...	**910**		RIGHT	**207**	OUT ...	**1,150**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**550**		RIGHT	**0**	OUT ...	**520**
WEST	LEFT	**280**	EAST LEG		WEST	LEFT	**292**	EAST LEG	
BOUND	THRU	**2**	IN ...	**700**	BOUND	THRU	**2**	IN ...	**660**
	RIGHT	**333**	OUT ...	**0**		RIGHT	**294**	OUT ...	**0**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**128**	**147**	NORTH LEG	NORTH	LEFT	**161**	**290**	NORTH LEG
BOUND	THRU	**508**	**539**	RATIO **8.8%**	BOUND	THRU	**770**	**891**	RATIO **7.7%**
	RIGHT	**0**	**0**	ADT 26,800		RIGHT	**0**	**0**	ADT 26,800
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**752**	**1,045**	RATIO **8.3%**	BOUND	THRU	**684**	**697**	RATIO **9.0%**
	RIGHT	**305**	**401**	ADT 25,100		RIGHT	**207**	**227**	ADT 25,100
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **9.3%**	BOUND	THRU	**0**	**0**	RATIO **8.1%**
	RIGHT	**0**	**0**	ADT 7,800		RIGHT	**0**	**0**	ADT 7,800
WEST	LEFT	**280**	**355**	WEST LEG	WEST	LEFT	**292**	**373**	WEST LEG
BOUND	THRU	**2**	**2**	RATIO **10.4%**	BOUND	THRU	**2**	**3**	RATIO **9.8%**
	RIGHT	**333**	**371**	ADT 5,300		RIGHT	**294**	**259**	ADT 5,300

RANCHO AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	624	328		
			<	v		>		
		170	^				^	0
		1	>				<	0
		214	v				v	0
			<	^		>		
				0	434	77		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					952	604		
					v	^		
			0	<	IN =	1848	<	0
			385	>	OUT =	1848	>	406
					v	^		
					838	511		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	55	26		
			<	v		>		
		8	^				^	0
		0	>				<	0
		55	v				v	0
PCE FACTORS BY AXLE:			<	^		>		
2: 1.5 3: 2.0 4+: 3.0				0	29	40		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	679	354		
			<	v		>		
		178	^				^	0
		1	>				<	0
		269	v				v	0
			<	^		>		
				0	463	117		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					1838	2233		
					v	^		
			0	<	IN =	4701	<	0
			1076	>	OUT =	4702	>	438
					v	^		
					2031	1787		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					31	41		
					v	^		
			0	<	IN =	100	<	0
			25	>	OUT =	100	>	11
					v	^		
					48	44		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					709	862		
					v	^		
			0	<	IN =	1820	<	0
			417	>	OUT =	1820	>	170
					v	^		
					788	694		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3030	2283		
					v	^		
			0	<	IN =	6227	<	0
			1422	>	OUT =	6227	>	654
					v	^		
					3290	1775		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					45	50		
					v	^		
			0	<	IN =	124	<	0
			30	>	OUT =	123	>	11
					v	^		
					62	49		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1166	884		
					v	^		
			0	<	IN =	2408	<	0
			550	>	OUT =	2407	>	252
					v	^		
					1271	691		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					460	23		
					v	^		
			0	<			<	0
			134	>			>	82
					v	^		
					485	-2		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					460	60		
					v	^		
			0	<	IN =	600	<	0
			130	>	OUT =	630	>	80
					v	^		
					490	10		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					370	50		
					v	^		
			0	<			<	0
			110	>			>	70
					v	^		
					400	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1400	690		
					v	^		
			0	<			<	0
			560	>			>	540
					v	^		
					1350	590		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					120	20		
					v	^		
			0	<			<	0
			30	>			>	20
					v	^		
					130	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					1150	660		
					v	^		
			0	<	IN =	2210	<	0
			480	>	OUT =	2230	>	490
					v	^		
					1080	580		

BALANCED FUTURE YEAR VOLUMES:

2020

					1160	660		
					v	^		
			0	<	IN =	2230	<	0
			480	>	OUT =	2230	>	490
					v	^		
					1080	590		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				0	506	409		
			<	v		>		
		355	^				^	0
		2	>				<	0
		171	v				v	0
			<	^		>		
				0	527	264		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					915	882		
					v	^		
			0	<	IN =	2234	<	0
			528	>	OUT =	2234	>	675
					v	^		
					677	791		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	57	8		
			<	v		>		
		19	^				^	0
		0	>				<	0
		22	v				v	0
PCE FACTORS BY AXLE:			<	^		>		
2: 1.5 3: 2 4+: 3.0				0	33	41		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				0	563	417		
			<	v		>		
		374	^				^	0
		2	>				<	0
		193	v				v	0
			<	^		>		
				0	560	305		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					2835	3330		
					v	^		
			0	<	IN =	7975	<	0
			1792	>	OUT =	7975	>	948
					v	^		
					3697	3348		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					54	205		
					v	^		
			0	<	IN =	311	<	0
			175	>	OUT =	310	>	26
					v	^		
					79	82		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					807	984		
					v	^		
			0	<	IN =	2311	<	0
			546	>	OUT =	2311	>	272
					v	^		
					1055	958		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3194	4822		
					v	^		
			0	<	IN =	10131	<	0
			2147	>	OUT =	10130	>	1252
					v	^		
					4056	4790		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					75	86		
					v	^		
			0	<	IN =	204	<	0
			44	>	OUT =	204	>	21
					v	^		
					97	85		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					913	1372		
					v	^		
			0	<	IN =	2888	<	0
			612	>	OUT =	2887	>	356
					v	^		
					1160	1362		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					108	373		
					v	^		
			0	<			<	0
			50	>			>	83
					v	^		
					107	405		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					110	370		
					v	^		
			0	<	IN =	570	<	0
			60	>	OUT =	560	>	80
					v	^		
					110	400		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					90	300		
					v	^		
			0	<			<	0
			50	>			>	70
					v	^		
					90	330		

NEW PROJECTED VOLUMES (PCE'S): 2035

					1070	1230		
					v	^		
			0	<			<	0
			620	>			>	790
					v	^		
					850	1200		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					30	100		
					v	^		
			0	<			<	0
			20	>			>	20
					v	^		
					30	100		

INITIAL FUTURE YEAR VOLUMES:

2020

					1010	1030		
					v	^		
			0	<	IN =	2570	<	0
			590	>	OUT =	2560	>	740
					v	^		
					790	970		

BALANCED FUTURE YEAR VOLUMES:

2020

					1010	1030		
					v	^		
			0	<	IN =	2570	<	0
			590	>	OUT =	2560	>	740
					v	^		
					790	970		

RANCHO AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**463**	IN ...	**590**	BOUND	THRU	**560**	IN ...	**970**
	RIGHT	**117**	OUT ...	**1,080**		RIGHT	**305**	OUT ...	**790**
SOUTH	LEFT	**354**	NORTH LEG		SOUTH	LEFT	**417**	NORTH LEG	
BOUND	THRU	**679**	IN ...	**1,160**	BOUND	THRU	**563**	IN ...	**1,010**
	RIGHT	**0**	OUT ...	**660**		RIGHT	**0**	OUT ...	**1,030**
EAST	LEFT	**178**	WEST LEG		EAST	LEFT	**374**	WEST LEG	
BOUND	THRU	**1**	IN ...	**480**	BOUND	THRU	**2**	IN ...	**590**
	RIGHT	**269**	OUT ...	**0**		RIGHT	**193**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**490**		RIGHT	**0**	OUT ...	**740**

YEAR 2020 TRAFFIC CONDITIONS										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**463**	**475**	RATIO **7.9%**	BOUND	THRU	**560**	**642**	RATIO	**8.9%**
	RIGHT	**117**	**115**	ADT 23,000		RIGHT	**305**	**325**	ADT	23,000
SOUTH	LEFT	**354**	**374**	SOUTH LEG	SOUTH	LEFT	**417**	**414**	SOUTH LEG	
BOUND	THRU	**679**	**786**	RATIO **8.3%**	BOUND	THRU	**563**	**593**	RATIO	**8.7%**
	RIGHT	**0**	**0**	ADT 20,200		RIGHT	**0**	**0**	ADT	20,200
EAST	LEFT	**178**	**185**	EAST LEG	EAST	LEFT	**374**	**388**	EAST LEG	
BOUND	THRU	**1**	**1**	RATIO **5.7%**	BOUND	THRU	**2**	**2**	RATIO	**8.6%**
	RIGHT	**269**	**294**	ADT 8,600		RIGHT	**193**	**197**	ADT	8,600
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **7.1%**	BOUND	THRU	**0**	**0**	RATIO	**8.6%**
	RIGHT	**0**	**0**	ADT 6,800		RIGHT	**0**	**0**	ADT	6,800

RANCHO AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**463**	IN ...	**590**	BOUND	THRU	**560**	IN ...	**1,200**
	RIGHT	**117**	OUT ...	**1,350**		RIGHT	**305**	OUT ...	**850**
SOUTH	LEFT	**354**	NORTH LEG		SOUTH	LEFT	**417**	NORTH LEG	
BOUND	THRU	**679**	IN ...	**1,400**	BOUND	THRU	**563**	IN ...	**1,070**
	RIGHT	**0**	OUT ...	**690**		RIGHT	**0**	OUT ...	**1,230**
EAST	LEFT	**178**	WEST LEG		EAST	LEFT	**374**	WEST LEG	
BOUND	THRU	**1**	IN ...	**560**	BOUND	THRU	**2**	IN ...	**620**
	RIGHT	**269**	OUT ...	**0**		RIGHT	**193**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**540**		RIGHT	**0**	OUT ...	**790**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**463**	**482**	RATIO **8.4%**	BOUND	THRU	**560**	**820**	RATIO **9.1%**
	RIGHT	**117**	**114**	ADT 25,200		RIGHT	**305**	**372**	ADT 25,200
SOUTH	LEFT	**354**	**425**	SOUTH LEG	SOUTH	LEFT	**417**	**416**	SOUTH LEG
BOUND	THRU	**679**	**992**	RATIO **8.3%**	BOUND	THRU	**563**	**647**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 23,500		RIGHT	**0**	**0**	ADT 23,500
EAST	LEFT	**178**	**208**	EAST LEG	EAST	LEFT	**374**	**410**	EAST LEG
BOUND	THRU	**1**	**1**	RATIO **5.9%**	BOUND	THRU	**2**	**2**	RATIO **8.7%**
	RIGHT	**269**	**358**	ADT 9,100		RIGHT	**193**	**203**	ADT 9,100
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.7%**	BOUND	THRU	**0**	**0**	RATIO **8.3%**
	RIGHT	**0**	**0**	ADT 7,400		RIGHT	**0**	**0**	ADT 7,400

RANCHO AVENUE (NS) / AGUA MANSA ROAD (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				102	359	25				
				<	v	>				
		70	^				^	16		
		12	>				<	18		
		38	v				v	2		
				<	^	>				
				42	301	4				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					486	387				
					v	^				
		162	<	IN =			989	<	36	
		120	>	OUT =			989	>	41	
					v	^				
					399	347				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				61	28	5				
				<	v	>				
		59	^				^	3		
		0	>				<	3		
		8	v				v	2		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2.0 4+: 3.0				11	31	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				163	387	30				
				<	v	>				
		129	^				^	19		
		12	>				<	21		
		46	v				v	4		
				<	^	>				
				53	332	4				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1906	1954				
					v	^				
		722	<	IN =			4028	<	0	
		574	>	OUT =			4027	>	0	
					v	^				
					1351	1548				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					52	52				
					v	^				
		21	<	IN =			109	<	0	
		21	>	OUT =			109	>	0	
					v	^				
					36	36				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					742	760				
					v	^				
		281	<	IN =			1567	<	0	
		225	>	OUT =			1567	>	0	
					v	^				
					525	600				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					3175	1723				
					v	^				
		1706	<	IN =			5955	<	0	
		777	>	OUT =			5954	>	0	
					v	^				
					2525	2003				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					63	52				
					v	^				
		39	<	IN =			147	<	0	
		32	>	OUT =			148	>	0	
					v	^				
					57	52				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1227	672				
					v	^				
		661	<	IN =			2312	<	0	
		306	>	OUT =			2312	>	0	
					v	^				
					978	778				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					488	-88				
					v	^				
		383	<				<	0		
		83	>				>	0		
					v	^				
					457	181				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					490	50				
					v	^				
		380	<	IN =			750	<	0	
		80	>	OUT =			890	>	0	
					v	^				
					460	180				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					400	40				
					v	^				
		310	<				<	0		
		70	>				>	0		
					v	^				
					370	150				

NEW PROJECTED VOLUMES (PCE'S): 2035

					980	520				
					v	^				
		550	<				<	40		
		260	>				>	50		
					v	^				
					810	540				

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS [redacted]

					130	10				
					v	^				
		100	<				<	0		
		20	>				>	0		
					v	^				
					120	50				

INITIAL FUTURE YEAR VOLUMES:
2020

					710	490				
					v	^				
		340	<	IN =			1400	<	40	
		210	>	OUT =			1440	>	50	
					v	^				
					560	440				

BALANCED FUTURE YEAR VOLUMES:
2020

					730	490				
					v	^				
		340	<	IN =			1440	<	40	
		220	>	OUT =			1440	>	50	
					v	^				
					560	450				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				62	313	20				
				<	v	>				
		299	^				^	37		
		51	>				<	16		
		62	v				v	10		
				<	^	>				
				38	347	4				

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					395	683				
					v	^				
		116	<	IN =			1259	<	63	
		412	>	OUT =			1259	>	75	
					v	^				
					385	389				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				29	25	0				
				<	v	>				
		36	^				^	0		
		0	>				<	0		
		6	v				v	0		
PCE FACTORS BY AXLE:				<	^	>				
2: 1.5 3: 2 4+: 3.0				0	31	0				

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				91	338	20				
				<	v	>				
		335	^				^	37		
		51	>				<	16		
		68	v				v	10		
				<	^	>				
				38	378	4				

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					3835	3569				
					v	^				
		1192	<	IN =			7701	<	0	
		1563	>	OUT =			7702	>	0	
					v	^				
					2941	2303				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					89	102				
					v	^				
		37	<	IN =			197	<	0	
		51	>	OUT =			197	>	0	
					v	^				
					58	57				

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1096	1025				
					v	^				
		343	<	IN =			2206	<	0	
		450	>	OUT =			2206	>	0	
					v	^				
					838	659				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					3895	5086				
					v	^				
		1730	<	IN =			11138	<	0	
		3220	>	OUT =			11138	>	0	
					v	^				
					4322	4023				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					101	103				
					v	^				
		64	<	IN =			280	<	0	
		89	>	OUT =			280	>	0	
					v	^				
					113	90				

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1116	1450				
					v	^				
		500	<	IN =			3189	<	0	
		924	>	OUT =			3189	>	0	
					v	^				
					1238	1149				

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					21	425				
					v	^				
		161	<				<	0		
		478	>				>	0		
					v	^				
					407	494				

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					40	430				
					v	^				
		160	<	IN =			1020	<	10	
		480	>	OUT =			1010	>	10	
					v	^				
					410	490				

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					30	350				
					v	^				
		130	<				<	10		
		390	>				>	10		
					v	^				
					330	400				

NEW PROJECTED VOLUMES (PCE'S): 2035

					480	1100				
					v	^				
		280	<				<	70		
		840	>				>	90		
					v	^				
					750	820				

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					10	110				
					v	^				
		40	<				<	0		
		120	>				>	0		
					v	^				
					110	130				

INITIAL FUTURE YEAR VOLUMES:
2020

					460	860				
					v	^				
		190	<	IN =			1640	<	60	
		570	>	OUT =			1660	>	80	
					v	^				
					530	550				

BALANCED FUTURE YEAR VOLUMES:
2020

					470	860				
					v	^				
		190	<	IN =			1670	<	60	
		580	>	OUT =			1660	>	80	
					v	^				
					530	560				

RANCHO AVENUE (NS) / AGUA MANSA ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**38**	SOUTH LEG	
BOUND	THRU	**332**	IN ...	**450**	BOUND	THRU	**378**	IN ...	**560**
	RIGHT	**4**	OUT ...	**560**		RIGHT	**4**	OUT ...	**530**
SOUTH	LEFT	**30**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**387**	IN ...	**730**	BOUND	THRU	**338**	IN ...	**470**
	RIGHT	**163**	OUT ...	**490**		RIGHT	**91**	OUT ...	**860**
EAST	LEFT	**129**	WEST LEG		EAST	LEFT	**335**	WEST LEG	
BOUND	THRU	**12**	IN ...	**220**	BOUND	THRU	**51**	IN ...	**580**
	RIGHT	**46**	OUT ...	**340**		RIGHT	**68**	OUT ...	**190**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**21**	IN ...	**40**	BOUND	THRU	**16**	IN ...	**60**
	RIGHT	**19**	OUT ...	**50**		RIGHT	**37**	OUT ...	**80**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**96**	NORTH LEG	NORTH	LEFT	**38**	**82**	NORTH LEG
BOUND	THRU	**332**	**347**	RATIO **8.0%**	BOUND	THRU	**378**	**467**	RATIO **8.7%**
	RIGHT	**4**	**5**	ADT 15,200		RIGHT	**4**	**6**	ADT 15,200
SOUTH	LEFT	**30**	**30**	SOUTH LEG	SOUTH	LEFT	**20**	**12**	SOUTH LEG
BOUND	THRU	**387**	**482**	RATIO **8.7%**	BOUND	THRU	**338**	**369**	RATIO **9.4%**
	RIGHT	**163**	**221**	ADT 11,600		RIGHT	**91**	**88**	ADT 11,600
EAST	LEFT	**129**	**131**	EAST LEG	EAST	LEFT	**335**	**367**	EAST LEG
BOUND	THRU	**12**	**15**	RATIO **5.3%**	BOUND	THRU	**51**	**62**	RATIO **8.2%**
	RIGHT	**46**	**74**	ADT 1,700		RIGHT	**68**	**147**	ADT 1,700
WEST	LEFT	**4**	**4**	WEST LEG	WEST	LEFT	**10**	**14**	WEST LEG
BOUND	THRU	**21**	**24**	RATIO **6.7%**	BOUND	THRU	**16**	**20**	RATIO **9.1%**
	RIGHT	**19**	**12**	ADT 8,400		RIGHT	**37**	**26**	ADT 8,400

RANCHO AVENUE (NS) / AGUA MANSA ROAD (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**53**	SOUTH LEG		NORTH	LEFT	**38**	SOUTH LEG	
BOUND	THRU	**332**	IN ...	**540**	BOUND	THRU	**378**	IN ...	**820**
	RIGHT	**4**	OUT ...	**810**		RIGHT	**4**	OUT ...	**750**
SOUTH	LEFT	**30**	NORTH LEG		SOUTH	LEFT	**20**	NORTH LEG	
BOUND	THRU	**387**	IN ...	**980**	BOUND	THRU	**338**	IN ...	**480**
	RIGHT	**163**	OUT ...	**520**		RIGHT	**91**	OUT ...	**1,100**
EAST	LEFT	**129**	WEST LEG		EAST	LEFT	**335**	WEST LEG	
BOUND	THRU	**12**	IN ...	**260**	BOUND	THRU	**51**	IN ...	**840**
	RIGHT	**46**	OUT ...	**550**		RIGHT	**68**	OUT ...	**280**
WEST	LEFT	**4**	EAST LEG		WEST	LEFT	**10**	EAST LEG	
BOUND	THRU	**21**	IN ...	**40**	BOUND	THRU	**16**	IN ...	**70**
	RIGHT	**19**	OUT ...	**50**		RIGHT	**37**	OUT ...	**90**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**53**	**185**	NORTH LEG	NORTH	LEFT	**38**	**175**	NORTH LEG
BOUND	THRU	**332**	**378**	RATIO **8.6%**	BOUND	THRU	**378**	**639**	RATIO **8.7%**
	RIGHT	**4**	**6**	ADT 18,100		RIGHT	**4**	**8**	ADT 18,100
SOUTH	LEFT	**30**	**27**	SOUTH LEG	SOUTH	LEFT	**20**	**7**	SOUTH LEG
BOUND	THRU	**387**	**680**	RATIO **8.7%**	BOUND	THRU	**338**	**398**	RATIO **9.9%**
	RIGHT	**163**	**335**	ADT 15,900		RIGHT	**91**	**79**	ADT 15,900
EAST	LEFT	**129**	**134**	EAST LEG	EAST	LEFT	**335**	**439**	EAST LEG
BOUND	THRU	**12**	**17**	RATIO **5.1%**	BOUND	THRU	**51**	**75**	RATIO **8.9%**
	RIGHT	**46**	**125**	ADT 1,800		RIGHT	**68**	**330**	ADT 1,800
WEST	LEFT	**4**	**5**	WEST LEG	WEST	LEFT	**10**	**22**	WEST LEG
BOUND	THRU	**21**	**29**	RATIO **7.2%**	BOUND	THRU	**16**	**26**	RATIO **9.8%**
	RIGHT	**19**	**9**	ADT 11,500		RIGHT	**37**	**22**	ADT 11,500

LA CADENA DRIVE (NS) / RANCHO AVENUE (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				6	186	0		
			<	v	>			
		5	^				^	0
		0	>				<	0
		292	v				v	0
			<	^	>			
				175	227	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					192	232		
					v	^		
		181	<	IN =		891	<	0
		297	>	OUT =		891	>	0
					v	^		
					478	402		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	49	0		
			<	v	>			
		8	^				^	0
		0	>				<	0
		47	v				v	0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0				25	27	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				6	235	0		
			<	v	>			
		13	^				^	0
		0	>				<	0
		339	v				v	0
			<	^	>			
				200	254	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					874	1421		
					v	^		
		1558	<	IN =		4999	<	0
		1307	>	OUT =		4999	>	0
					v	^		
					2020	2818		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					31	32		
					v	^		
		35	<	IN =		129	<	0
		35	>	OUT =		129	>	0
					v	^		
					62	63		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					342	551		
					v	^		
		604	<	IN =		1943	<	0
		508	>	OUT =		1943	>	0
					v	^		
					788	1092		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3175	1723		
					v	^		
		1706	<	IN =		5955	<	0
		777	>	OUT =		5954	>	0
					v	^		
					2525	2003		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					63	52		
					v	^		
		39	<	IN =		147	<	0
		32	>	OUT =		148	>	0
					v	^		
					57	52		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					1227	672		
					v	^		
		661	<	IN =		2312	<	0
		306	>	OUT =		2312	>	0
					v	^		
					978	778		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					890	125		
					v	^		
		58	<				<	0
		-203	>				>	0
					v	^		
					189	-315		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					890	120		
					v	^		
		60	<	IN =		940	<	0
		40	>	OUT =		370	>	0
					v	^		
					190	10		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					730	100		
					v	^		
		50	<				<	0
		30	>				>	0
					v	^		
					150	10		

NEW PROJECTED VOLUMES (PCE'S): 2035

					970	370		
					v	^		
		260	<				<	0
		380	>				>	0
					v	^		
					720	460		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					230	30		
					v	^		
		20	<				<	0
		10	>				>	0
					v	^		
					50	0		

INITIAL FUTURE YEAR VOLUMES:

2020

					470	300		
					v	^		
		230	<	IN =		1280	<	0
		360	>	OUT =		1150	>	0
					v	^		
					620	450		

BALANCED FUTURE YEAR VOLUMES:

2020

					470	330		
					v	^		
		260	<	IN =		1280	<	0
		360	>	OUT =		1280	>	0
					v	^		
					690	450		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

				6	422	0		
			<	v	>			
		10	^				^	0
		0	>				<	0
		467	v				v	0
			<	^	>			
				282	328	0		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

					428	338		
					v	^		
		288	<	IN =		1515	<	0
		477	>	OUT =		1515	>	0
					v	^		
					889	610		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				0	11	0		
			<	v	>			
		0	^				^	0
		0	>				<	0
		38	v				v	0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0				17	12	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

				6	433	0		
			<	v	>			
		10	^				^	0
		0	>				<	0
		505	v				v	0
			<	^	>			
				299	340	0		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

					3835	3569		
					v	^		
		1192	<	IN =		7701	<	0
		1563	>	OUT =		7702	>	0
					v	^		
					2941	2303		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

					89	102		
					v	^		
		37	<	IN =		197	<	0
		51	>	OUT =		197	>	0
					v	^		
					58	57		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1096	1025		
					v	^		
		343	<	IN =		2206	<	0
		450	>	OUT =		2206	>	0
					v	^		
					838	659		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

					3895	5086		
					v	^		
		1730	<	IN =		11138	<	0
		3220	>	OUT =		11138	>	0
					v	^		
					4322	4023		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

					101	103		
					v	^		
		64	<	IN =		280	<	0
		89	>	OUT =		280	>	0
					v	^		
					113	90		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					1116	1450		
					v	^		
		500	<	IN =		3189	<	0
		924	>	OUT =		3189	>	0
					v	^		
					1238	1149		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					21	425		
					v	^		
		161	<				<	0
		478	>				>	0
					v	^		
					407	494		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					40	430		
					v	^		
		160	<	IN =		1010	<	0
		480	>	OUT =		1000	>	0
					v	^		
					410	490		

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

					30	350		
					v	^		
		130	<				<	0
		390	>				>	0
					v	^		
					330	400		

NEW PROJECTED VOLUMES (PCE'S): 2035

					470	700		
					v	^		
		440	<				<	0
		910	>				>	0
					v	^		
					1270	1040		

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

					10	110		
					v	^		
		40	<				<	0
		120	>				>	0
					v	^		
					110	130		

INITIAL FUTURE YEAR VOLUMES:

2020

					450	460		
					v	^		
		350	<	IN =		1860	<	0
		640	>	OUT =		1860	>	0
					v	^		
					1050	770		

BALANCED FUTURE YEAR VOLUMES:

2020

					450	460		
					v	^		
		350	<	IN =		1860	<	0
		640	>	OUT =		1860	>	0
					v	^		
					1050	770		

LA CADENA DRIVE (NS) / RANCHO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**200**	SOUTH LEG		NORTH	LEFT	**299**	SOUTH LEG	
BOUND	THRU	**254**	IN ...	**450**	BOUND	THRU	**340**	IN ...	**770**
	RIGHT	**0**	OUT ...	**690**		RIGHT	**0**	OUT ...	**1,050**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**235**	IN ...	**470**	BOUND	THRU	**433**	IN ...	**450**
	RIGHT	**6**	OUT ...	**330**		RIGHT	**6**	OUT ...	**460**
EAST	LEFT	**13**	WEST LEG		EAST	LEFT	**10**	WEST LEG	
BOUND	THRU	**0**	IN ...	**360**	BOUND	THRU	**0**	IN ...	**640**
	RIGHT	**339**	OUT ...	**260**		RIGHT	**505**	OUT ...	**350**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**200**	**206**	NORTH LEG	NORTH	LEFT	**299**	**343**	NORTH LEG
BOUND	THRU	**254**	**270**	RATIO **6.9%**	BOUND	THRU	**340**	**443**	RATIO **8.0%**
	RIGHT	**0**	**0**	ADT 11,300		RIGHT	**0**	**0**	ADT 11,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**235**	**400**	RATIO **5.2%**	BOUND	THRU	**433**	**436**	RATIO **8.2%**
	RIGHT	**6**	**54**	ADT 22,300		RIGHT	**6**	**7**	ADT 22,300
EAST	LEFT	**13**	**60**	EAST LEG	EAST	LEFT	**10**	**17**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**339**	**290**	ADT 0		RIGHT	**505**	**614**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **5.3%**	BOUND	THRU	**0**	**0**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 11,400		RIGHT	**0**	**0**	ADT 11,400

LA CADENA DRIVE (NS) / RANCHO AVENUE (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	200	SOUTH LEG		NORTH BOUND	LEFT	299	SOUTH LEG	
	THRU	254	IN ...	460		THRU	340	IN ...	1,040
	RIGHT	0	OUT ...	720		RIGHT	0	OUT ...	1,270
SOUTH BOUND	LEFT	0	NORTH LEG		SOUTH BOUND	LEFT	0	NORTH LEG	
	THRU	235	IN ...	970		THRU	433	IN ...	470
	RIGHT	6	OUT ...	370		RIGHT	6	OUT ...	700
EAST BOUND	LEFT	13	WEST LEG		EAST BOUND	LEFT	10	WEST LEG	
	THRU	0	IN ...	380		THRU	0	IN ...	910
	RIGHT	339	OUT ...	260		RIGHT	505	OUT ...	440
WEST BOUND	LEFT	0	EAST LEG		WEST BOUND	LEFT	0	EAST LEG	
	THRU	0	IN ...	0		THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	200	106	NORTH LEG	NORTH BOUND	LEFT	299	429	NORTH LEG
	THRU	254	247	RATIO 6.7%		THRU	340	659	RATIO 7.1%
	RIGHT	0	0	ADT 16,100		RIGHT	0	0	ADT 16,100
SOUTH BOUND	LEFT	0	0	SOUTH LEG	SOUTH BOUND	LEFT	0	0	SOUTH LEG
	THRU	235	558	RATIO 3.4%		THRU	433	439	RATIO 7.5%
	RIGHT	6	154	ADT 31,300		RIGHT	6	11	ADT 31,300
EAST BOUND	LEFT	13	123	EAST LEG	EAST BOUND	LEFT	10	41	EAST LEG
	THRU	0	0	RATIO #DIV/0!		THRU	0	0	RATIO #DIV/0!
	RIGHT	339	162	ADT 0		RIGHT	505	831	ADT 0
WEST BOUND	LEFT	0	0	WEST LEG	WEST BOUND	LEFT	0	0	WEST LEG
	THRU	0	0	RATIO 3.4%		THRU	0	0	RATIO 8.3%
	RIGHT	0	0	ADT 15,800		RIGHT	0	0	ADT 15,800

LA CADENA DRIVE (NS) / I-215 FREEWAY SOUTHBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	128	0			
			<	v	>			
		110	^			^		0
		0	>			<		0
		273	v			v		0
			<	^	>			
			0	294	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				128	404			
				v	^			
		0	<	IN =	805	<		0
		383	>	OUT =	805	>		0
				v	^			
				401	294			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	9	0			
			<	v	>			
		11	^			^		0
		0	>			<		0
		36	v			v		0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			0	74	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	137	0			
			<	v	>			
		121	^			^		0
		0	>			<		0
		309	v			v		0
			<	^	>			
			0	368	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				418	2213			
				v	^			
		0	<	IN =	3538	<		0
		1001	>	OUT =	3539	>		0
				v	^			
				1326	2119			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				9	58			
				v	^			
		0	<	IN =	92	<		0
		28	>	OUT =	92	>		0
				v	^			
				34	55			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				162	860			
				v	^			
		0	<	IN =	1375	<		0
		390	>	OUT =	1375	>		0
				v	^			
				515	824			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				731	3173			
				v	^			
		0	<	IN =	5643	<		0
		2747	>	OUT =	5644	>		0
				v	^			
				2471	2165			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				23	72			
				v	^			
		0	<	IN =	144	<		0
		58	>	OUT =	144	>		0
				v	^			
				72	63			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

				285	1230			
				v	^			
		0	<	IN =	2192	<		0
		1063	>	OUT =	2193	>		0
				v	^			
				963	844			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				126	372			
				v	^			
		0	<			<		0
		678	>			>		0
				v	^			
				454	21			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				130	370			
				v	^			
		0	<	IN =	830	<		0
		680	>	OUT =	820	>		0
				v	^			
				450	20			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				110	300			
				v	^			
		0	<			<		0
		550	>			>		0
				v	^			
				370	20			

NEW PROJECTED VOLUMES (PCE'S): 2035

				250	790			
				v	^			
		0	<			<		0
		980	>			>		0
				v	^			
				820	390			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				30	100			
				v	^			
		0	<			<		0
		180	>			>		0
				v	^			
				120	10			

INITIAL FUTURE YEAR VOLUMES:

2020

				170	590			
				v	^			
		0	<	IN =	1160	<		0
		610	>	OUT =	1160	>		0
				v	^			
				570	380			

BALANCED FUTURE YEAR VOLUMES:

2020

				170	590			
				v	^			
		0	<	IN =	1160	<		0
		610	>	OUT =	1160	>		0
				v	^			
				570	380			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	183	0			
			<	v	>			
		170	^			^		0
		0	>			<		0
		266	v			v		0
			<	^	>			
			0	488	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				183	658			
				v	^			
		0	<	IN =	1107	<		0
		436	>	OUT =	1107	>		0
				v	^			
				449	488			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	6	0			
			<	v	>			
		5	^			^		0
		0	>			<		0
		44	v			v		0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			0	20	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	189	0			
			<	v	>			
		175	^			^		0
		0	>			<		0
		310	v			v		0
			<	^	>			
			0	508	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				904	3226			
				v	^			
		0	<	IN =	6428	<		0
		2557	>	OUT =	6428	>		0
				v	^			
				3202	2967			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				15	96			
				v	^			
		0	<	IN =	159	<		0
		54	>	OUT =	159	>		0
				v	^			
				63	90			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				257	927			
				v	^			
		0	<	IN =	1840	<		0
		729	>	OUT =	1840	>		0
				v	^			
				912	853			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				1012	7510			
				v	^			
		0	<	IN =	11108	<		0
		6586	>	OUT =	11109	>		0
				v	^			
				3599	3510			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				37	124			
				v	^			
		0	<	IN =	222	<		0
		118	>	OUT =	222	>		0
				v	^			
				98	67			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

				293	2134			
				v	^			
		0	<	IN =	3166	<		0
		1874	>	OUT =	3166	>		0
				v	^			
				1032	1000			

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

				38	1210			
				v	^			
		0	<			<		0
		1152	>			>		0
				v	^			
				124	143			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

				40	1210			
				v	^			
		0	<	IN =	1330	<		0
		1150	>	OUT =	1330	>		0
				v	^			
				120	140			

PRORATED GROWTH (PCE'S): 2013 TO 2035
22 YEARS

				30	990			
				v	^			
		0	<			<		0
		940	>			>		0
				v	^			
				100	110			

NEW PROJECTED VOLUMES (PCE'S): 2035

				220	1670			
				v	^			
		0	<			<		0
		1430	>			>		0
				v	^			
				600	620			

FUTURE YEAR GROWTH: 2013 TO 2020
7 YEARS

				10	310			
				v	^			
		0	<			<		0
		300	>			>		0
				v	^			
				30	40			

INITIAL FUTURE YEAR VOLUMES:

2020

				200	990			
				v	^			
		0	<	IN =	1540	<		0
		790	>	OUT =	1520	>		0
				v	^			
				530	550			

BALANCED FUTURE YEAR VOLUMES:

2020

				200	1000			
				v	^			
		0	<	IN =	1540	<		0
		790	>	OUT =	1540	>		0
				v	^			
				540	550			

LA CADENA DRIVE (NS) / I-215 FREEWAY SOUTHBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**368**	IN ...	**380**	BOUND	THRU	**508**	IN ...	**550**
	RIGHT	**0**	OUT ...	**570**		RIGHT	**0**	OUT ...	**540**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**137**	IN ...	**170**	BOUND	THRU	**189**	IN ...	**200**
	RIGHT	**0**	OUT ...	**590**		RIGHT	**0**	OUT ...	**1,000**
EAST	LEFT	**121**	WEST LEG		EAST	LEFT	**175**	WEST LEG	
BOUND	THRU	**0**	IN ...	**610**	BOUND	THRU	**0**	IN ...	**790**
	RIGHT	**309**	OUT ...	**0**		RIGHT	**310**	OUT ...	**0**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**368**	**381**	RATIO **6.2%**	BOUND	THRU	**508**	**551**	RATIO **9.8%**
	RIGHT	**0**	**0**	ADT 12,300		RIGHT	**0**	**0**	ADT 12,300
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG
BOUND	THRU	**137**	**170**	RATIO **7.4%**	BOUND	THRU	**189**	**199**	RATIO **8.5%**
	RIGHT	**0**	**0**	ADT 12,900		RIGHT	**0**	**0**	ADT 12,900
EAST	LEFT	**121**	**209**	EAST LEG	EAST	LEFT	**175**	**449**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**309**	**400**	ADT 0		RIGHT	**310**	**341**	ADT 0
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **7.9%**	BOUND	THRU	**0**	**0**	RATIO **10.3%**
	RIGHT	**0**	**0**	ADT 7,700		RIGHT	**0**	**0**	ADT 7,700

LA CADENA DRIVE (NS) / I-215 FREEWAY SOUTHBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	368	IN ...	390	BOUND	THRU	508	IN ...	620
	RIGHT	0	OUT ...	820		RIGHT	0	OUT ...	600
SOUTH	LEFT	0	NORTH LEG		SOUTH	LEFT	0	NORTH LEG	
BOUND	THRU	137	IN ...	250	BOUND	THRU	189	IN ...	220
	RIGHT	0	OUT ...	790		RIGHT	0	OUT ...	1,670
EAST	LEFT	121	WEST LEG		EAST	LEFT	175	WEST LEG	
BOUND	THRU	0	IN ...	980	BOUND	THRU	0	IN ...	1,430
	RIGHT	309	OUT ...	0		RIGHT	310	OUT ...	0
WEST	LEFT	0	EAST LEG		WEST	LEFT	0	EAST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	0
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	368	388	RATIO 6.0%	BOUND	THRU	508	620	RATIO 10.9%
	RIGHT	0	0	ADT 17,300		RIGHT	0	0	ADT 17,300
SOUTH	LEFT	0	0	SOUTH LEG	SOUTH	LEFT	0	0	SOUTH LEG
BOUND	THRU	137	248	RATIO 7.6%	BOUND	THRU	189	220	RATIO 7.7%
	RIGHT	0	0	ADT 15,800		RIGHT	0	0	ADT 15,800
EAST	LEFT	121	402	EAST LEG	EAST	LEFT	175	1,050	EAST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	309	572	ADT 0		RIGHT	310	380	ADT 0
WEST	LEFT	0	0	WEST LEG	WEST	LEFT	0	0	WEST LEG
BOUND	THRU	0	0	RATIO 8.0%	BOUND	THRU	0	0	RATIO 11.8%
	RIGHT	0	0	ADT 12,100		RIGHT	0	0	ADT 12,100

LA CADENA DRIVE (NS) / I-215 FREEWAY NORTHBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	304	102			
			<	v	>			
		0 ^				^		160
		0 >				<		0
		0 v				v		18
			<	^	>			
			0	129	224			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				406	289			
				v	^			
		0 <	IN =			937 <		178
		0 >	OUT =			937 >		326
				v	^			
				322	353			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	29	10			
			<	v	>			
		0 ^				^		44
		0 >				<		0
		0 v				v		0
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2.0 4+: 3.0			0	29	36			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	333	112			
			<	v	>			
		0 ^				^		204
		0 >				<		0
		0 v				v		18
			<	^	>			
			0	158	260			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				1326	2119			
				v	^			
		0 <	IN =			3866 <		0
		1693 >	OUT =			3866 >		537
				v	^			
				1210	847			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				34	55			
				v	^			
		0 <	IN =			101 <		0
		45 >	OUT =			102 >		17
				v	^			
				30	22			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38			515	824			
PHF FOR TRUCKS:	0.333			v	^			
		0 <	IN =			1503 <		0
		658 >	OUT =			1503 >		210
				v	^			
				470	329			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				2471	2165			
				v	^			
		0 <	IN =			5113 <		0
		1496 >	OUT =			5113 >		611
				v	^			
				2337	1146			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				72	63			
				v	^			
		0 <	IN =			158 <		0
		43 >	OUT =			158 >		32
				v	^			
				63	43			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.38			963	844			
PHF FOR TRUCKS:	0.333			v	^			
		0 <	IN =			1996 <		0
		583 >	OUT =			1996 >		243
				v	^			
				909	450			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO:	2035			454	21			
FACTOR = 1.50				v	^			
		0 <				<		0
		-76 >				>		36
				v	^			
				445	124			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %				450	40			
				v	^			
		0 <	IN =			590 <		20
		0 >	OUT =			520 >		40
				v	^			
				440	120			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS				370	30			
				v	^			
		0 <				<		20
		0 >				>		30
				v	^			
				360	100			

NEW PROJECTED VOLUMES (PCE'S): 2035

				820	390			
				v	^			
		0 <				<		240
		0 >				>		400
				v	^			
				710	520			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS				120	10			
				v	^			
		0 <				<		10
		0 >				>		10
				v	^			
				110	30			

INITIAL FUTURE YEAR VOLUMES:

2020

				570	370			
				v	^			
		0 <	IN =			1250 <		230
		0 >	OUT =			1210 >		380
				v	^			
				460	450			

BALANCED FUTURE YEAR VOLUMES:

2020

				570	380			
				v	^			
		0 <	IN =			1250 <		230
		0 >	OUT =			1250 >		390
				v	^			
				480	450			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2013

			0	302	146			
			<	v	>			
		0 ^				^		153
		0 >				<		0
		0 v				v		12
			<	^	>			
			0	301	480			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2013

				448	454			
				v	^			
		0 <	IN =			1394 <		165
		0 >	OUT =			1394 >		626
				v	^			
				314	781			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

			0	50	8			
			<	v	>			
		0 ^				^		26
		0 >				<		0
		0 v				v		4
PCE FACTORS BY AXLE:			<	^	>			
2: 1.5 3: 2 4+: 3.0			0	10	9			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2013

			0	352	154			
			<	v	>			
		0 ^				^		179
		0 >				<		0
		0 v				v		16
			<	^	>			
			0	311	489			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008

				3202	2967			
				v	^			
		0 <	IN =			6688 <		0
		2165 >	OUT =			6689 >		1042
				v	^			
				2680	1321			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008

				63	90			
				v	^			
		0 <	IN =			163 <		0
		74 >	OUT =			164 >		23
				v	^			
				51	26			

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28			912	853			
PHF FOR TRUCKS:	0.25			v	^			
		0 <	IN =			1913 <		0
		625 >	OUT =			1914 >		298
				v	^			
				763	376			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035

				3599	3510			
				v	^			
		0 <	IN =			8371 <		0
		2756 >	OUT =			8370 >		1688
				v	^			
				3172	2016			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035

				98	67			
				v	^			
		0 <	IN =			207 <		0
		48 >	OUT =			206 >		56
				v	^			
				83	61			

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS:	0.28			1032	1000			
PHF FOR TRUCKS:	0.25			v	^			
		0 <	IN =			2396 <		0
		784 >	OUT =			2395 >		487
				v	^			
				909	580			

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO:	2035			124	143			
FACTOR = 1.50				v	^			
		0 <				<		0
		156 >				>		193
				v	^			
				150	208			

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %				120	140			
				v	^			
		0 <	IN =			510 <		20
		160 >	OUT =			480 >		190
				v	^			
				150	210			

PRORATED GROWTH (PCE'S): 2013 TO 2035

22 YEARS				100	110			
				v	^			
		0 <				<		20
		130 >				>		150
				v	^			
				120	170			

NEW PROJECTED VOLUMES (PCE'S): 2035

				610	600			
				v	^			
		0 <				<		220
		130 >				>		790
				v	^			
				490	970			

FUTURE YEAR GROWTH: 2013 TO 2020

7 YEARS				30	40			
				v	^			
		0 <				<		10
		40 >				>		50
				v	^			
				40	50			

INITIAL FUTURE YEAR VOLUMES:

2020

				540	530			
				v	^			
		0 <	IN =			1640 <		210
		40 >	OUT =			1630 >		690
				v	^			
				410	850			

BALANCED FUTURE YEAR VOLUMES:

2020

				540	530			
				v	^			
		0 <	IN =			1640 <		210
		40 >	OUT =			1630 >		690
				v	^			
				410	850			

LA CADENA DRIVE (NS) / I-215 FREEWAY NORTHBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**158**	IN ...	**450**	BOUND	THRU	**311**	IN ...	**850**
	RIGHT	**260**	OUT ...	**480**		RIGHT	**489**	OUT ...	**410**
SOUTH	LEFT	**112**	NORTH LEG		SOUTH	LEFT	**154**	NORTH LEG	
BOUND	THRU	**333**	IN ...	**570**	BOUND	THRU	**352**	IN ...	**540**
	RIGHT	**0**	OUT ...	**380**		RIGHT	**0**	OUT ...	**530**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**18**	EAST LEG		WEST	LEFT	**16**	EAST LEG	
BOUND	THRU	**0**	IN ...	**230**	BOUND	THRU	**0**	IN ...	**210**
	RIGHT	**204**	OUT ...	**390**		RIGHT	**179**	OUT ...	**690**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**0**	**0**	NORTH LEG	NORTH	LEFT	**0**	**0**	NORTH LEG
BOUND	THRU	**158**	**174**	RATIO **7.4%**	BOUND	THRU	**311**	**335**	RATIO **8.4%**
	RIGHT	**260**	**275**	ADT 12,800		RIGHT	**489**	**531**	ADT 12,800
SOUTH	LEFT	**112**	**115**	SOUTH LEG	SOUTH	LEFT	**154**	**159**	SOUTH LEG
BOUND	THRU	**333**	**457**	RATIO **6.3%**	BOUND	THRU	**352**	**391**	RATIO **8.7%**
	RIGHT	**0**	**0**	ADT 14,700		RIGHT	**0**	**0**	ADT 14,700
EAST	LEFT	**0**	**0**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG
BOUND	THRU	**0**	**0**	RATIO **5.9%**	BOUND	THRU	**0**	**0**	RATIO **8.6%**
	RIGHT	**0**	**0**	ADT 10,500		RIGHT	**0**	**0**	ADT 10,500
WEST	LEFT	**18**	**23**	WEST LEG	WEST	LEFT	**16**	**19**	WEST LEG
BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**	BOUND	THRU	**0**	**0**	RATIO **#DIV/0!**
	RIGHT	**204**	**206**	ADT 0		RIGHT	**179**	**195**	ADT 0

LA CADENA DRIVE (NS) / I-215 FREEWAY NORTHBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	0	SOUTH LEG		NORTH	LEFT	0	SOUTH LEG	
BOUND	THRU	158	IN ...	520	BOUND	THRU	311	IN ...	970
	RIGHT	260	OUT ...	710		RIGHT	489	OUT ...	490
SOUTH	LEFT	112	NORTH LEG		SOUTH	LEFT	154	NORTH LEG	
BOUND	THRU	333	IN ...	820	BOUND	THRU	352	IN ...	610
	RIGHT	0	OUT ...	390		RIGHT	0	OUT ...	600
EAST	LEFT	0	WEST LEG		EAST	LEFT	0	WEST LEG	
BOUND	THRU	0	IN ...	0	BOUND	THRU	0	IN ...	130
	RIGHT	0	OUT ...	0		RIGHT	0	OUT ...	0
WEST	LEFT	18	EAST LEG		WEST	LEFT	16	EAST LEG	
BOUND	THRU	0	IN ...	240	BOUND	THRU	0	IN ...	220
	RIGHT	204	OUT ...	400		RIGHT	179	OUT ...	790

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	0	0	NORTH LEG	NORTH	LEFT	0	0	NORTH LEG
BOUND	THRU	158	197	RATIO 7.5%	BOUND	THRU	311	393	RATIO 7.9%
	RIGHT	260	292	ADT 15,700		RIGHT	489	619	ADT 15,700
SOUTH	LEFT	112	108	SOUTH LEG	SOUTH	LEFT	154	171	SOUTH LEG
BOUND	THRU	333	678	RATIO 6.9%	BOUND	THRU	352	468	RATIO 8.6%
	RIGHT	0	0	ADT 17,400		RIGHT	0	0	ADT 17,400
EAST	LEFT	0	0	EAST LEG	EAST	LEFT	0	0	EAST LEG
BOUND	THRU	0	0	RATIO 5.1%	BOUND	THRU	0	0	RATIO 8.3%
	RIGHT	0	0	ADT 12,300		RIGHT	0	0	ADT 12,300
WEST	LEFT	18	32	WEST LEG	WEST	LEFT	16	22	WEST LEG
BOUND	THRU	0	0	RATIO #DIV/0!	BOUND	THRU	0	0	RATIO #DIV/0!
	RIGHT	204	193	ADT 0		RIGHT	179	207	ADT 0

MOUNT VERNON AVENUE (NS) / VALLEY BOULEVARD/I-10 FREEWAY WESTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

				207	260	0		
				<	v	>		
		46	^				^	17
		37	>				<	37
		67	v				v	163
				<	^	>		
				215	301	38		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

					467	364		
					v	^		
		459	<	IN =	1388	<		217
		150	>	OUT =	1388	>		75
					v	^		
					490	554		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				39	36	0		
				<	v	>		
		19	^				^	15
		0	>				<	9
		12	v				v	23
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2.0 4+: 3.0				44	50	5		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCE'S):

2011

				246	296	0		
				<	v	>		
		65	^				^	32
		37	>				<	46
		79	v				v	186
				<	^	>		
				259	351	43		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					964	639		
					v	^		
		108	<	IN =	2104	<		404
		280	>	OUT =	2105	>		81
					v	^		
					1277	456		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					32	23		
					v	^		
		14	<	IN =	69	<		11
		18	>	OUT =	69	>		2
					v	^		
					30	8		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					377	250		
					v	^		
		46	<	IN =	822	<		157
		112	>	OUT =	823	>		31
					v	^		
					495	176		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2030	879		
					v	^		
		194	<	IN =	3786	<		694
		505	>	OUT =	3785	>		271
					v	^		
					2441	557		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					54	28		
					v	^		
		16	<	IN =	108	<		22
		23	>	OUT =	109	>		7
					v	^		
					58	9		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38
PHF FOR TRUCKS: 0.333

					789	343		
					v	^		
		79	<	IN =	1475	<		271
		200	>	OUT =	1475	>		105
					v	^		
					947	215		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					416	94		
					v	^		
		34	<			<		116
		88	>			>		75
					v	^		
					456	39		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					420	90		
					v	^		
		60	<	IN =	670	<		120
		90	>	OUT =	680	>		70
					v	^		
					460	40		

PRORATED GROWTH (PCE'S): 2011 TO 2035
24 YEARS

					370	80		
					v	^		
		50	<			<		110
		80	>			>		60
					v	^		
					410	40		

NEW PROJECTED VOLUMES (PCE'S): 2035

					910	530		
					v	^		
		600	<			<		370
		260	>			>		140
					v	^		
					970	690		

FUTURE YEAR GROWTH: 2011 TO 2020
[redacted] 9 YEARS

					140	30		
					v	^		
		20	<			<		40
		30	>			>		20
					v	^		
					150	10		

INITIAL FUTURE YEAR VOLUMES:
2020

					680	480		
					v	^		
		570	<	IN =	1850	<		300
		210	>	OUT =	1860	>		100
					v	^		
					710	660		

BALANCED FUTURE YEAR VOLUMES:
2020

					680	480		
					v	^		
		570	<	IN =	1850	<		300
		210	>	OUT =	1860	>		100
					v	^		
					710	660		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

				236	395	12		
				<	v	>		
		74	^				^	24
		71	>				<	151
		105	v				v	200
				<	^	>		
				314	518	29		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

					643	616		
					v	^		
		701	<	IN =	2129	<		375
		250	>	OUT =	2129	>		112
					v	^		
					700	861		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				18	15	0		
				<	v	>		
		5	^				^	6
		0	>				<	8
		3	v				v	12
PCE FACTORS BY AXLE:				<	^	>		
2: 1.5 3: 2 4+: 3.0				22	12	0		

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCE'S):

2011

				254	410	12		
				<	v	>		
		79	^				^	30
		71	>				<	159
		108	v				v	212
				<	^	>		
				336	530	29		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1548	1156		
					v	^		
		241	<	IN =	3519	<		736
		506	>	OUT =	3519	>		162
					v	^		
					1960	729		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					44	34		
					v	^		
		19	<	IN =	102	<		22
		26	>	OUT =	102	>		4
					v	^		
					45	10		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					444	332		
					v	^		
		72	<	IN =	1011	<		212
		148	>	OUT =	1011	>		46
					v	^		
					560	207		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2492	2249		
					v	^		
		396	<	IN =	6554	<		1677
		909	>	OUT =	6554	>		448
					v	^		
					3461	1476		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					67	39		
					v	^		
		31	<	IN =	166	<		51
		35	>	OUT =	166	>		11
					v	^		
					85	13		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.25

					715	639		
					v	^		
		119	<	IN =	1877	<		482
		263	>	OUT =	1877	>		128
					v	^		
					990	417		

RAW GROWTH (PCE'S): 2008 TO 2035
CONVERSION OF TRUCKS TO: 2035
FACTOR = 1.50

					273	308		
					v	^		
		48	<			<		274
		116	>			>		83
					v	^		
					435	210		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035
10 MINIMUM GROWTH %

					270	310		
					v	^		
		70	<	IN =	870	<		270
		120	>	OUT =	900	>		80
					v	^		
					440	210		

PRORATED GROWTH (PCE'S): 2011 TO 2035
24 YEARS

					240	280		
					v	^		
		60	<			<		240
		110	>			>		70
					v	^		
					390	190		

NEW PROJECTED VOLUMES (PCE'S): 2035

					920	920		
					v	^		
		810	<			<		640
		370	>			>		180
					v	^		
					1120	1090		

FUTURE YEAR GROWTH: 2011 TO 2020
9 YEARS

					90	100		
					v	^		
		20	<			<		90
		40	>			>		30
					v	^		
					150	70		

INITIAL FUTURE YEAR VOLUMES:
2020

					770	740		
					v	^		
		770	<	IN =	2530	<		490
		300	>	OUT =	2530	>		140
					v	^		
					880	970		

BALANCED FUTURE YEAR VOLUMES:
2020

					770	740		
					v	^		
		770	<	IN =	2530	<		490
		300	>	OUT =	2530	>		140
					v	^		
					880	970		

MOUNT VERNON AVENUE (NS) / VALLEY BOULEVARD/I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**259**	SOUTH LEG		NORTH	LEFT	**336**	SOUTH LEG	
BOUND	THRU	**351**	IN ...	**660**	BOUND	THRU	**530**	IN ...	**970**
	RIGHT	**43**	OUT ...	**710**		RIGHT	**29**	OUT ...	**880**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**12**	NORTH LEG	
BOUND	THRU	**296**	IN ...	**680**	BOUND	THRU	**410**	IN ...	**770**
	RIGHT	**246**	OUT ...	**480**		RIGHT	**254**	OUT ...	**740**
EAST	LEFT	**65**	WEST LEG		EAST	LEFT	**79**	WEST LEG	
BOUND	THRU	**37**	IN ...	**210**	BOUND	THRU	**71**	IN ...	**300**
	RIGHT	**79**	OUT ...	**570**		RIGHT	**108**	OUT ...	**770**
WEST	LEFT	**186**	EAST LEG		WEST	LEFT	**212**	EAST LEG	
BOUND	THRU	**46**	IN ...	**300**	BOUND	THRU	**159**	IN ...	**490**
	RIGHT	**32**	OUT ...	**100**		RIGHT	**30**	OUT ...	**140**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**259**	**240**	NORTH LEG	NORTH	LEFT	**336**	**326**	NORTH LEG
BOUND	THRU	**351**	**371**	RATIO **7.0%**	BOUND	THRU	**530**	**609**	RATIO **9.0%**
	RIGHT	**43**	**52**	ADT 16,700		RIGHT	**29**	**36**	ADT 16,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**12**	**16**	SOUTH LEG
BOUND	THRU	**296**	**400**	RATIO **6.8%**	BOUND	THRU	**410**	**488**	RATIO **9.1%**
	RIGHT	**246**	**284**	ADT 20,300		RIGHT	**254**	**266**	ADT 20,300
EAST	LEFT	**65**	**73**	EAST LEG	EAST	LEFT	**79**	**91**	EAST LEG
BOUND	THRU	**37**	**48**	RATIO **6.1%**	BOUND	THRU	**71**	**88**	RATIO **9.5%**
	RIGHT	**79**	**91**	ADT 6,600		RIGHT	**108**	**120**	ADT 6,600
WEST	LEFT	**186**	**219**	WEST LEG	WEST	LEFT	**212**	**271**	WEST LEG
BOUND	THRU	**46**	**46**	RATIO **6.5%**	BOUND	THRU	**159**	**179**	RATIO **8.9%**
	RIGHT	**32**	**37**	ADT 12,000		RIGHT	**30**	**40**	ADT 12,000

MOUNT VERNON AVENUE (NS) / VALLEY BOULEVARD/I-10 FREEWAY WESTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH	LEFT	**259**	SOUTH LEG		NORTH	LEFT	**336**	SOUTH LEG	
BOUND	THRU	**351**	IN ...	**690**	BOUND	THRU	**530**	IN ...	**1,090**
	RIGHT	**43**	OUT ...	**970**		RIGHT	**29**	OUT ...	**1,120**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**12**	NORTH LEG	
BOUND	THRU	**296**	IN ...	**910**	BOUND	THRU	**410**	IN ...	**920**
	RIGHT	**246**	OUT ...	**530**		RIGHT	**254**	OUT ...	**920**
EAST	LEFT	**65**	WEST LEG		EAST	LEFT	**79**	WEST LEG	
BOUND	THRU	**37**	IN ...	**260**	BOUND	THRU	**71**	IN ...	**370**
	RIGHT	**79**	OUT ...	**600**		RIGHT	**108**	OUT ...	**810**
WEST	LEFT	**186**	EAST LEG		WEST	LEFT	**212**	EAST LEG	
BOUND	THRU	**46**	IN ...	**370**	BOUND	THRU	**159**	IN ...	**640**
	RIGHT	**32**	OUT ...	**140**		RIGHT	**30**	OUT ...	**180**

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**259**	**220**	NORTH LEG	NORTH	LEFT	**336**	**309**	NORTH LEG
BOUND	THRU	**351**	**402**	RATIO **7.1%**	BOUND	THRU	**530**	**741**	RATIO **9.1%**
	RIGHT	**43**	**71**	ADT 20,200		RIGHT	**29**	**44**	ADT 20,200
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**12**	**22**	SOUTH LEG
BOUND	THRU	**296**	**581**	RATIO **7.0%**	BOUND	THRU	**410**	**611**	RATIO **9.4%**
	RIGHT	**246**	**333**	ADT 23,600		RIGHT	**254**	**289**	ADT 23,600
EAST	LEFT	**65**	**83**	EAST LEG	EAST	LEFT	**79**	**118**	EAST LEG
BOUND	THRU	**37**	**69**	RATIO **6.2%**	BOUND	THRU	**71**	**114**	RATIO **10.0%**
	RIGHT	**79**	**109**	ADT 8,200		RIGHT	**108**	**139**	ADT 8,200
WEST	LEFT	**186**	**279**	WEST LEG	WEST	LEFT	**212**	**370**	WEST LEG
BOUND	THRU	**46**	**48**	RATIO **6.7%**	BOUND	THRU	**159**	**212**	RATIO **9.2%**
	RIGHT	**32**	**45**	ADT 12,800		RIGHT	**30**	**61**	ADT 12,800

MOUNT VERNON AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

				7	293	105		
				<	v	>		
		0	^				^	167
		0	>				<	3
		0	v				v	307
				<	^	>		
				3	319	74		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

					405	486		
					v	^		
		13	<	IN	=	1278	<	477
		0	>	OUT	=	1278	>	179
					v	^		
					600	396		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				10	79	84		
				<	v	>		
		12	^				^	50
		19	>				<	0
		5	v				v	66
				<	^	>		
				0	107	61		

PCE FACTORS BY AXLE:

2: 1.5 3: 2.0 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2011

				17	372	189		
				<	v	>		
		12	^				^	217
		19	>				<	3
		5	v				v	373
				<	^	>		
				3	426	135		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					973	1061		
					v	^		
		0	<	IN	=	3162	<	0
		972	>	OUT	=	3161	>	479
					v	^		
					1621	1217		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					20	24		
					v	^		
		0	<	IN	=	75	<	0
		21	>	OUT	=	75	>	14
					v	^		
					37	34		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					376	411		
					v	^		
		0	<	IN	=	1227	<	0
		376	>	OUT	=	1226	>	187
					v	^		
					628	474		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					1614	1320		
					v	^		
		0	<	IN	=	4405	<	0
		1227	>	OUT	=	4405	>	783
					v	^		
					2302	1564		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					37	28		
					v	^		
		0	<	IN	=	106	<	0
		25	>	OUT	=	106	>	24
					v	^		
					54	44		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.38

PHF FOR TRUCKS: 0.333

					626	511		
					v	^		
		0	<	IN	=	1709	<	0
		475	>	OUT	=	1709	>	306
					v	^		
					893	609		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					252	100		
					v	^		
		0	<				<	0
		99	>				>	121
					v	^		
					267	137		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					250	100		
					v	^		
		0	<	IN	=	550	<	60
		100	>	OUT	=	490	>	120
					v	^		
					270	140		

PRORATED GROWTH (PCE'S): 2011 TO 2035

24 YEARS

					220	90		
					v	^		
		0	<				<	50
		90	>				>	110
					v	^		
					240	120		

NEW PROJECTED VOLUMES (PCE'S): 2035

					800	750		
					v	^		
		20	<				<	640
		130	>				>	450
					v	^		
					990	680		

FUTURE YEAR GROWTH: 2011 TO 2020

[redacted] YEARS

					80	30		
					v	^		
		0	<				<	20
		30	>				>	40
					v	^		
					90	50		

INITIAL FUTURE YEAR VOLUMES:

2020

					660	690		
					v	^		
		20	<	IN	=	1950	<	610
		70	>	OUT	=	1930	>	380
					v	^		
					840	610		

BALANCED FUTURE YEAR VOLUMES:

2020

					660	700		
					v	^		
		20	<	IN	=	1950	<	610
		70	>	OUT	=	1950	>	380
					v	^		
					850	610		

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2011

				0	431	129		
				<	v	>		
		6	^				^	198
		6	>				<	0
		3	v				v	344
				<	^	>		
				1	605	252		

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2011

					560	809		
					v	^		
		1	<	IN	=	1975	<	542
		15	>	OUT	=	1975	>	387
					v	^		
					778	858		

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCE'S):

				12	78	60		
				<	v	>		
		5	^				^	34
		0	>				<	0
		2	v				v	76
				<	^	>		
				2	86	58		

PCE FACTORS BY AXLE:

2: 1.5 3: 2 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCES):

2011

				12	509	189		
				<	v	>		
		11	^				^	232
		6	>				<	0
		5	v				v	420
				<	^	>		
				3	691	310		

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2008 [redacted]

					1525	1853		
					v	^		
		0	<	IN	=	5159	<	0
		1411	>	OUT	=	5158	>	873
					v	^		
					2432	2223		

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2008 [redacted]

					31	33		
					v	^		
		0	<	IN	=	110	<	0
		33	>	OUT	=	110	>	20
					v	^		
					57	46		

EXISTING PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					435	527		
					v	^		
		0	<	IN	=	1472	<	0
		403	>	OUT	=	1472	>	249
					v	^		
					695	634		

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2035 [redacted]

					2414	2855		
					v	^		
		0	<	IN	=	7544	<	0
		2146	>	OUT	=	7543	>	1102
					v	^		
					3586	2984		

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCE'S):

2035 [redacted]

					55	36		
					v	^		
		0	<	IN	=	145	<	0
		30	>	OUT	=	145	>	36
					v	^		
					73	60		

FUTURE PEAK HOUR MODEL YEAR (PCE'S):

PHF FOR CARS: 0.28

PHF FOR TRUCKS: 0.25

					690	808		
					v	^		
		0	<	IN	=	2149	<	0
		608	>	OUT	=	2148	>	318
					v	^		
					1022	851		

RAW GROWTH (PCE'S): 2008 TO 2035

CONVERSION OF TRUCKS TO: 2035

FACTOR = 1.50

					258	282		
					v	^		
		0	<				<	0
		205	>				>	70
					v	^		
					329	218		

ADJUSTED GROWTH (PCE'S): 2008 TO 2035

10 MINIMUM GROWTH %

					260	280		
					v	^		
		0	<	IN	=	750	<	70
		200	>	OUT	=	680	>	70
					v	^		
					330	220		

PRORATED GROWTH (PCE'S): 2011 TO 2035

24 YEARS

					230	250		
					v	^		
		0	<				<	60
		180	>				>	60
					v	^		
					290	200		

NEW PROJECTED VOLUMES (PCE'S): 2035

					940	1180		
					v	^		
		20	<				<	710
		200	>				>	570
					v	^		
					1220	1200		

FUTURE YEAR GROWTH: 2011 TO 2020

9 YEARS

					90	90		
					v	^		
		0	<				<	20
		70	>				>	20
					v	^		
					110	70		

INITIAL FUTURE YEAR VOLUMES:

2020

					800	1020		
					v	^		
		20	<	IN	=	2630	<	670
		90	>	OUT	=	2610	>	530
					v	^		
					1040	1070		

BALANCED FUTURE YEAR VOLUMES:

2020

					800	1030		
					v	^		
		20	<	IN	=	2630	<	670
		90	>	OUT	=	2630	>	530
					v	^		
					1050	1070		

MOUNT VERNON AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)
FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES
NCHRP 255

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2020 TOTAL
NORTH	LEFT	**3**	SOUTH LEG		NORTH	LEFT	**3**	SOUTH LEG	
BOUND	THRU	**426**	IN ...	**610**	BOUND	THRU	**691**	IN ...	**1,070**
	RIGHT	**135**	OUT ...	**850**		RIGHT	**310**	OUT ...	**1,050**
SOUTH	LEFT	**189**	NORTH LEG		SOUTH	LEFT	**189**	NORTH LEG	
BOUND	THRU	**372**	IN ...	**660**	BOUND	THRU	**509**	IN ...	**800**
	RIGHT	**17**	OUT ...	**700**		RIGHT	**12**	OUT ...	**1,030**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**11**	WEST LEG	
BOUND	THRU	**19**	IN ...	**70**	BOUND	THRU	**6**	IN ...	**90**
	RIGHT	**5**	OUT ...	**20**		RIGHT	**5**	OUT ...	**20**
WEST	LEFT	**373**	EAST LEG		WEST	LEFT	**420**	EAST LEG	
BOUND	THRU	**3**	IN ...	**610**	BOUND	THRU	**0**	IN ...	**670**
	RIGHT	**217**	OUT ...	**380**		RIGHT	**232**	OUT ...	**530**

YEAR 2020 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2020 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**3**	**3**	NORTH LEG	NORTH	LEFT	**3**	**4**	NORTH LEG
BOUND	THRU	**426**	**465**	RATIO **6.7%**	BOUND	THRU	**691**	**753**	RATIO **9.1%**
	RIGHT	**135**	**143**	ADT 20,200		RIGHT	**310**	**313**	ADT 20,200
SOUTH	LEFT	**189**	**201**	SOUTH LEG	SOUTH	LEFT	**189**	**194**	SOUTH LEG
BOUND	THRU	**372**	**444**	RATIO **6.2%**	BOUND	THRU	**509**	**590**	RATIO **8.9%**
	RIGHT	**17**	**15**	ADT 23,700		RIGHT	**12**	**16**	ADT 23,700
EAST	LEFT	**12**	**23**	EAST LEG	EAST	LEFT	**11**	**45**	EAST LEG
BOUND	THRU	**19**	**36**	RATIO **7.2%**	BOUND	THRU	**6**	**23**	RATIO **8.8%**
	RIGHT	**5**	**11**	ADT 13,700		RIGHT	**5**	**22**	ADT 13,700
WEST	LEFT	**373**	**396**	WEST LEG	WEST	LEFT	**420**	**438**	WEST LEG
BOUND	THRU	**3**	**2**	RATIO **11.2%**	BOUND	THRU	**0**	**0**	RATIO **13.7%**
	RIGHT	**217**	**212**	ADT 800		RIGHT	**232**	**232**	ADT 800

MOUNT VERNON AVENUE (NS) / I-10 FREEWAY EASTBOUND RAMPS (EW)

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

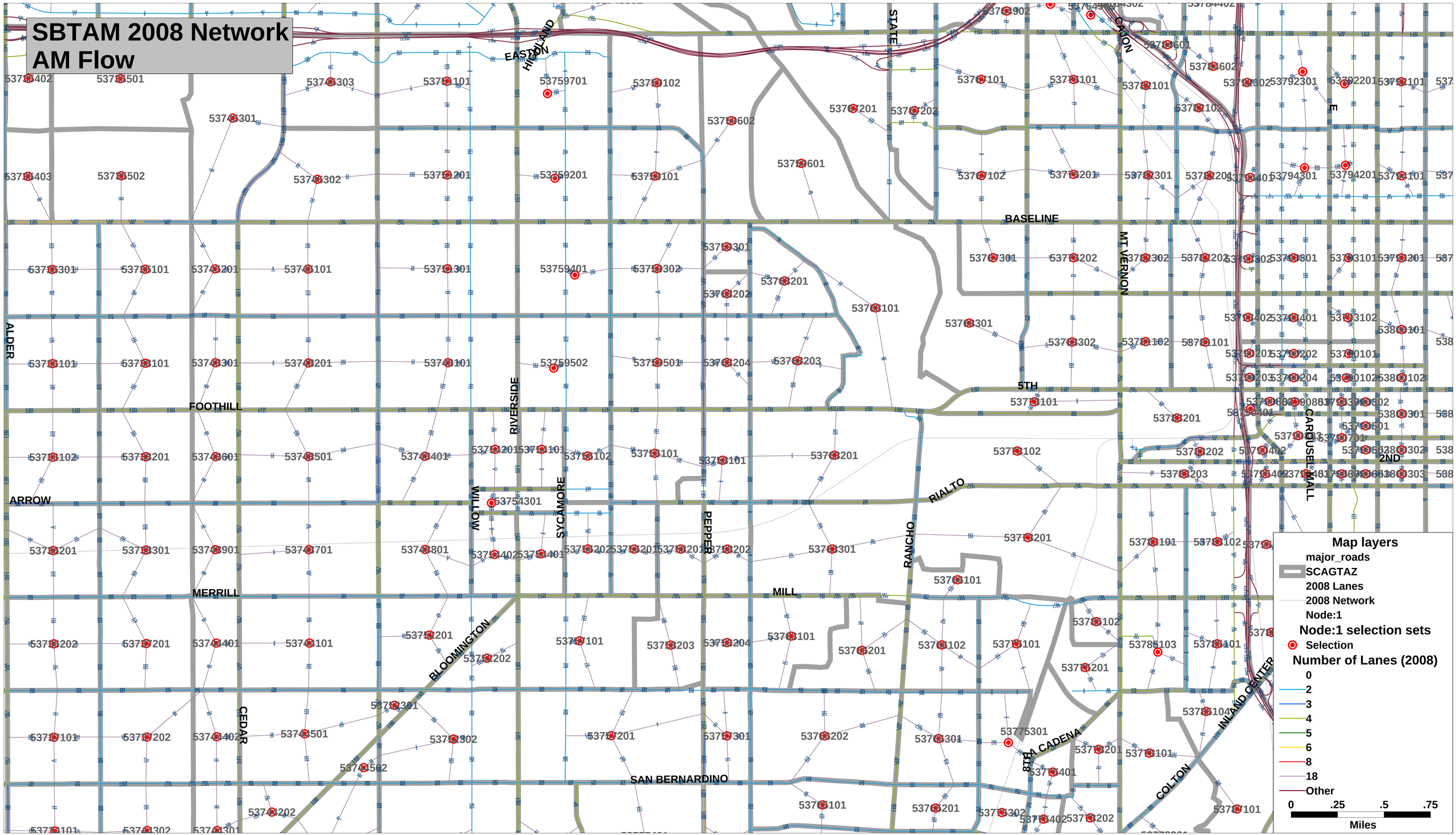
YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2030 TOTAL
NORTH BOUND	LEFT	3	SOUTH LEG IN ...	680	NORTH BOUND	LEFT	3	SOUTH LEG IN ...	1,200
	THRU	426				THRU	691		
	RIGHT	135	OUT ...	990		RIGHT	310	OUT ...	1,220
SOUTH BOUND	LEFT	189	NORTH LEG IN ...	800	SOUTH BOUND	LEFT	189	NORTH LEG IN ...	940
	THRU	372				THRU	509		
	RIGHT	17	OUT ...	750		RIGHT	12	OUT ...	1,180
EAST BOUND	LEFT	12	WEST LEG IN ...	130	EAST BOUND	LEFT	11	WEST LEG IN ...	200
	THRU	19				THRU	6		
	RIGHT	5	OUT ...	20		RIGHT	5	OUT ...	20
WEST BOUND	LEFT	373	EAST LEG IN ...	640	WEST BOUND	LEFT	420	EAST LEG IN ...	710
	THRU	3				THRU	0		
	RIGHT	217	OUT ...	450		RIGHT	232	OUT ...	570

YEAR 2030 TRAFFIC CONDITIONS									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2030 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH BOUND	LEFT	3	3	NORTH LEG	NORTH BOUND	LEFT	3	4	NORTH LEG
	THRU	426	506	RATIO 6.7%		THRU	691	849	RATIO 9.2%
	RIGHT	135	159	ADT 22,900		RIGHT	310	323	ADT 22,900
SOUTH BOUND	LEFT	189	226	SOUTH LEG	SOUTH BOUND	LEFT	189	201	SOUTH LEG
	THRU	372	545	RATIO 6.2%		THRU	509	705	RATIO 9.0%
	RIGHT	17	15	ADT 26,600		RIGHT	12	16	ADT 26,600
EAST BOUND	LEFT	12	41	EAST LEG	EAST BOUND	LEFT	11	100	EAST LEG
	THRU	19	65	RATIO 7.4%		THRU	6	46	RATIO 8.7%
	RIGHT	5	21	ADT 14,600		RIGHT	5	50	ADT 14,600
WEST BOUND	LEFT	373	424	WEST LEG	WEST BOUND	LEFT	420	465	WEST LEG
	THRU	3	2	RATIO 9.2%		THRU	0	0	RATIO 13.5%
	RIGHT	217	203	ADT 1,600		RIGHT	232	232	ADT 1,600

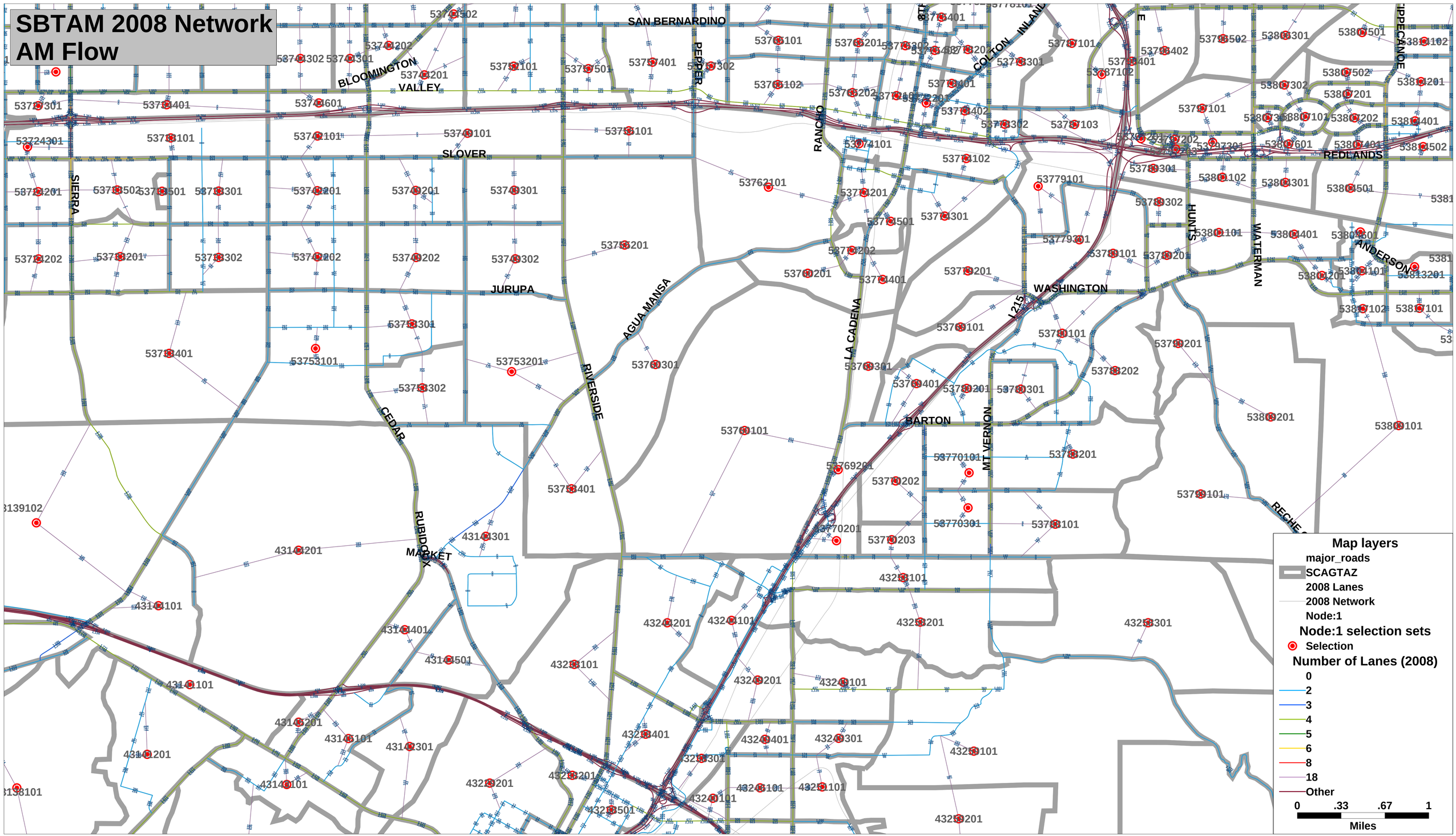
APPENDIX D

Traffic Model Plots

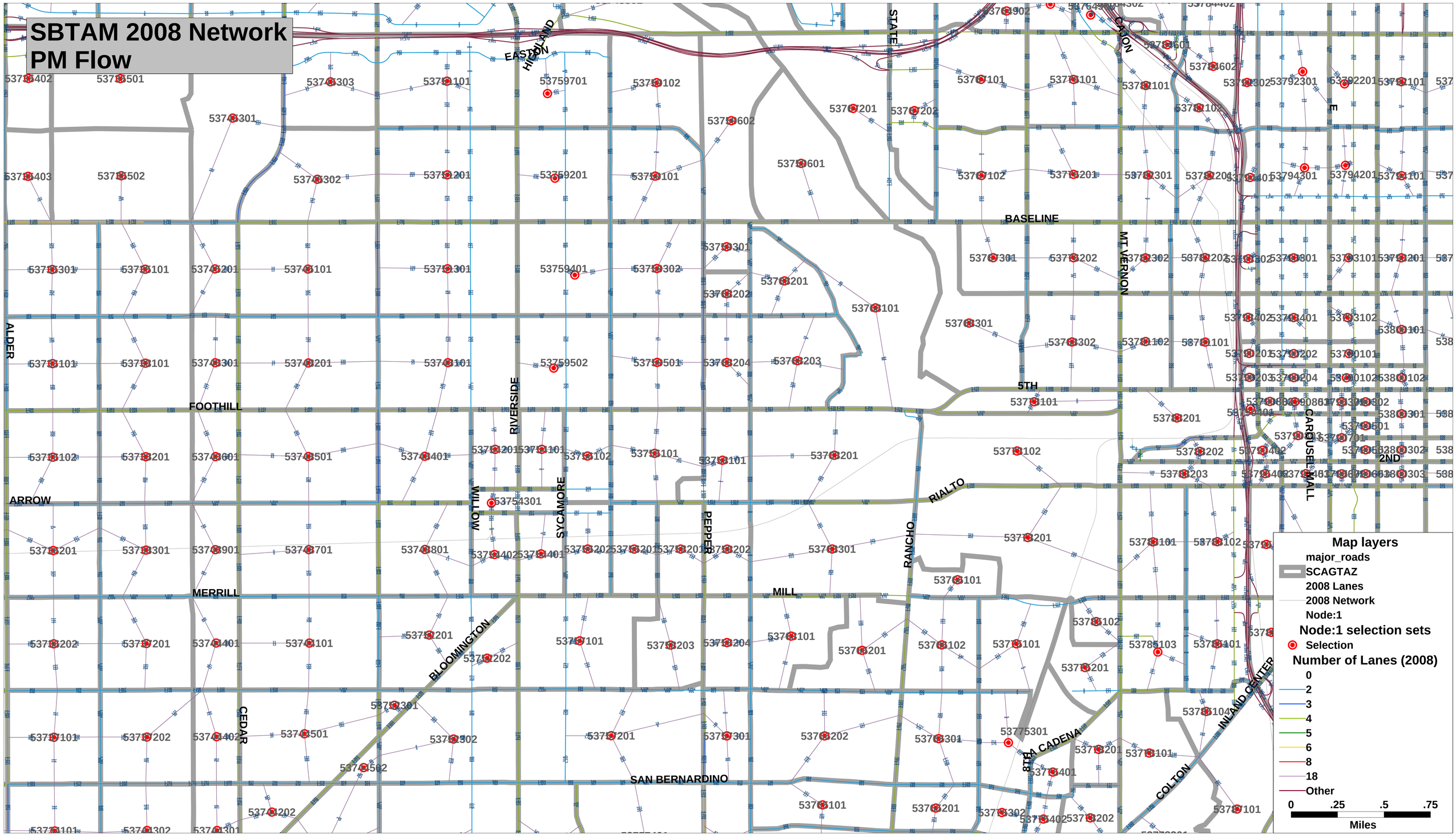
SBTAM 2008 Network
AM Flow



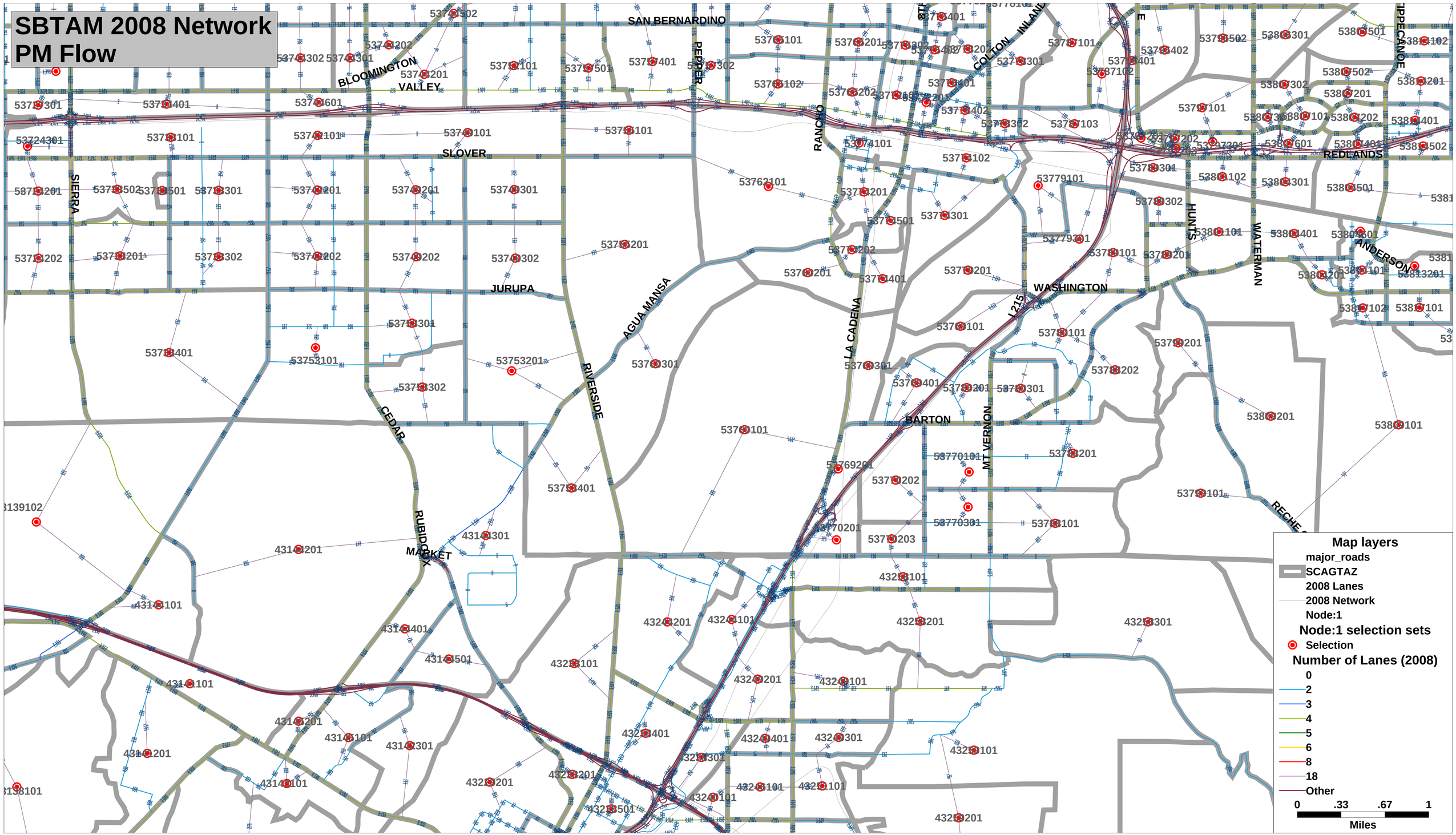
SBTAM 2008 Network
AM Flow



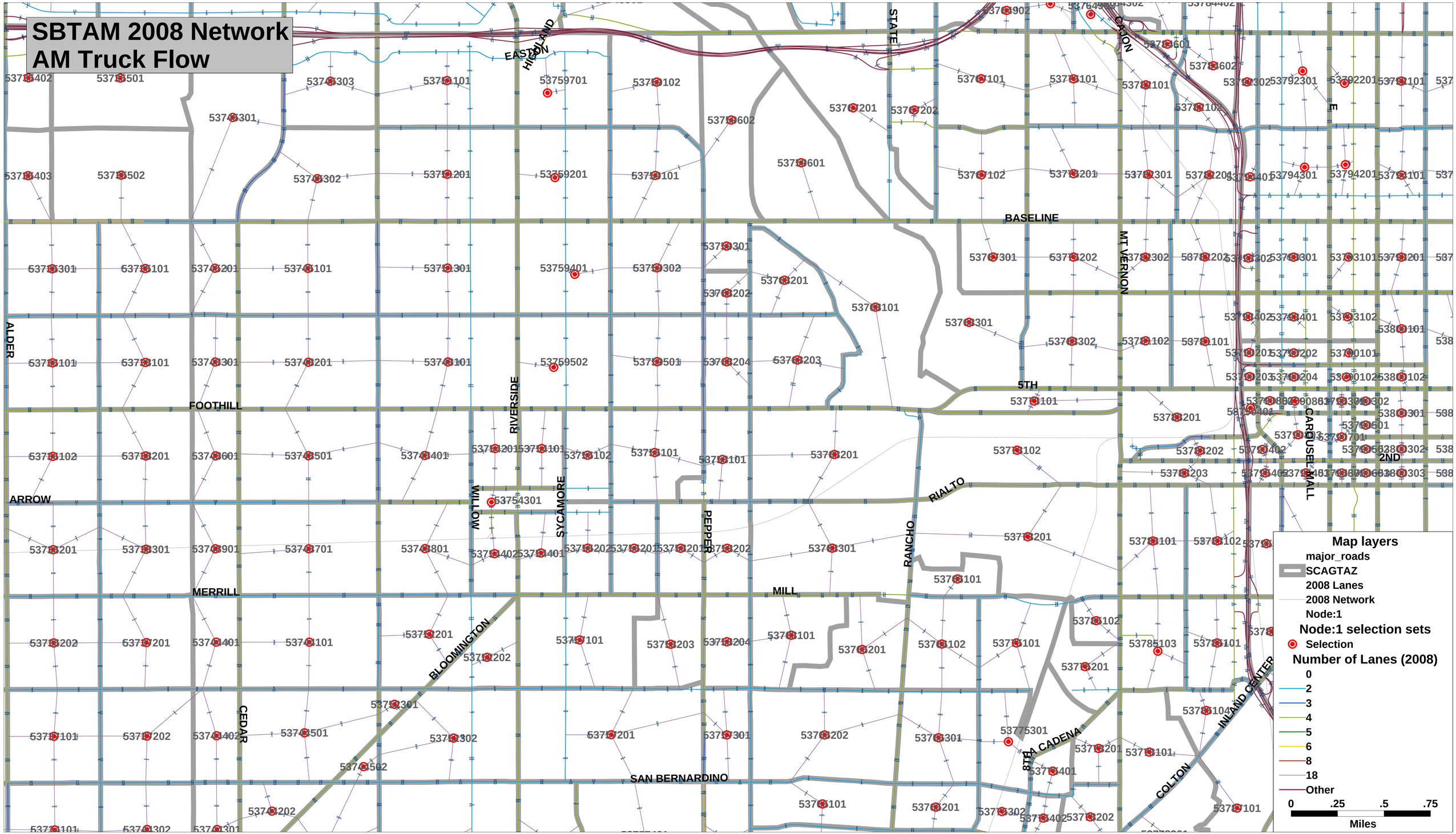
SBTAM 2008 Network
PM Flow



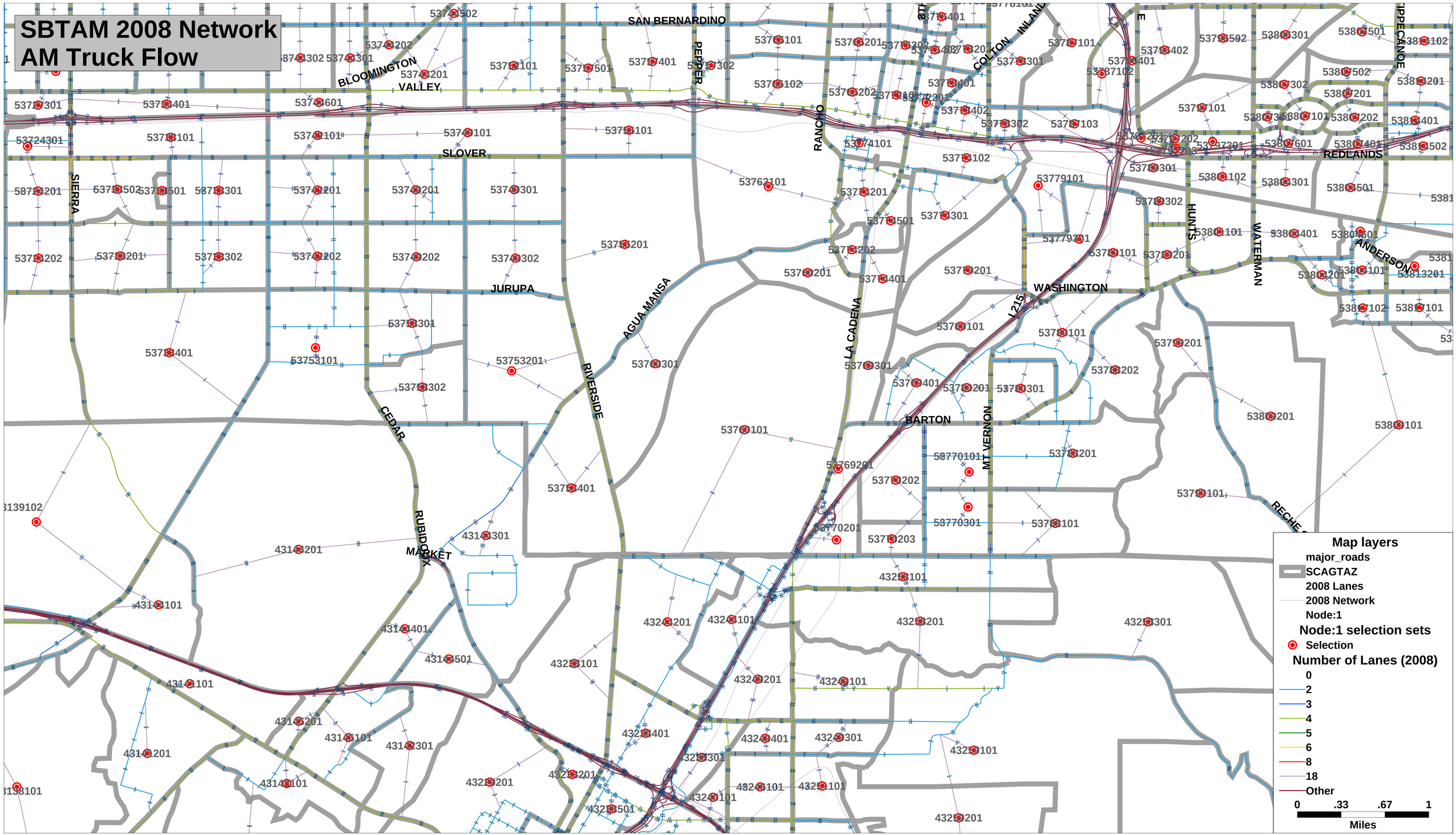
SBTAM 2008 Network
PM Flow



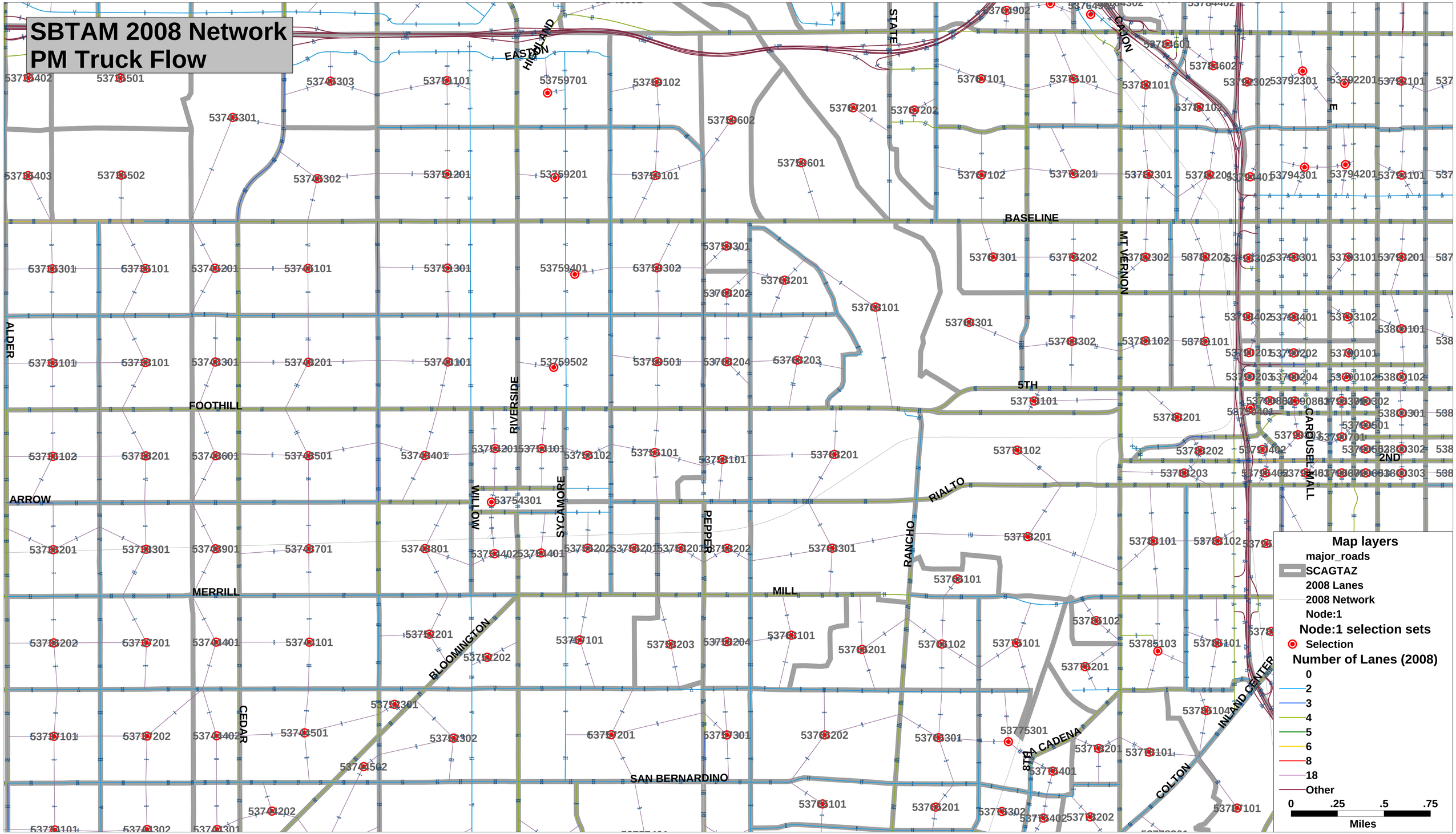
SBTAM 2008 Network
AM Truck Flow



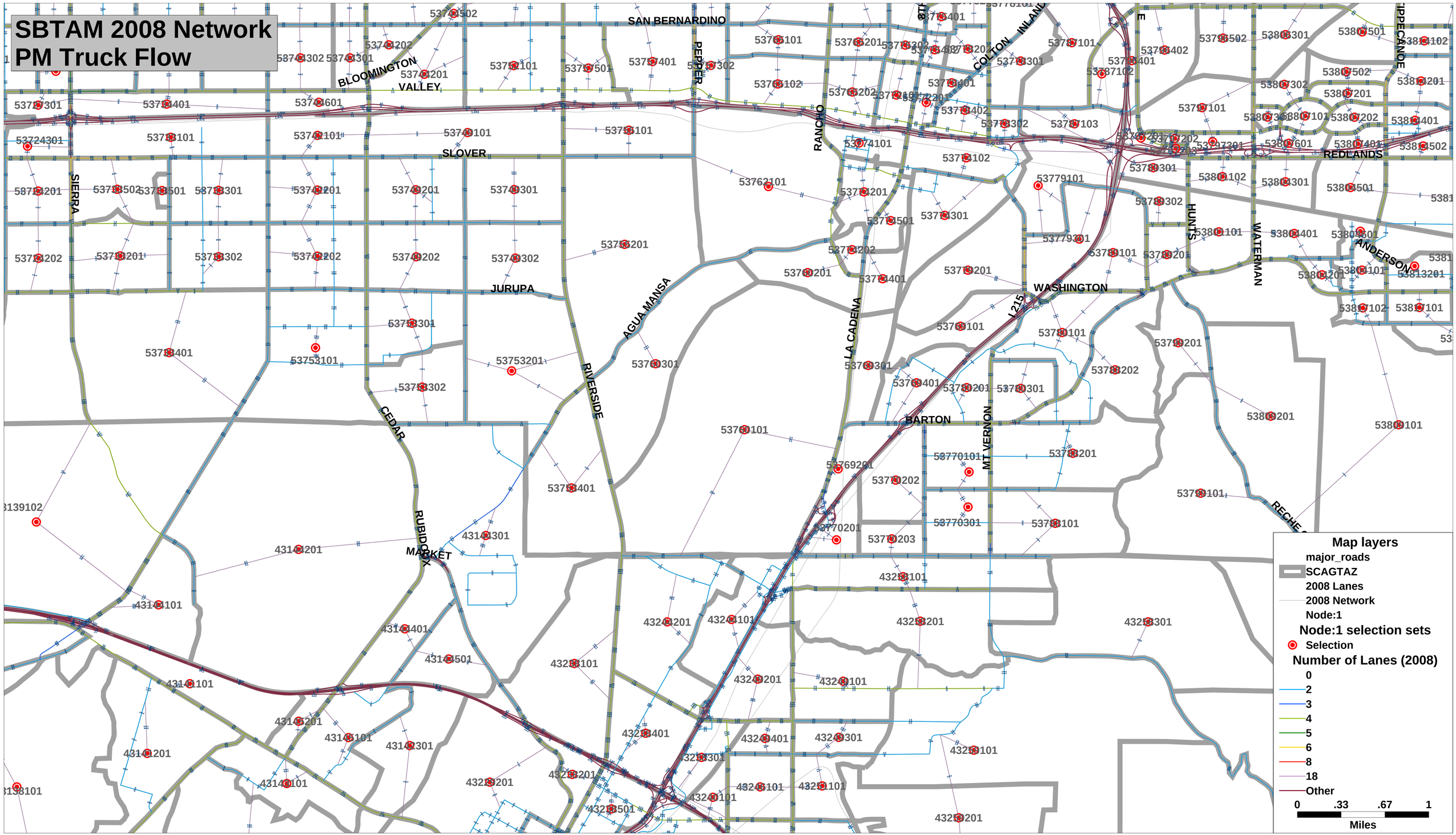
SBTAM 2008 Network
AM Truck Flow



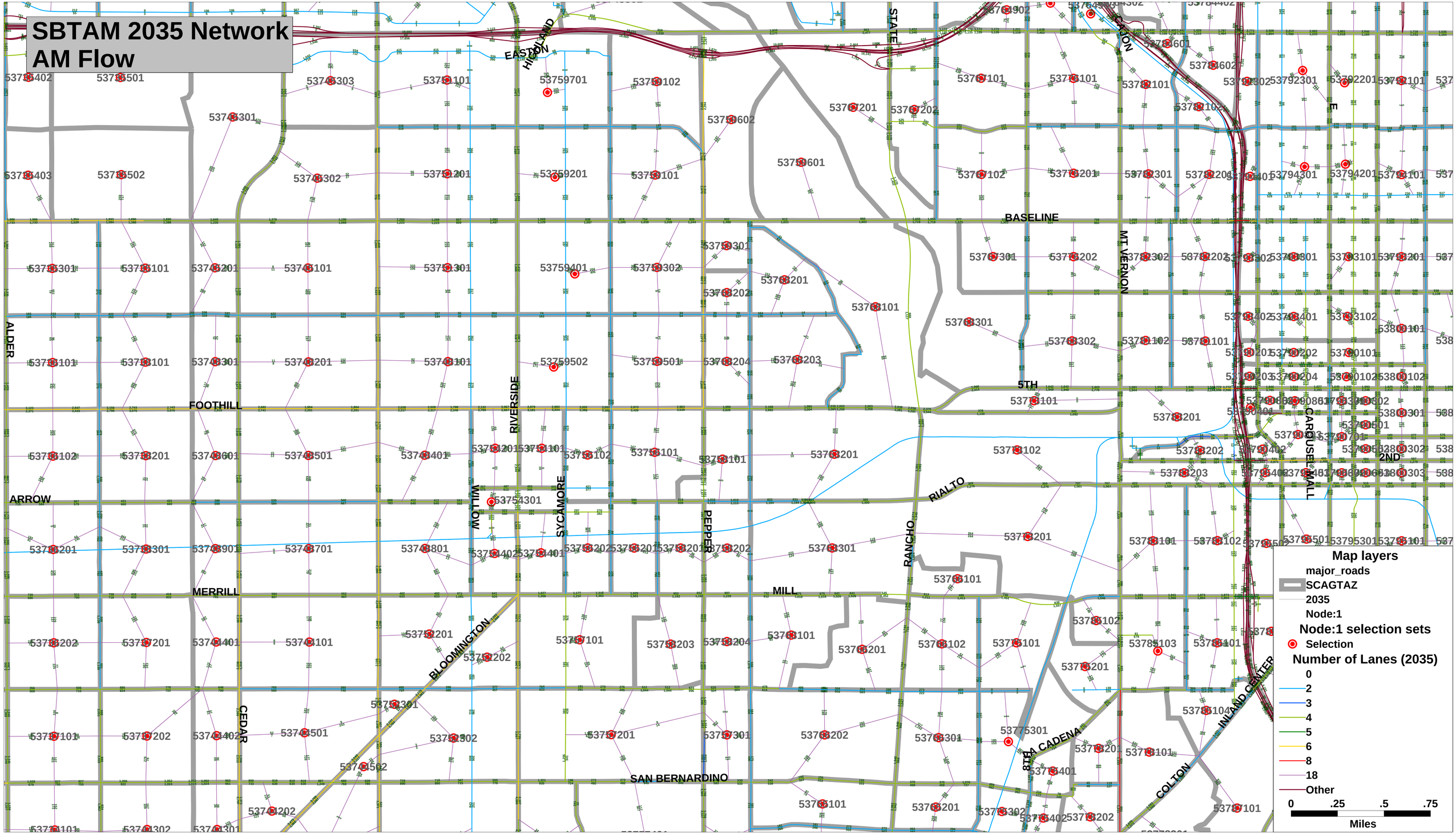
SBTAM 2008 Network
PM Truck Flow



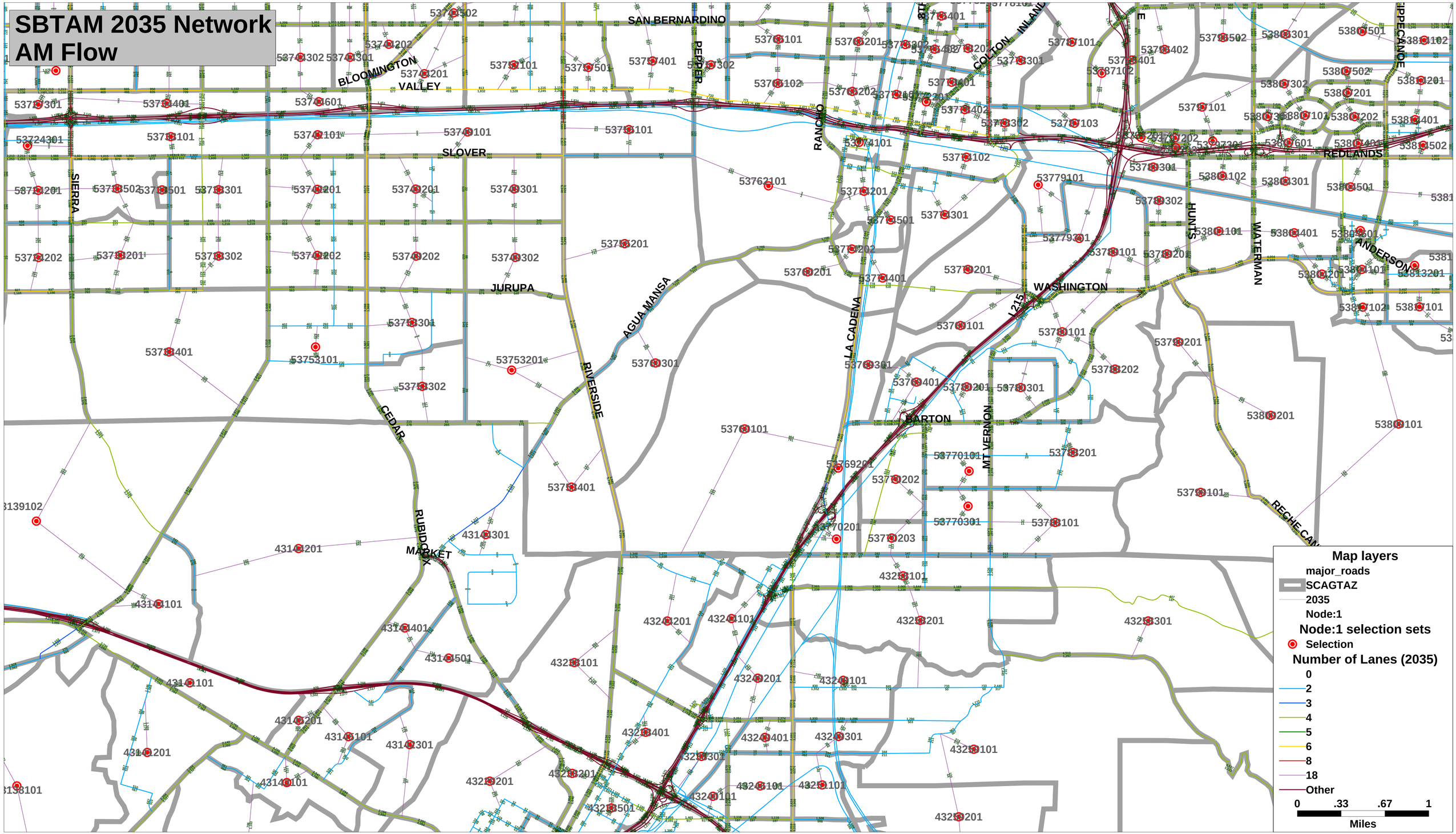
SBTAM 2008 Network
PM Truck Flow



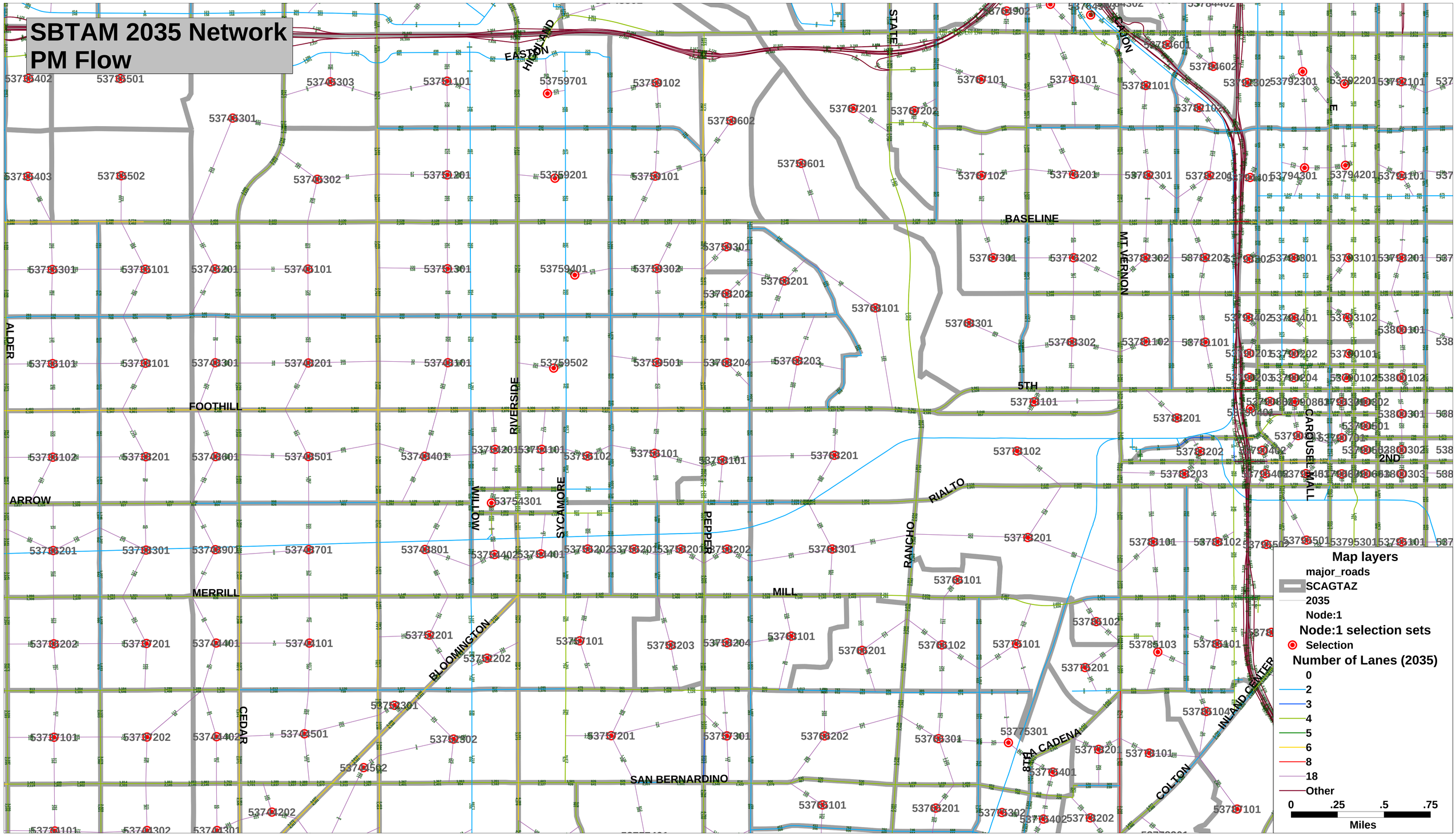
SBTAM 2035 Network
AM Flow



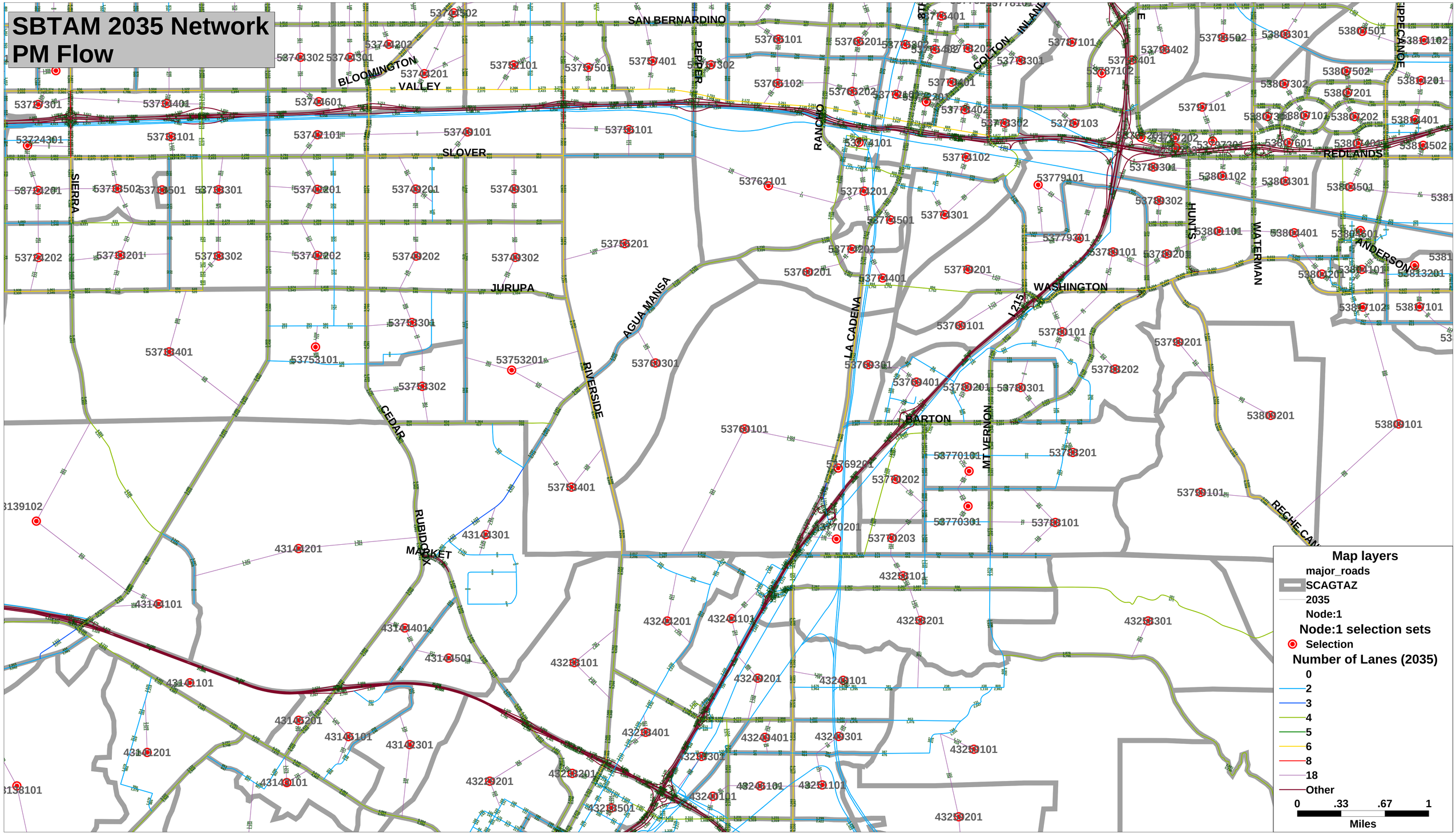
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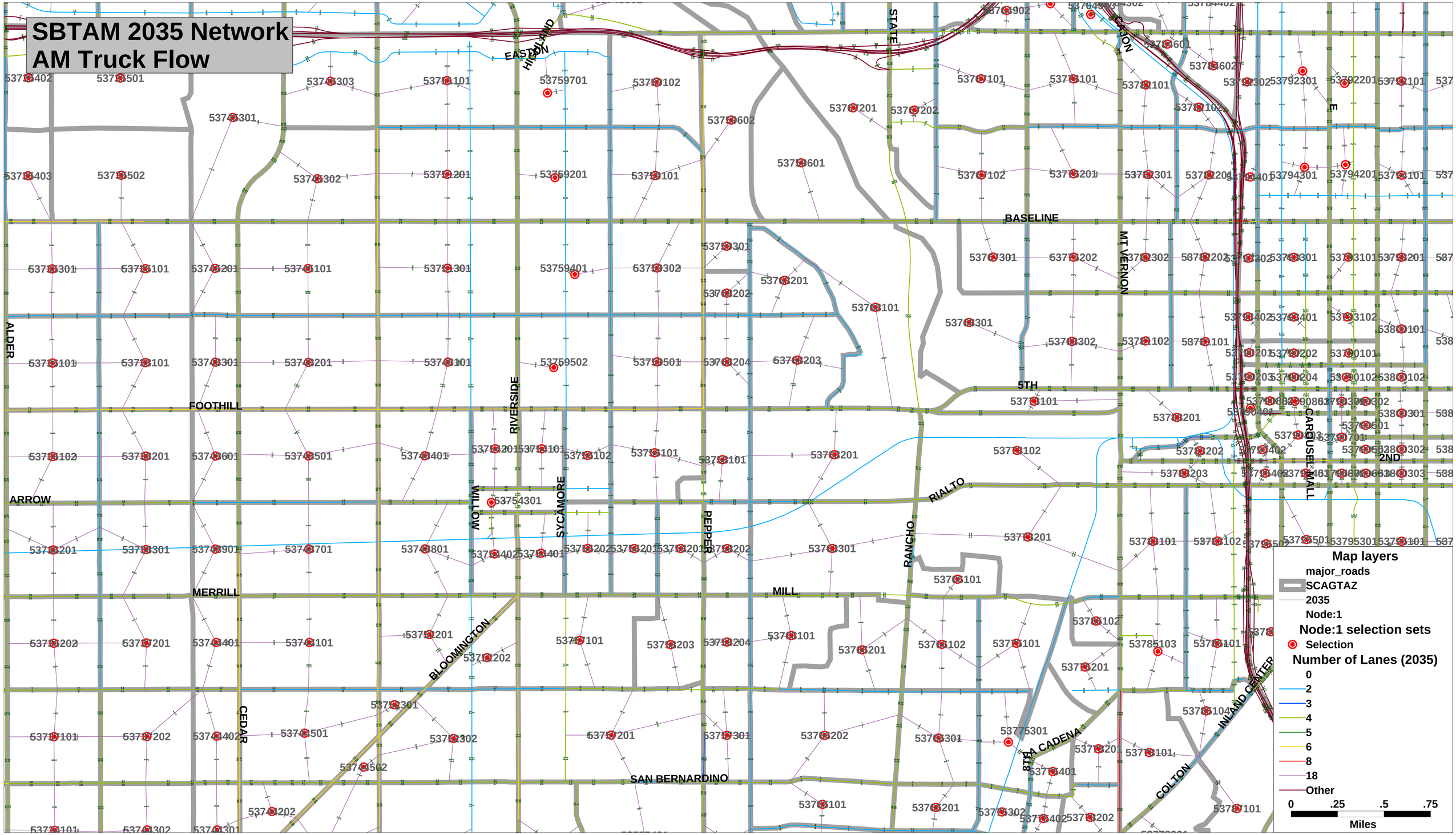
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PM Flow



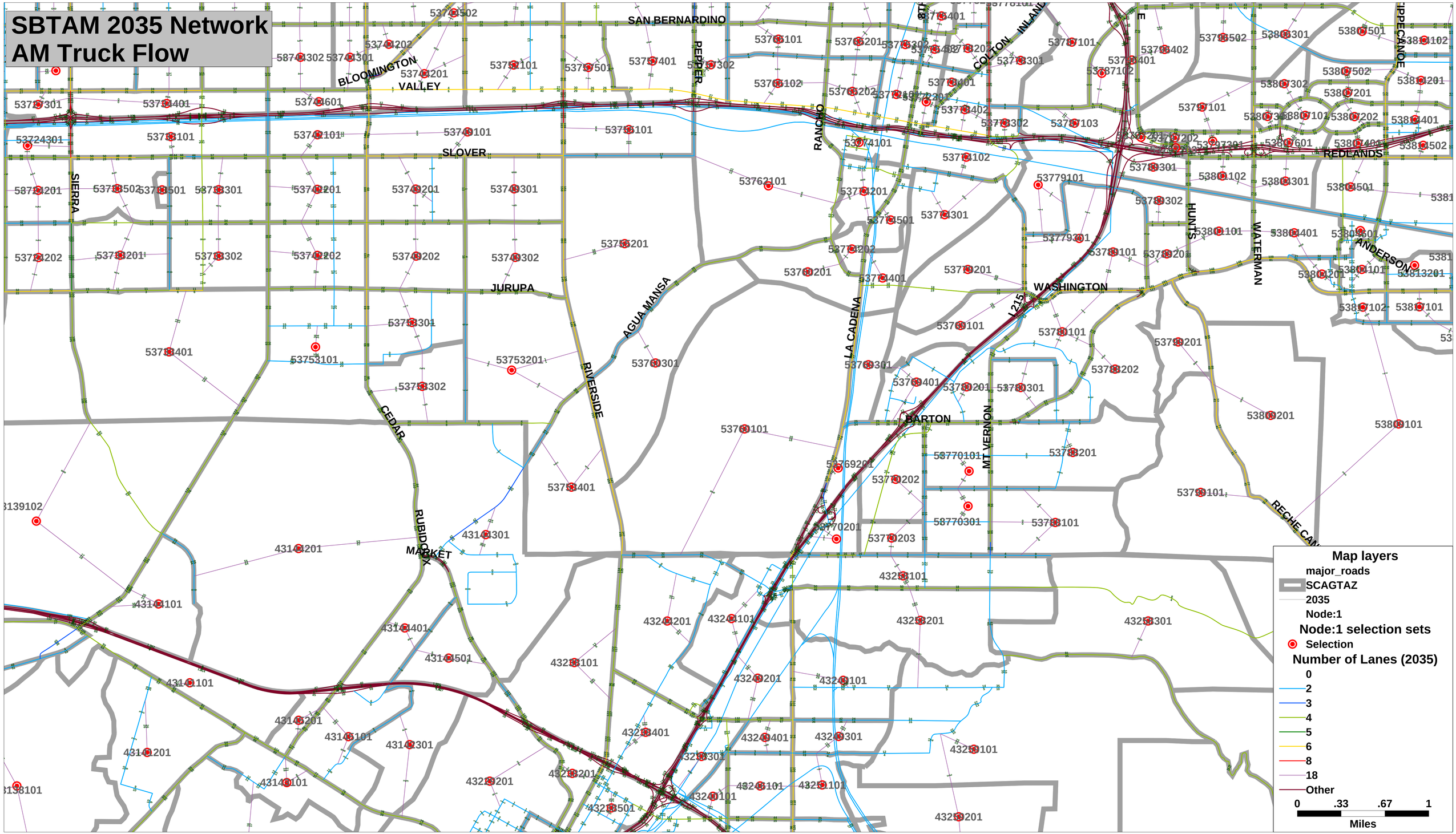
SBTAM 2035 Network
PM Flow



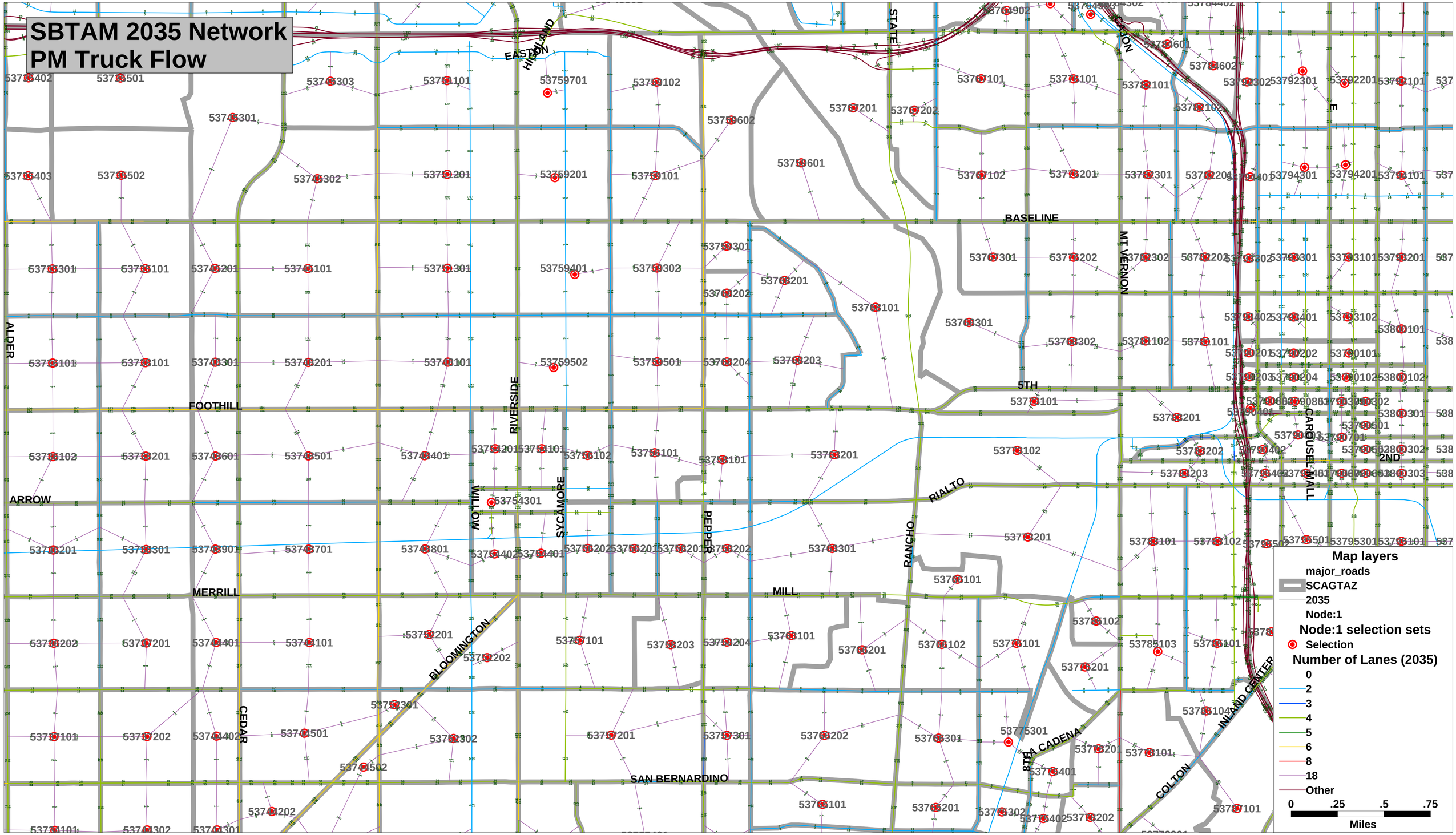
SBTAM 2035 Network
AM Truck Flow



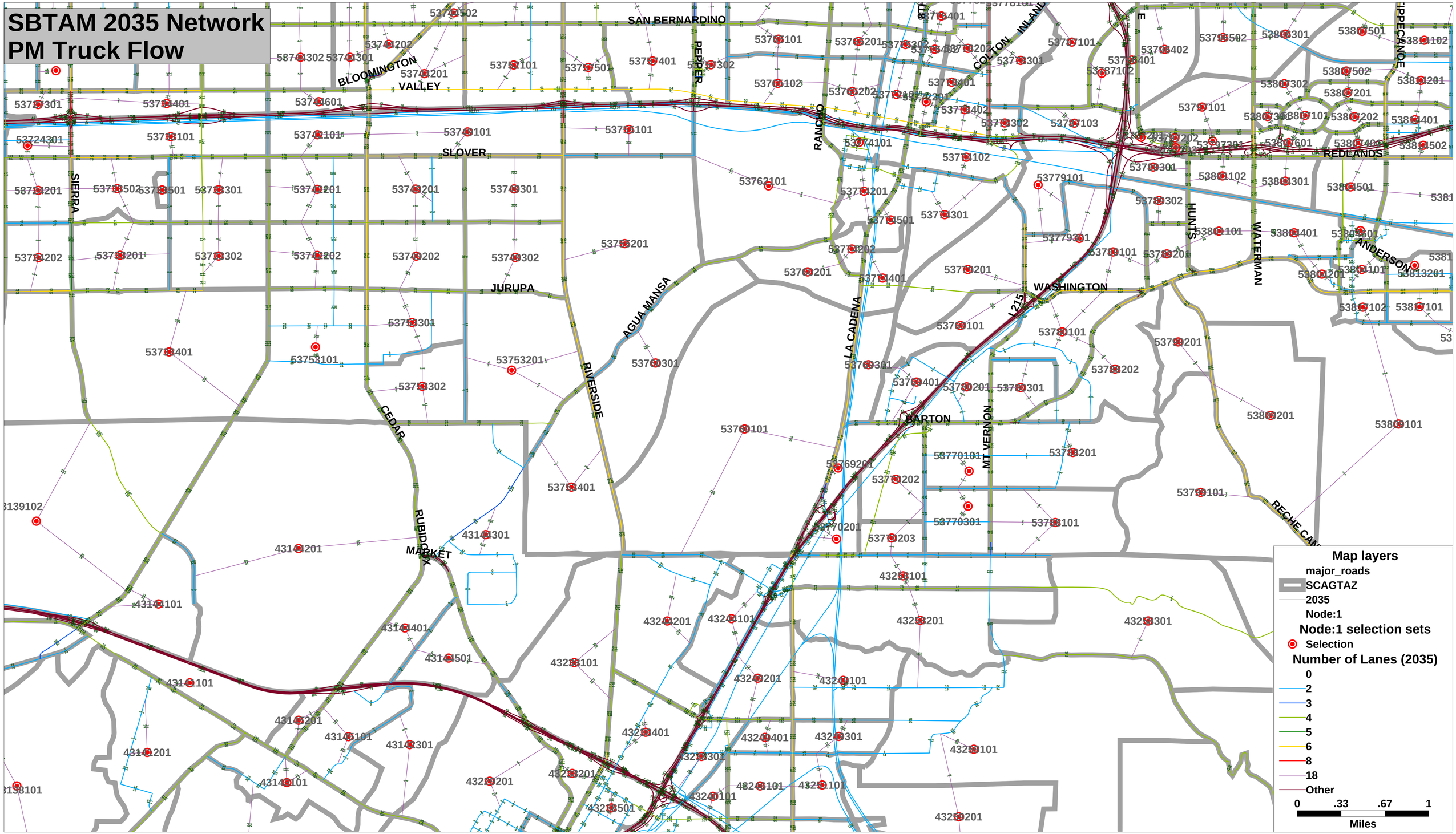
SBTAM 2035 Network
AM Truck Flow



SBTAM 2035 Network
PM Truck Flow



SBTAM 2035 Network
PM Truck Flow



APPENDIX E

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	110	505	119	93	736	70	66	357	78	84	470	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	505	119	93	736	70	66	357	78	84	470	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	122	560	132	103	816	78	73	396	86	93	521	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	560	132	103	816	78	73	396	86	93	521	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	560	132	103	816	78	73	396	86	93	521	70
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	1.83	0.17	1.00	2.46	0.54	1.00	2.65	0.35
Final Sat.:	1700	2913	687	1700	3287	313	1700	4432	968	1700	4762	638
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.06	0.25	0.25	0.04	0.09	0.09	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.70	0.49	0.49	0.59	0.63	0.63	0.42	0.28	0.28	0.53	0.34	0.34
Delay/Veh:	53.6	22.5	22.5	46.7	24.8	24.8	42.4	24.7	24.7	44.4	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	22.5	22.5	46.7	24.8	24.8	42.4	24.7	24.7	44.4	25.3	25.3
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	8	8	4	11	11	3	4	4	4	5	5

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	115	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	142	905	104	130	570	84	290	930	103	175	686	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	905	104	130	570	84	290	930	103	175	686	105
User Adj:	1.00	1.00	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:	162	1033	119	148	651	96	331	1062	118	200	783	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1033	119	148	651	96	331	1062	118	200	783	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1033	119	148	651	96	331	1062	118	200	783	120
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	1.79	0.21	1.00	1.74	0.26	1.00	2.70	0.30	1.00	2.60	0.40
Final Sat.:	1700	3229	371	1700	3138	462	1700	4862	538	1700	4683	717
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.09	0.21	0.21	0.19	0.22	0.22	0.12	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.35	0.35	0.09	0.33	0.33	0.22	0.34	0.34	0.15	0.27	0.27
Volume/Cap:	0.88	0.92	0.92	0.95	0.63	0.63	0.88	0.64	0.64	0.79	0.62	0.62
Delay/Veh:	85.1	47.2	47.2	109.4	33.6	33.6	63.4	32.6	32.6	62.2	37.7	37.7
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:	85.1	47.2	47.2	109.4	33.6	33.6	63.4	32.6	32.6	62.2	37.7	37.7
LOS by Move:	F	D	D	F	C	C	E	C	C	E	D	D
HCM2kAvgQ:	9	24	24	9	12	12	15	12	12	9	10	10

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	105	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	163	557	128	183	670	62	74	162	226	219	201	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	557	128	183	670	62	74	162	226	219	201	436
User Adj:	1.00	1.00	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:	186	636	146	209	765	71	84	185	258	250	229	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	636	146	209	765	71	84	185	258	250	229	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	636	146	209	765	71	84	185	258	250	229	498
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	1.63	0.37	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2927	673	1700	3295	305	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.12	0.23	0.23	0.05	0.10	0.14	0.15	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.30	0.30	0.15	0.33	0.33	0.12	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.91	0.74	0.74	0.81	0.71	0.71	0.43	0.35	0.49	0.81	0.35	0.77
Delay/Veh:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.2	30.8	56.0	24.7	33.5
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:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.2	30.8	56.0	24.7	33.5
LOS by Move:	F	D	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	13	13	9	13	13	3	5	7	10	5	16

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	95	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	182	737	48	85	625	90	61	197	154	59	164	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	737	48	85	625	90	61	197	154	59	164	105
User Adj:	1.00	1.00	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:	199	806	53	93	684	98	67	216	168	65	179	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	806	53	93	684	98	67	216	168	65	179	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:	199	806	53	93	684	98	67	216	168	65	179	115
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	1.88	0.12	1.00	1.75	0.25	1.00	1.12	0.88	1.00	1.22	0.78
Final Sat.:	1700	3380	220	1700	3147	453	1700	2021	1579	1700	2195	1405
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.05	0.22	0.22	0.04	0.11	0.11	0.04	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.74	0.65	0.65	0.46	0.67	0.67	0.37	0.33	0.33	0.36	0.25	0.25
Delay/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.3	24.3	40.8	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.3	24.3	40.8	23.6	23.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	11	11	3	11	11	2	4	4	2	3	3

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	120	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	65	644	10	80	1011	42	17	112	48	40	135	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:	65	644	10	80	1011	42	17	112	48	40	135	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	75	747	12	93	1173	49	20	130	56	46	157	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	747	12	93	1173	49	20	130	56	46	157	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	747	12	93	1173	49	20	130	56	46	157	59
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	1.45	0.55
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2613	987
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.05	0.33	0.03	0.01	0.07	0.03	0.03	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.17	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.53	0.49	0.02	0.32	0.64	0.05	0.14	0.28	0.12	0.33	0.23	0.23
Delay/Veh:	56.6	25.5	20.2	44.4	22.3	14.9	51.5	35.9	34.2	53.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	25.5	20.2	44.4	22.3	14.9	51.5	35.9	34.2	53.2	35.2	35.2
LOS by Move:	E	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	4	10	0	3	16	1	1	4	2	2	3	3

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	120	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	51	939	50	38	719	25	41	154	55	22	112	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:	51	939	50	38	719	25	41	154	55	22	112	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:	56	1035	55	42	793	28	45	170	61	24	123	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1035	55	42	793	28	45	170	61	24	123	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:	56	1035	55	42	793	28	45	170	61	24	123	49
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	1.44	0.56
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2585	1015
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.03	0.02	0.22	0.02	0.03	0.09	0.03	0.01	0.05	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.51	0.51	0.08	0.43	0.43	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.20	0.57	0.06	0.30	0.51	0.04	0.32	0.37	0.13	0.17	0.18	0.18
Delay/Veh:	43.9	20.8	15.0	52.9	25.4	19.9	53.1	36.9	34.3	51.7	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	20.8	15.0	52.9	25.4	19.9	53.1	36.9	34.3	51.7	34.8	34.8
LOS by Move:	D	C	B	D	C	B	D	D	C	D	C	C
HCM2kAvgQ:	2	13	1	2	11	1	2	5	2	1	2	2

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

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	115	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	566	171	42	974	0	0	0	0	262	0	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	566	171	42	974	0	0	0	0	262	0	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	651	0	48	1121	0	0	0	0	301	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	651	0	48	1121	0	0	0	0	301	0	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	651	0	48	1121	0	0	0	0	301	0	43
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.31	0.00	0.00	0.00	0.00	0.09	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.00	0.09	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.34	0.00	0.33	0.50	0.00	0.00	0.00	0.00	0.29	0.00	0.07
Delay/Veh:	0.0	15.6	0.0	50.6	12.4	0.0	0.0	0.0	0.0	28.6	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	0.0	50.6	12.4	0.0	0.0	0.0	0.0	28.6	0.0	26.5
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	0	2	11	0	0	0	0	4	0	1

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1095	435	63	745	0	0	0	0	289	0	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:	0	1095	435	63	745	0	0	0	0	289	0	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1210	0	70	823	0	0	0	0	319	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	0	70	823	0	0	0	0	319	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1210	0	70	823	0	0	0	0	319	0	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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.04	0.23	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.00	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.57	0.00	0.53	0.35	0.00	0.00	0.00	0.00	0.34	0.00	0.07
Delay/Veh:	0.0	17.3	0.0	61.9	9.7	0.0	0.0	0.0	0.0	36.4	0.0	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	61.9	9.7	0.0	0.0	0.0	0.0	36.4	0.0	33.3
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	15	0	4	7	0	0	0	0	6	0	1

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	342	942	227	39	1144	21	40	139	661	334	153	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:	342	942	227	39	1144	21	40	139	661	334	153	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	391	1078	260	45	1309	24	46	159	756	382	175	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1078	260	45	1309	24	46	159	756	382	175	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:	391	1078	260	45	1309	24	46	159	756	382	175	34
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.95	0.05	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5303	97	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.14	0.01	0.25	0.25	0.01	0.09	0.21	0.12	0.05	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.39	0.55	0.08	0.32	0.32	0.10	0.30	0.46	0.16	0.37	0.37
Volume/Cap:	0.78	0.76	0.26	0.17	0.78	0.78	0.15	0.29	0.46	0.76	0.13	0.05
Delay/Veh:	58.3	35.1	14.8	54.0	40.9	40.9	52.0	33.5	23.2	57.0	26.5	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:	58.3	35.1	14.8	54.0	40.9	40.9	52.0	33.5	23.2	57.0	26.5	25.7
LOS by Move:	E	D	B	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	10	19	5	1	17	17	1	5	10	10	2	1

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	125	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	501	1295	307	85	853	72	208	285	586	227	234	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	1295	307	85	853	72	208	285	586	227	234	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	557	1439	341	94	948	80	231	317	651	252	260	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	1439	341	94	948	80	231	317	651	252	260	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	1439	341	94	948	80	231	317	651	252	260	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4980	420	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.19	0.03	0.19	0.19	0.07	0.18	0.18	0.08	0.07	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.46	0.55	0.08	0.32	0.32	0.08	0.30	0.53	0.09	0.31	0.31
Volume/Cap:	0.78	0.87	0.34	0.37	0.60	0.60	0.88	0.58	0.34	0.87	0.23	0.13
Delay/Veh:	51.2	35.4	15.7	55.4	36.5	36.5	83.4	38.3	17.2	79.0	31.9	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	35.4	15.7	55.4	36.5	36.5	83.4	38.3	17.2	79.0	31.9	30.8
LOS by Move:	D	D	B	E	D	D	F	D	B	E	C	C
HCM2kAvgQ:	13	27	7	2	11	11	8	11	7	8	4	2

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	307	853	0	0	998	785	0	0	0	157	1	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	853	0	0	998	785	0	0	0	157	1	365
User Adj:	1.00	1.00	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:	351	976	0	0	1142	898	0	0	0	180	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	976	0	0	1142	898	0	0	0	180	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	976	0	0	1142	898	0	0	0	180	1	418
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.47	0.01	1.52
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	808	5	2739
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.20	0.69	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	1.02	0.39	0.00	0.00	0.43	1.02	0.00	0.00	0.00	1.02	1.02	0.70
Delay/Veh:	80.3	4.4	0.0	0.0	10.9	52.8	0.0	0.0	0.0	68.4	68.4	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:	80.3	4.4	0.0	0.0	10.9	52.8	0.0	0.0	0.0	68.4	68.4	26.1
LOS by Move:	F	A	A	A	B	D	A	A	A	E	E	C
HCM2kAvgQ:	14	4	0	0	5	28	0	0	0	15	15	7

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	244	1368	0	0	1124	522	0	0	0	234	4	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:	244	1368	0	0	1124	522	0	0	0	234	4	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	1463	0	0	1202	558	0	0	0	250	4	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1463	0	0	1202	558	0	0	0	250	4	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1463	0	0	1202	558	0	0	0	250	4	555
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.48	0.01	1.51
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	824	14	2714
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.00	0.22	0.31	0.00	0.00	0.00	0.30	0.30	0.20
Crit Moves:	****					****					****	
Green/Cycle:	0.18	0.55	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.85	0.74	0.00	0.00	0.61	0.85	0.00	0.00	0.00	0.85	0.85	0.57
Delay/Veh:	44.6	12.7	0.0	0.0	17.3	28.7	0.0	0.0	0.0	26.2	26.2	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:	44.6	12.7	0.0	0.0	17.3	28.7	0.0	0.0	0.0	26.2	26.2	17.3
LOS by Move:	D	B	A	A	B	C	A	A	A	C	C	B
HCM2kAvgQ:	8	13	0	0	7	13	0	0	0	13	13	7

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	779	222	467	680	0	359	0	220	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	779	222	467	680	0	359	0	220	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	855	244	513	746	0	394	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	855	244	513	746	0	394	0	241	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	855	244	513	746	0	394	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2488	0	966	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.14	0.30	0.21	0.00	0.16	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.34	0.63	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.46	0.90	0.33	0.00	0.57	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	19.5	37.2	5.7	0.0	20.8	0.0	36.6	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	19.7	19.5	37.2	5.7	0.0	20.8	0.0	36.6	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	4	15	4	0	6	0	13	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	863	141	479	860	0	751	2	223	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	863	141	479	860	0	751	2	223	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	940	154	522	937	0	818	2	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	154	522	937	0	818	2	243	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	940	154	522	937	0	818	2	243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.64	0.01	0.35	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2786	6	645	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.09	0.31	0.26	0.00	0.29	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.31	0.55	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.36	0.99	0.48	0.00	0.78	0.99	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	30.4	25.9	65.4	11.3	0.0	24.7	50.9	50.9	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	30.4	25.9	65.4	11.3	0.0	24.7	50.9	50.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	9	3	20	7	0	13	24	24	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	84	774	24	122	754	84	174	66	47	23	72	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	774	24	122	754	84	174	66	47	23	72	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	865	27	136	842	94	194	74	53	26	80	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	865	27	136	842	94	194	74	53	26	80	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	865	27	136	842	94	194	74	53	26	80	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3492	108	1700	3600	1800	1700	1051	749	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.08	0.23	0.05	0.11	0.07	0.07	0.02	0.04	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.33	0.33	0.11	0.30	0.30	0.15	0.36	0.36	0.12	0.33	0.33
Volume/Cap:	0.41	0.75	0.75	0.75	0.78	0.17	0.75	0.19	0.19	0.13	0.14	0.24
Delay/Veh:	38.7	31.0	31.0	57.1	33.9	24.6	50.1	20.9	20.9	37.9	22.7	23.6
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:	38.7	31.0	31.0	57.1	33.9	24.6	50.1	20.9	20.9	37.9	22.7	23.6
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	13	13	6	13	2	8	3	3	1	2	3

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	95	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	62	740	25	108	871	80	150	110	80	11	82	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:	62	740	25	108	871	80	150	110	80	11	82	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	760	26	111	894	82	154	113	82	11	84	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	760	26	111	894	82	154	113	82	11	84	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	760	26	111	894	82	154	113	82	11	84	116
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	1.93	0.07	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3482	118	1700	3600	1800	1700	1042	758	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.07	0.25	0.05	0.09	0.11	0.11	0.01	0.05	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.11	0.31	0.31	0.15	0.35	0.35	0.13	0.34	0.34	0.11	0.33	0.33
Volume/Cap:	0.36	0.70	0.70	0.44	0.70	0.13	0.70	0.31	0.31	0.06	0.14	0.20
Delay/Veh:	40.7	30.9	30.9	37.9	28.1	20.8	49.2	23.2	23.2	37.9	22.7	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	30.9	30.9	37.9	28.1	20.8	49.2	23.2	23.2	37.9	22.7	23.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	11	11	4	12	2	6	4	4	0	2	2

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	102	407	42	241	667	76	99	545	77	67	580	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	407	42	241	667	76	99	545	77	67	580	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	127	507	52	300	832	95	123	680	96	84	723	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	507	52	300	832	95	123	680	96	84	723	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	507	52	300	832	95	123	680	96	84	723	176
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	1.80	0.20	1.00	1.75	0.25	1.00	2.41	0.59
Final Sat.:	1700	3263	337	1700	3232	368	1700	3154	446	1700	4344	1056
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.18	0.26	0.26	0.07	0.22	0.22	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.61	0.53	0.53	0.84	0.67	0.67	0.76	0.67	0.67	0.52	0.51	0.51
Delay/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.1	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.1	29.1	29.1
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	8	8	13	13	13	6	12	12	3	8	8

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec):	105	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	563	105	204	605	98	171	471	82	99	481	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	563	105	204	605	98	171	471	82	99	481	162
User Adj:	1.00	1.00	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:	125	614	115	222	660	107	186	514	89	108	525	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	614	115	222	660	107	186	514	89	108	525	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	614	115	222	660	107	186	514	89	108	525	177
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	1.69	0.31	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3034	566	1700	3098	502	1700	3066	534	1700	4040	1360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.13	0.21	0.21	0.11	0.17	0.17	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.17	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.69	0.69	0.79	0.61	0.61	0.79	0.47	0.47	0.60	0.40	0.40
Delay/Veh:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	50.6	27.7	27.7
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:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	50.6	27.7	27.7
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	11	11	9	11	11	8	8	8	5	6	6

****

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

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Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	23	435	31	69	717	18	22	125	23	35	110	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	435	31	69	717	18	22	125	23	35	110	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	28	527	38	84	868	22	27	151	28	42	133	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	527	38	84	868	22	27	151	28	42	133	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:	28	527	38	84	868	22	27	151	28	42	133	68
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	1.87	0.13	1.00	1.95	0.05	0.16	0.84	1.00	0.25	0.75	1.00
Final Sat.:	1700	3361	239	1700	3512	88	267	1517	1800	428	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.05	0.25	0.25	0.10	0.10	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.29	0.29	0.09	0.46	0.46	0.24	0.24	0.04	0.24	0.24	0.09
Delay/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	100	Critical Vol./Cap.(X):	0.353
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	41	798	39	36	723	17	39	96	31	16	71	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:	41	798	39	36	723	17	39	96	31	16	71	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	45	877	43	40	795	19	43	105	34	18	78	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	877	43	40	795	19	43	105	34	18	78	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:	45	877	43	40	795	19	43	105	34	18	78	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	1.91	0.09	1.00	1.95	0.05	0.30	0.70	1.00	0.19	0.81	1.00
Final Sat.:	1700	3432	168	1700	3517	83	511	1259	1800	327	1453	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.23	0.23	0.08	0.08	0.02	0.05	0.05	0.02
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.39	0.39	0.04	0.35	0.35	0.27	0.27	0.06	0.17	0.17	0.06
Delay/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	0	6	6	4	4	1	2	2	1

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	306	100	241	488	93	81	652	60	77	542	116
Growth Adj:	1.00	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	306	100	241	488	93	81	652	60	77	542	116
User Adj:	1.00	1.00	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:	111	366	119	288	583	111	97	779	72	92	648	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	366	119	288	583	111	97	779	72	92	648	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	366	119	288	583	111	97	779	72	92	648	139
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	1.68	0.32	1.00	2.75	0.25	1.00	2.47	0.53
Final Sat.:	1700	3600	1800	1700	3024	576	1700	4945	455	1700	4448	952
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.07	0.17	0.19	0.19	0.06	0.16	0.16	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.57	0.29	0.19	0.81	0.44	0.44	0.63	0.56	0.56	0.60	0.52	0.52
Delay/Veh:	49.8	26.4	25.4	54.5	21.6	21.6	56.1	34.1	34.1	54.2	33.5	33.5
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:	49.8	26.4	25.4	54.5	21.6	21.6	56.1	34.1	34.1	54.2	33.5	33.5
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	4	3	12	8	8	4	9	9	4	8	8

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	193	576	128	260	455	69	132	763	40	82	803	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	576	128	260	455	69	132	763	40	82	803	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	208	621	138	280	490	74	142	822	43	88	865	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	621	138	280	490	74	142	822	43	88	865	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	621	138	280	490	74	142	822	43	88	865	163
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	1.74	0.26	1.00	2.85	0.15	1.00	2.53	0.47
Final Sat.:	1700	3600	1800	1700	3126	474	1700	5131	269	1700	4545	855
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.08	0.16	0.16	0.16	0.08	0.16	0.16	0.05	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.50	0.22	0.83	0.39	0.39	0.83	0.55	0.55	0.56	0.68	0.68
Delay/Veh:	71.3	28.8	25.7	57.8	23.5	23.5	75.6	33.5	33.5	52.0	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	28.8	25.7	57.8	23.5	23.5	75.6	33.5	33.5	52.0	36.3	36.3
LOS by Move:	E	C	C	E	C	C	E	C	C	D	D	D
HCM2kAvgQ:	10	8	3	12	7	7	7	9	9	4	11	11

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	61	422	56	10	494	19	6	130	51	84	130	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:	61	422	56	10	494	19	6	130	51	84	130	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	70	487	65	12	570	22	7	150	59	97	150	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	487	65	12	570	22	7	150	59	97	150	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	487	65	12	570	22	7	150	59	97	150	7
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	1.77	0.23	1.00	1.93	0.07	0.07	1.39	0.54	0.79	1.16	0.05
Final Sat.:	1700	3178	422	1700	3467	133	115	2498	980	1344	2081	96
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.01	0.16	0.16	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.28	0.28	0.11	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.48	0.54	0.54	0.06	0.54	0.54	0.22	0.22	0.22	0.27	0.27	0.27
Delay/Veh:	52.4	35.5	35.5	46.1	33.8	33.8	32.8	32.8	32.8	33.2	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	35.5	35.5	46.1	33.8	33.8	32.8	32.8	32.8	33.2	33.2	33.2
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	9	9	0	9	9	3	3	3	4	4	4

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec):	130	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	81	741	26	23	618	16	66	121	99	50	122	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	741	26	23	618	16	66	121	99	50	122	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	90	820	29	25	684	18	73	134	110	55	135	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	820	29	25	684	18	73	134	110	55	135	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:	90	820	29	25	684	18	73	134	110	55	135	8
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	1.93	0.07	1.00	1.95	0.05	0.48	0.84	0.68	0.58	1.34	0.08
Final Sat.:	1700	3478	122	1700	3509	91	820	1503	1229	989	2414	139
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.01	0.19	0.19	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.38	0.38	0.08	0.33	0.33	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.41	0.61	0.61	0.19	0.58	0.58	0.37	0.37	0.37	0.23	0.23	0.23
Delay/Veh:	53.4	33.0	33.0	57.0	36.6	36.6	41.7	41.7	41.7	40.1	40.1	40.1
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:	53.4	33.0	33.0	57.0	36.6	36.6	41.7	41.7	41.7	40.1	40.1	40.1
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	14	14	1	12	12	5	5	5	3	3	3

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

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Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	69	221	16	41	268	30	45	356	129	223	362	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:	69	221	16	41	268	30	45	356	129	223	362	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	233	17	43	282	32	47	375	136	235	381	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	233	17	43	282	32	47	375	136	235	381	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:	73	233	17	43	282	32	47	375	136	235	381	93
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	1.86	0.14	1.00	1.80	0.20	1.00	3.67	1.33	1.00	1.61	0.39
Final Sat.:	1700	3357	243	1700	3238	362	1700	6606	2394	1700	2896	704
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.09	0.09	0.03	0.06	0.06	0.14	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.36	0.15	0.15	0.22	0.19	0.19	0.08	0.17	0.17	0.42	0.40	0.40
Delay/Veh:	35.7	13.4	13.4	34.5	13.7	13.7	19.7	20.3	20.3	22.7	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	13.4	13.4	34.5	13.7	13.7	19.7	20.3	20.3	22.7	22.2	22.2
LOS by Move:	D	B	B	C	B	B	B	C	C	C	C	C
HCM2kAvgQ:	2	2	2	1	2	2	1	2	2	5	5	5

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

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Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	107	421	36	41	271	64	92	482	122	246	370	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:	107	421	36	41	271	64	92	482	122	246	370	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:	113	443	38	43	285	67	97	507	128	259	389	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	443	38	43	285	67	97	507	128	259	389	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:	113	443	38	43	285	67	97	507	128	259	389	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	0.94	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.62	0.38	1.00	3.99	1.01	1.00	1.64	0.36
Final Sat.:	1700	3316	284	1700	2912	688	1700	7182	1818	1700	2953	647
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.03	0.10	0.10	0.06	0.07	0.07	0.15	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.56	0.29	0.29	0.22	0.21	0.21	0.17	0.21	0.21	0.46	0.40	0.40
Delay/Veh:	39.1	14.5	14.5	34.5	13.9	13.9	20.3	20.6	20.6	23.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	14.5	14.5	34.5	13.9	13.9	20.3	20.6	20.6	23.2	22.2	22.2
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	4	4	1	3	3	2	2	2	6	5	5

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec): 95 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	42	467	105	100	612	45	31	152	100	189	137	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	467	105	100	612	45	31	152	100	189	137	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	49	550	124	118	721	53	37	179	118	223	161	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	550	124	118	721	53	37	179	118	223	161	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:	49	550	124	118	721	53	37	179	118	223	161	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2939	661	1700	3353	247	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.07	0.21	0.21	0.02	0.10	0.07	0.13	0.09	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.14	0.30	0.30	0.12	0.33	0.33	0.18	0.39	0.39
Volume/Cap:	0.28	0.70	0.70	0.49	0.71	0.71	0.17	0.30	0.20	0.71	0.23	0.12
Delay/Veh:	40.0	33.9	33.9	39.4	31.9	31.9	37.6	24.2	23.2	44.1	19.9	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:	40.0	33.9	33.9	39.4	31.9	31.9	37.6	24.2	23.2	44.1	19.9	18.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	2	10	10	4	11	11	1	4	2	8	3	2

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	110	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	32.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	106	875	268	46	596	17	36	123	69	137	113	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:	106	875	268	46	596	17	36	123	69	137	113	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	115	951	291	50	648	18	39	134	75	149	123	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	951	291	50	648	18	39	134	75	149	123	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:	115	951	291	50	648	18	39	134	75	149	123	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	1.53	0.47	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2756	844	1700	3500	100	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.03	0.19	0.19	0.02	0.07	0.04	0.09	0.07	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.44	0.44	0.09	0.36	0.36	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.39	0.78	0.78	0.32	0.52	0.52	0.24	0.26	0.15	0.78	0.23	0.06
Delay/Veh:	40.9	28.7	28.7	48.1	28.2	28.2	46.8	30.9	29.7	65.9	29.3	27.7
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:	40.9	28.7	28.7	48.1	28.2	28.2	46.8	30.9	29.7	65.9	29.3	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	19	19	2	9	9	1	4	2	7	3	1

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec): 105 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	183	499	145	55	588	17	39	198	256	192	146	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:	183	499	145	55	588	17	39	198	256	192	146	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	212	578	168	64	681	20	45	229	297	222	169	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	578	168	64	681	20	45	229	297	222	169	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	578	168	64	681	20	45	229	297	222	169	16
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	0.94	1.00	1.00
Lanes:	2.00	2.32	0.68	1.00	2.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4184	1216	1700	5248	152	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.04	0.13	0.13	0.03	0.06	0.16	0.13	0.05	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.30	0.30	0.10	0.30	0.30	0.11	0.36	0.36	0.17	0.42	0.42
Volume/Cap:	0.70	0.47	0.47	0.39	0.44	0.44	0.24	0.18	0.46	0.76	0.11	0.02
Delay/Veh:	52.9	30.5	30.5	46.2	30.2	30.2	43.3	22.9	26.1	52.8	18.4	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	30.5	30.5	46.2	30.2	30.2	43.3	22.9	26.1	52.8	18.4	17.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	5	7	7	2	6	6	2	2	7	9	2	0

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

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	287	988	125	70	721	58	90	235	387	195	334	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	988	125	70	721	58	90	235	387	195	334	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	316	1088	138	77	794	64	99	259	426	215	368	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1088	138	77	794	64	99	259	426	215	368	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1088	138	77	794	64	99	259	426	215	368	54
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	0.94	1.00	1.00
Lanes:	2.00	2.66	0.34	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4794	606	1700	4998	402	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.05	0.16	0.16	0.06	0.07	0.24	0.13	0.10	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.31	0.31	0.10	0.28	0.28	0.11	0.35	0.35	0.17	0.41	0.41
Volume/Cap:	0.75	0.73	0.73	0.45	0.56	0.56	0.54	0.21	0.69	0.75	0.25	0.07
Delay/Veh:	53.4	35.2	35.2	48.5	34.2	34.2	50.0	25.5	34.1	54.1	21.6	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	35.2	35.2	48.5	34.2	34.2	50.0	25.5	34.1	54.1	21.6	20.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	8	13	13	3	9	9	4	3	13	9	4	1

****

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

****

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	271	544	0	0	824	497	0	0	0	356	6	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	544	0	0	824	497	0	0	0	356	6	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	315	633	0	0	958	578	0	0	0	414	7	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	633	0	0	958	578	0	0	0	414	7	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	633	0	0	958	578	0	0	0	414	7	267
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.61	0.02	1.37
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2735	35	2469
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.13	0.32	0.00	0.00	0.00	0.15	0.20	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.62	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.64	0.19	0.00	0.00	0.29	0.69	0.00	0.00	0.00	0.52	0.69	0.37
Delay/Veh:	28.6	5.4	0.0	0.0	10.8	16.2	0.0	0.0	0.0	19.7	22.6	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	5.4	0.0	0.0	10.8	16.2	0.0	0.0	0.0	19.7	22.6	18.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	C	B
HCM2kAvgQ:	5	2	0	0	3	10	0	0	0	5	8	3

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	326	1282	0	0	758	379	0	0	0	343	2	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	0	0	758	379	0	0	0	343	2	423
User Adj:	1.00	1.00	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:	416	1635	0	0	967	483	0	0	0	438	3	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1635	0	0	967	483	0	0	0	438	3	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:	416	1635	0	0	967	483	0	0	0	438	3	540
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.46	0.01	1.53
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2481	9	2764
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.00	0.00	0.13	0.27	0.00	0.00	0.00	0.18	0.28	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.18	0.50	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.70	0.60	0.00	0.00	0.42	0.85	0.00	0.00	0.00	0.44	0.70	0.49
Delay/Veh:	26.7	11.1	0.0	0.0	16.3	30.6	0.0	0.0	0.0	13.3	16.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	11.1	0.0	0.0	16.3	30.6	0.0	0.0	0.0	13.3	16.7	13.7
LOS by Move:	C	B	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	6	8	0	0	4	12	0	0	0	5	9	5

****

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

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Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0 2	0 0		1 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	546	407	435	761	0	276	3	416	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	546	407	435	761	0	276	3	416	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	606	452	483	845	0	306	3	462	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	606	452	483	845	0	306	3	462	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	606	452	483	845	0	306	3	462	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3365	37	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.25	0.15	0.23	0.00	0.09	0.09	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.53	0.00	0.37	0.37	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.79	0.70	0.44	0.00	0.25	0.25	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	17.1	22.0	24.9	8.7	0.0	13.3	13.3	19.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.1	22.0	24.9	8.7	0.0	13.3	13.3	19.5	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	5	10	6	5	0	2	2	9	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0 2	0 0		1 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	897	382	420	699	0	584	3	367	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	897	382	420	699	0	584	3	367	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	990	422	464	772	0	645	3	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	990	422	464	772	0	645	3	405	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	990	422	464	772	0	645	3	405	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.10	0.90	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3787	1613	3200	3600	0	3384	17	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.14	0.21	0.00	0.19	0.19	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.37	0.37	0.21	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.70	0.70	0.70	0.37	0.00	0.59	0.59	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	17.1	17.1	25.5	6.9	0.0	18.0	18.0	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	17.1	17.1	25.5	6.9	0.0	18.0	18.0	21.7	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	9	9	6	4	0	6	6	8	0	0	0

****

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

****

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	68	709	0	0	797	17	17	0	86	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:	68	709	0	0	797	17	17	0	86	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	78	816	0	0	917	20	20	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	816	0	0	917	20	20	0	99	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:	78	816	0	0	917	20	20	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.00	0.25	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.68	0.00	0.00	0.58	0.58	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.44	0.33	0.00	0.00	0.44	0.02	0.04	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	54.4	8.4	0.0	0.0	15.2	11.4	33.5	0.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	8.4	0.0	0.0	15.2	11.4	33.5	0.0	35.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	D	A	A	A
HCM2kAvgQ:	3	6	0	0	10	0	1	0	3	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec): 120 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	69	860	0	0	773	46	52	0	93	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:	69	860	0	0	773	46	52	0	93	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	80	1001	0	0	900	54	61	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1001	0	0	900	54	61	0	108	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:	80	1001	0	0	900	54	61	0	108	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.25	0.03	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.67	0.00	0.00	0.56	0.56	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.45	0.42	0.00	0.00	0.45	0.05	0.13	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	52.1	9.4	0.0	0.0	15.6	12.0	32.1	0.0	33.0	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:	52.1	9.4	0.0	0.0	15.6	12.0	32.1	0.0	33.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	8	0	0	10	1	2	0	3	0	0	0

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	43	229	7	15	368	144	118	17	41	1	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	229	7	15	368	144	118	17	41	1	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	54	286	9	19	459	180	147	21	51	1	16	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	286	9	19	459	180	147	21	51	1	16	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	286	9	19	459	180	147	21	51	1	16	5
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	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3493	107	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.01	0.13	0.10	0.09	0.01	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.30	0.25	0.25	0.10	0.39	0.31	0.55	0.03	0.08	0.01	0.03	0.01
Delay/Veh:	40.2	23.6	23.6	38.7	24.9	24.2	39.3	19.3	19.7	37.0	21.8	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:	40.2	23.6	23.6	38.7	24.9	24.2	39.3	19.3	19.7	37.0	21.8	21.6
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	2	3	3	1	5	4	5	0	1	0	0	0

****

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

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	313	0	7	433	90	397	50	57	2	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	313	0	7	433	90	397	50	57	2	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	331	0	7	458	95	420	53	60	2	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	331	0	7	458	95	420	53	60	2	14	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	331	0	7	458	95	420	53	60	2	14	4
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	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.00	0.00	0.13	0.05	0.25	0.03	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.00	0.09	0.27	0.27	0.30	0.43	0.43	0.14	0.27	0.27
Volume/Cap:	0.26	0.34	0.00	0.05	0.47	0.20	0.81	0.07	0.08	0.01	0.03	0.01
Delay/Veh:	50.0	34.0	0.0	48.3	35.5	32.6	46.3	19.0	19.1	42.6	30.9	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	34.0	0.0	48.3	35.5	32.6	46.3	19.0	19.1	42.6	30.9	30.8
LOS by Move:	D	C	A	D	D	C	D	B	B	D	C	C
HCM2kAvgQ:	2	5	0	0	7	3	17	1	1	0	0	0

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	60	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	566	120	217	510	10	16	72	41	57	34	233
Growth Adj:	1.00	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	566	120	217	510	10	16	72	41	57	34	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	15	722	153	277	651	13	20	92	52	73	43	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	722	153	277	651	13	20	92	52	73	43	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	722	153	277	651	13	20	92	52	73	43	297
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.09	0.16	0.18	0.01	0.01	0.05	0.03	0.04	0.02	0.17
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.28	0.46	0.23	0.31	0.31	0.12	0.18	0.18	0.18	0.23	0.23
Volume/Cap:	0.04	0.70	0.18	0.70	0.58	0.02	0.10	0.29	0.17	0.24	0.10	0.70
Delay/Veh:	19.3	21.5	9.7	26.9	18.0	14.3	23.9	22.0	21.3	21.7	18.1	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	21.5	9.7	26.9	18.0	14.3	23.9	22.0	21.3	21.7	18.1	26.4
LOS by Move:	B	C	A	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	8	2	7	6	0	0	2	1	1	1	7

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

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	60	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	44	537	136	334	594	23	27	91	25	124	79	206
Growth Adj:	1.00	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	537	136	334	594	23	27	91	25	124	79	206
User Adj:	1.00	1.00	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:	51	622	158	387	688	27	31	105	29	144	92	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	622	158	387	688	27	31	105	29	144	92	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	622	158	387	688	27	31	105	29	144	92	239
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.09	0.23	0.19	0.01	0.02	0.06	0.02	0.08	0.05	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.21	0.24	0.39	0.32	0.35	0.35	0.12	0.15	0.15	0.15	0.19	0.19
Volume/Cap:	0.14	0.71	0.22	0.71	0.55	0.04	0.16	0.39	0.11	0.56	0.27	0.71
Delay/Veh:	19.3	23.5	12.2	22.3	16.2	12.9	24.2	23.8	22.1	26.3	21.4	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:	19.3	23.5	12.2	22.3	16.2	12.9	24.2	23.8	22.1	26.3	21.4	29.8
LOS by Move:	B	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	2	8	6	0	1	2	1	4	2	6

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

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Colton's Hub City Center
Existing
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	358	304	0	0	337	134	0	0	0	216	0	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	304	0	0	337	134	0	0	0	216	0	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	428	364	0	0	403	160	0	0	0	258	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	364	0	0	403	160	0	0	0	258	0	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	364	0	0	403	160	0	0	0	258	0	232
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	0.00	0.00	1.43	0.57	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	2576	1024	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.10	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.15	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.66	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.62	0.15	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.62	0.00	0.53
Delay/Veh:	16.0	4.0	0.0	0.0	21.3	21.3	0.0	0.0	0.0	23.1	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.0	4.0	0.0	0.0	21.3	21.3	0.0	0.0	0.0	23.1	0.0	20.9
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	8	1	0	0	6	6	0	0	0	6	0	4

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	250	480	0	0	669	167	0	0	0	80	90	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	480	0	0	669	167	0	0	0	80	90	349
User Adj:	1.00	1.00	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:	299	573	0	0	799	200	0	0	0	96	108	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	573	0	0	799	200	0	0	0	96	108	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	573	0	0	799	200	0	0	0	96	108	417
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	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.48	0.52	1.00
Final Sat.:	1700	3600	0	0	2881	719	0	0	0	824	927	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.12	0.12	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.23	0.60	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.76	0.27	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.38	0.38	0.76
Delay/Veh:	30.0	5.9	0.0	0.0	19.4	19.4	0.0	0.0	0.0	16.9	16.9	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	5.9	0.0	0.0	19.4	19.4	0.0	0.0	0.0	16.9	16.9	25.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	C
HCM2kAvgQ:	8	3	0	0	10	10	0	0	0	3	3	9

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	337	134	358	304	0	216	0	194	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	337	134	358	304	0	216	0	194	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	403	160	428	364	0	258	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	403	160	428	364	0	258	0	232	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	403	160	428	364	0	258	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.09	0.25	0.10	0.00	0.15	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.20	0.44	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.46	0.57	0.16	0.00	0.57	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	23.0	22.3	13.7	4.5	0.0	20.1	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.0	22.3	13.7	4.5	0.0	20.1	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	4	3	7	1	0	5	0	4	0	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 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	1 0	0	0 0 0	0 0
Volume Module:												
Base Vol:	0	582	72	304	449	0	165	3	342	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	582	72	304	449	0	165	3	342	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	632	78	330	488	0	179	3	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	78	330	488	0	179	3	371	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	632	78	330	488	0	179	3	371	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1671	30	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.04	0.19	0.14	0.00	0.11	0.11	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.27	0.27	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.16	0.64	0.23	0.00	0.33	0.33	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	20.6	16.7	20.8	6.2	0.0	15.5	15.5	19.0	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	20.6	16.7	20.8	6.2	0.0	15.5	15.5	19.0	0.0	0.0	0.0
LOS by Move:	A	C	B	C	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	6	1	7	2	0	3	3	7	0	0	0

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

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Morning Peak Hour

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

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec):	75	Critical Vol./Cap.(X):	0.190
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	66	0	141	44	183	0	0	186	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:	0	0	0	66	0	141	44	183	0	0	186	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	81	0	172	54	223	0	0	227	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	172	54	223	0	0	227	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	81	0	172	54	223	0	0	227	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.02	0.06	0.00	0.00	0.06	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.24	0.13	0.12	0.00	0.00	0.16	0.05
Delay/Veh:	0.0	0.0	0.0	14.5	0.0	15.8	30.3	9.4	0.0	0.0	15.2	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	0.0	15.8	30.3	9.4	0.0	0.0	15.2	14.5
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	3	1	1	0	0	2	1

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.193
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2	0 0	1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	48	0	81	157	397	0	0	252	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:	0	0	0	48	0	81	157	397	0	0	252	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:	0.92	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	0	0	52	0	88	171	432	0	0	274	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	88	171	432	0	0	274	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	0	88	171	432	0	0	274	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.12	0.00	0.00	0.08	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.12	0.42	0.23	0.00	0.00	0.19	0.10
Delay/Veh:	0.0	0.0	0.0	14.4	0.0	15.0	32.0	10.0	0.0	0.0	15.4	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:	0.0	0.0	0.0	14.4	0.0	15.0	32.0	10.0	0.0	0.0	15.4	14.8
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	1	3	3	0	0	2	1

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	6	17	3	28	9	138	8	37	162	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	6	17	3	28	9	138	8	37	162	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	1	1	7	20	4	34	11	165	10	44	194	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	7	20	4	34	11	165	10	44	194	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	7	20	4	34	11	165	10	44	194	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.35	0.06	0.59	1.00	1.89	0.11	0.19	0.81	1.00
Final Sat.:	289	289	680	228	40	376	620	1295	76	134	585	852
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.09	0.09	0.02	0.13	0.13	0.33	0.33	0.01
Crit Moves:			****	****				****			****	
Delay/Veh:	8.6	8.6	7.6	8.7	8.7	8.7	8.5	8.6	8.5	10.0	10.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	7.6	8.7	8.7	8.7	8.5	8.6	8.5	10.0	10.0	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.7			8.6			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.7			8.6			9.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.5	0.5	0.0

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	3	10	25	11	5	17	27	252	3	6	276	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:	3	10	25	11	5	17	27	252	3	6	276	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	4	12	29	13	6	20	32	295	4	7	323	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	12	29	13	6	20	32	295	4	7	323	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:	4	12	29	13	6	20	32	295	4	7	323	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:	0.23	0.77	1.00	0.33	0.15	0.52	1.00	1.98	0.02	0.02	0.98	1.00
Final Sat.:	123	410	606	188	85	291	588	1273	15	15	681	803
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.07	0.07	0.07	0.05	0.23	0.23	0.47	0.47	0.02
Crit Moves:			****	****				****		****		
Delay/Veh:	9.1	9.1	8.4	9.3	9.3	9.3	9.0	9.8	9.7	12.1	12.1	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	8.4	9.3	9.3	9.3	9.0	9.8	9.7	12.1	12.1	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:	8.6			9.3			9.7			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			9.3			9.7			11.9		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.3	0.3	0.8	0.8	0.0

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[11.7]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1!	0	0	1 0 1	1	0	0 0 1	1	0
Volume Module:												
Base Vol:	0	4	0	69	1	61	28	138	2	0	126	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	4	0	69	1	61	28	138	2	0	126	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	5	0	79	1	70	32	157	2	0	144	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	5	0	79	1	70	32	157	2	0	144	14
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	380	xxxxx	295	374	79	157	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	556	xxxxx	640	560	972	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	543	xxxxx	625	547	972	1435	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	xxxx	0.13	0.00	0.07	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	749	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	11.7			11.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.7]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	35	0	41	86	218	0	0	188	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:	0	0	0	35	0	41	86	218	0	0	188	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	43	0	50	106	268	0	0	232	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	43	0	50	106	268	0	0	232	80
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	618	752	156	312	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	426	342	868	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	399	313	868	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	0.00	0.06	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	563	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec):	65	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	42	152	11	170	103	95	134	306	53	9	418	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	152	11	170	103	95	134	306	53	9	418	256
User Adj:	1.00	1.00	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:	49	178	13	199	121	111	157	358	62	11	489	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	178	13	199	121	111	157	358	62	11	489	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	178	13	199	121	111	157	358	62	11	489	300
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	1.87	0.13	1.00	1.04	0.96	1.00	1.70	0.30	1.00	1.24	0.76
Final Sat.:	1700	3357	243	1700	1873	1727	1700	3069	531	1700	2233	1367
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.12	0.06	0.06	0.09	0.12	0.12	0.01	0.22	0.22
Crit Moves:				****							****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.06	0.11	0.11	0.25	0.14	0.14	0.20	0.25	0.25	0.01	0.47	0.47
Delay/Veh:	9.2	9.4	9.4	10.2	9.5	9.5	10.5	10.7	10.7	9.5	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.4	9.4	10.2	9.5	9.5	10.5	10.7	10.7	9.5	12.3	12.3
LOS by Move:	A	A	A	B	A	A	B	B	B	A	B	B
HCM2kAvgQ:	1	1	1	3	1	1	2	3	3	0	6	6

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	222	60	98	16	34	9	17	410	157	78	491	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:	222	60	98	16	34	9	17	410	157	78	491	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	261	71	115	19	40	11	20	482	185	92	578	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	71	115	19	40	11	20	482	185	92	578	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	71	115	19	40	11	20	482	185	92	578	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.58	0.42	1.00	1.45	0.55	1.00	1.93	0.07
Final Sat.:	1700	1800	1800	1700	2847	753	1700	2603	997	1700	3473	127
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.06	0.01	0.01	0.01	0.01	0.19	0.19	0.05	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.35	0.09	0.14	0.03	0.03	0.03	0.02	0.37	0.37	0.11	0.33	0.33
Delay/Veh:	13.1	11.3	11.7	11.0	11.0	11.0	8.9	10.9	10.9	9.3	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	11.3	11.7	11.0	11.0	11.0	8.9	10.9	10.9	9.3	10.6	10.6
LOS by Move:	B	B	B	B	B	B	A	B	B	A	B	B
HCM2kAvgQ:	4	1	2	0	0	0	0	5	5	1	4	4

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	76	162	157	59	271	29	21	411	105	147	284	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:	76	162	157	59	271	29	21	411	105	147	284	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	84	179	174	65	300	32	23	455	116	163	315	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	179	174	65	300	32	23	455	116	163	315	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:	84	179	174	65	300	32	23	455	116	163	315	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.02	0.98	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1828	1772	1700	3252	348	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.04	0.09	0.09	0.01	0.13	0.06	0.10	0.09	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.12	0.38	0.38	0.13	0.39	0.39
Volume/Cap:	0.12	0.23	0.23	0.09	0.22	0.22	0.12	0.33	0.17	0.72	0.22	0.02
Delay/Veh:	15.9	16.7	16.7	15.7	16.6	16.6	35.9	20.1	18.7	47.9	18.1	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:	15.9	16.7	16.7	15.7	16.6	16.6	35.9	20.1	18.7	47.9	18.1	16.6
LOS by Move:	B	B	B	B	B	B	D	C	B	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	1	5	2	6	3	0

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	168	364	193	33	217	52	61	568	168	169	605	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:	168	364	193	33	217	52	61	568	168	169	605	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	185	402	213	36	240	57	67	627	185	187	668	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	402	213	36	240	57	67	627	185	187	668	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:	185	402	213	36	240	57	67	627	185	187	668	64
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	1.31	0.69	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2353	1247	1700	2904	696	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.02	0.08	0.08	0.04	0.17	0.10	0.11	0.19	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.12	0.38	0.38	0.13	0.39	0.39
Volume/Cap:	0.26	0.40	0.40	0.05	0.20	0.20	0.34	0.46	0.27	0.82	0.47	0.09
Delay/Veh:	17.1	18.3	18.3	15.4	16.4	16.4	37.6	21.3	19.6	58.9	20.5	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	18.3	18.3	15.4	16.4	16.4	37.6	21.3	19.6	58.9	20.5	17.1
LOS by Move:	B	B	B	B	B	B	D	C	B	E	C	B
HCM2kAvgQ:	4	6	6	1	3	3	2	7	4	8	7	1

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	95	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	92	547	151	96	653	42	67	227	119	231	275	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:	92	547	151	96	653	42	67	227	119	231	275	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	108	640	177	112	764	49	78	265	139	270	322	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	640	177	112	764	49	78	265	139	270	322	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	640	177	112	764	49	78	265	139	270	322	60
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	1.57	0.43	1.00	1.88	0.12	1.00	1.31	0.69	1.00	1.69	0.31
Final Sat.:	1700	2821	779	1700	3382	218	1700	2362	1238	1700	3037	563
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.23	0.23	0.00	0.11	0.11	0.00	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.13	0.33	0.33	0.20	0.40	0.40
Volume/Cap:	0.58	0.80	0.80	0.63	0.80	0.80	0.36	0.34	0.34	0.80	0.27	0.27
Delay/Veh:	45.1	35.9	35.9	47.6	36.3	36.3	38.9	24.5	24.5	48.5	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	35.9	35.9	47.6	36.3	36.3	38.9	24.5	24.5	48.5	19.4	19.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	4	13	13	4	13	13	3	5	5	10	4	4

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec):	95	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	85	635	187	80	519	17	41	237	59	189	244	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:	85	635	187	80	519	17	41	237	59	189	244	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:	94	699	206	88	571	19	45	261	65	208	268	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	699	206	88	571	19	45	261	65	208	268	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	699	206	88	571	19	45	261	65	208	268	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.94	0.06	1.00	1.60	0.40	1.00	1.42	0.58
Final Sat.:	1700	2781	819	1700	3486	114	1700	2882	718	1700	2561	1039
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.16	0.16	0.00	0.09	0.09	0.00	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.33	0.33	0.11	0.31	0.31	0.12	0.33	0.33	0.16	0.37	0.37
Volume/Cap:	0.46	0.77	0.77	0.49	0.53	0.53	0.22	0.28	0.28	0.77	0.29	0.29
Delay/Veh:	40.6	32.1	32.1	42.2	27.4	27.4	38.5	23.8	23.8	51.1	21.4	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:	40.6	32.1	32.1	42.2	27.4	27.4	38.5	23.8	23.8	51.1	21.4	21.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	14	14	3	7	7	1	4	4	8	4	4

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 95 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	382	19	58	589	15	20	121	37	68	96	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	382	19	58	589	15	20	121	37	68	96	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	29	454	23	69	700	18	24	144	44	81	114	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	454	23	69	700	18	24	144	44	81	114	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	454	23	69	700	18	24	144	44	81	114	59
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	1.91	0.09	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3429	171	1700	3511	89	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.04	0.20	0.20	0.01	0.04	0.02	0.05	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.37	0.37	0.12	0.38	0.38	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.16	0.36	0.36	0.34	0.53	0.53	0.13	0.12	0.07	0.45	0.10	0.10
Delay/Veh:	39.1	22.2	22.2	39.5	23.3	23.3	38.9	22.5	22.2	41.7	22.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	22.2	22.2	39.5	23.3	23.3	38.9	22.5	22.2	41.7	22.3	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	2	8	8	1	1	1	3	1	1

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	618	72	81	481	25	41	237	41	45	211	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:	40	618	72	81	481	25	41	237	41	45	211	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	47	721	84	95	561	29	48	277	48	53	246	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	721	84	95	561	29	48	277	48	53	246	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	721	84	95	561	29	48	277	48	53	246	98
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	1.79	0.21	1.00	1.90	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3224	376	1700	3422	178	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.06	0.16	0.16	0.03	0.08	0.03	0.03	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.25	0.65	0.65	0.50	0.48	0.48	0.25	0.22	0.08	0.28	0.20	0.16
Delay/Veh:	37.2	26.1	26.1	39.7	23.4	23.4	37.3	21.0	19.9	37.5	20.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	26.1	26.1	39.7	23.4	23.4	37.3	21.0	19.9	37.5	20.8	20.6
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	1	10	10	3	7	7	1	3	1	2	2	2

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec):	90	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue									San Bernardino Avenue									
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		31		31	10		31		31	31		31		31	31		31		31
Lanes:	2	0	2	0	1	1	0	1	1	0	1	0	1	0	1	1	0	0	1	0
Volume Module:																				
Base Vol:	52		455		16	14		750		42	42		65		132	25		52		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:	52		455		16	14		750		42	42		65		132	25		52		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:	0.84		0.84		0.84	0.84		0.84		0.84	0.84		0.84		0.84	0.84		0.84		0.84
PHF Volume:	62		541		19	17		892		50	50		77		157	30		62		19
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	62		541		19	17		892		50	50		77		157	30		62		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:	62		541		19	17		892		50	50		77		157	30		62		19
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	0.94		1.00		1.00
Lanes:	2.00		2.00		1.00	1.00		1.89		0.11	1.00		1.00		1.00	1.00		0.76		0.24
Final Sat.:	3200		3600		1800	1700		3409		191	1700		1800		1800	1700		1376		424
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.15		0.01	0.01		0.26		0.26	0.03		0.04		0.09	0.02		0.04		0.04
Crit Moves:	****							****							****					
Green/Cycle:	0.11		0.45		0.45	0.14		0.48		0.48	0.34		0.34		0.34	0.34		0.34		0.34
Volume/Cap:	0.17		0.34		0.02	0.07		0.55		0.55	0.09		0.12		0.25	0.05		0.13		0.13
Delay/Veh:	36.5		16.4		14.0	33.4		17.0		17.0	20.0		20.3		21.4	19.7		20.3		20.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	36.5		16.4		14.0	33.4		17.0		17.0	20.0		20.3		21.4	19.7		20.3		20.3
LOS by Move:	D		B		B	C		B		B	B		C		C	B		C		C
HCM2kAvgQ:	1		5		0	0		10		10	1		1		3	1		2		2

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	136	815	62	39	529	56	87	112	93	33	117	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:	136	815	62	39	529	56	87	112	93	33	117	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	150	897	68	43	582	62	96	123	102	36	129	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	897	68	43	582	62	96	123	102	36	129	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	897	68	43	582	62	96	123	102	36	129	10
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.81	0.19	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	3200	3600	1800	1700	3255	345	1700	1800	1800	1700	1671	129
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.04	0.03	0.18	0.18	0.06	0.07	0.06	0.02	0.08	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.13	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.36	0.60	0.09	0.20	0.44	0.44	0.15	0.18	0.15	0.06	0.20	0.20
Delay/Veh:	32.2	19.1	14.4	31.9	17.4	17.4	16.0	16.2	16.0	15.4	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	19.1	14.4	31.9	17.4	17.4	16.0	16.2	16.0	15.4	16.4	16.4
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	9	1	1	6	6	2	2	2	1	2	2

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec):	115	Critical Vol./Cap.(X):	0.231
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	427	111	78	821	0	0	0	0	46	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	427	111	78	821	0	0	0	0	46	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	530	138	97	1020	0	0	0	0	57	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	138	97	1020	0	0	0	0	57	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	530	138	97	1020	0	0	0	0	57	0	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.38	0.62	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4286	1114	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.06	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.42	0.42	0.19	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.29	0.29	0.29	0.31	0.00	0.00	0.00	0.00	0.10	0.00	0.12
Delay/Veh:	0.0	21.9	21.9	40.0	10.4	0.0	0.0	0.0	0.0	26.8	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	21.9	40.0	10.4	0.0	0.0	0.0	0.0	26.8	0.0	26.9
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	3	6	0	0	0	0	1	0	2

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	953	27	37	607	0	0	0	0	77	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:	0	953	27	37	607	0	0	0	0	77	0	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:	0.89	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	1068	30	41	680	0	0	0	0	86	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	30	41	680	0	0	0	0	86	0	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:	0	1068	30	41	680	0	0	0	0	86	0	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5251	149	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.02	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.35	0.35	0.32	0.19	0.00	0.00	0.00	0.00	0.17	0.00	0.16
Delay/Veh:	0.0	14.1	14.1	58.2	8.5	0.0	0.0	0.0	0.0	34.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	14.1	58.2	8.5	0.0	0.0	0.0	0.0	34.5	0.0	34.3
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	7	2	3	0	0	0	0	3	0	3

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	537	151	57	845	0	0	0	0	70	0	29
Growth Adj:	1.00	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	537	151	57	845	0	0	0	0	70	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	0	537	151	68	845	0	0	0	0	84	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	537	151	68	845	0	0	0	0	84	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	537	151	68	845	0	0	0	0	84	0	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.08	0.04	0.23	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.52	0.52	0.14	0.67	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.28	0.16	0.28	0.35	0.00	0.00	0.00	0.00	0.17	0.00	0.06
Delay/Veh:	0.0	16.0	14.9	46.7	8.8	0.0	0.0	0.0	0.0	32.6	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	14.9	46.7	8.8	0.0	0.0	0.0	0.0	32.6	0.0	31.4
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	3	3	7	0	0	0	0	2	0	1

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	888	86	53	642	0	0	0	0	218	0	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:	0	888	86	53	642	0	0	0	0	218	0	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:	0.91	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	981	95	59	709	0	0	0	0	241	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	981	95	59	709	0	0	0	0	241	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	981	95	59	709	0	0	0	0	241	0	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.05	0.03	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.09	0.65	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.48	0.09	0.40	0.30	0.00	0.00	0.00	0.00	0.48	0.00	0.11
Delay/Veh:	0.0	15.1	11.5	51.4	8.7	0.0	0.0	0.0	0.0	34.0	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	11.5	51.4	8.7	0.0	0.0	0.0	0.0	34.0	0.0	29.6
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	1	2	5	0	0	0	0	8	0	2

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	69	122	207	118	866	32	293	121	41	36	898	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:	69	122	207	118	866	32	293	121	41	36	898	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	80	142	240	137	1006	37	340	141	48	42	1043	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	142	240	137	1006	37	340	141	48	42	1043	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	142	240	137	1006	37	340	141	48	42	1043	71
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3371	229
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.13	0.04	0.28	0.02	0.11	0.04	0.03	0.01	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.12	0.37	0.37	0.11	0.36	0.36
Volume/Cap:	0.25	0.12	0.39	0.43	0.82	0.06	0.87	0.11	0.07	0.12	0.87	0.87
Delay/Veh:	42.0	22.7	25.6	43.2	34.8	22.3	61.0	20.6	20.4	40.4	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	22.7	25.6	43.2	34.8	22.3	61.0	20.6	20.4	40.4	36.3	36.3
LOS by Move:	D	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	1	1	6	3	16	1	9	1	1	1	19	19

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	110	197	177	171	930	47	114	160	57	41	967	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	197	177	171	930	47	114	160	57	41	967	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	120	215	193	186	1014	51	124	174	62	45	1055	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	215	193	186	1014	51	124	174	62	45	1055	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	215	193	186	1014	51	124	174	62	45	1055	89
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3319	281
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.11	0.06	0.28	0.03	0.04	0.05	0.03	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.10	0.37	0.37	0.11	0.38	0.38
Volume/Cap:	0.37	0.18	0.32	0.58	0.83	0.08	0.39	0.13	0.09	0.13	0.84	0.84
Delay/Veh:	42.8	23.2	24.7	45.7	35.2	22.5	42.9	20.8	20.6	40.4	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	23.2	24.7	45.7	35.2	22.5	42.9	20.8	20.6	40.4	32.8	32.8
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	2	2	4	4	17	1	2	2	1	1	18	18

****

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	6	413	0	0	701	755	0	0	0	11	0	620
Growth Adj:	1.00	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	413	0	0	701	755	0	0	0	11	0	620
User Adj:	1.00	1.00	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:	8	519	0	0	881	948	0	0	0	14	0	779
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	519	0	0	881	948	0	0	0	14	0	779
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	519	0	0	881	948	0	0	0	14	0	779
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.04	0.00	1.96
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	62	0	3535
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.49	0.53	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:	****					****				****		
Green/Cycle:	0.11	0.69	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.04	0.42	0.00	0.00	0.84	0.90	0.00	0.00	0.00	0.90	0.00	0.89
Delay/Veh:	38.3	6.7	0.0	0.0	22.3	28.3	0.0	0.0	0.0	47.2	0.0	45.1
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:	38.3	6.7	0.0	0.0	22.3	28.3	0.0	0.0	0.0	47.2	0.0	45.1
LOS by Move:	D	A	A	A	C	C	A	A	A	D	A	D
HCM2kAvgQ:	0	7	0	0	23	28	0	0	0	15	0	15

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	597	0	0	633	561	0	0	0	6	0	587
Growth Adj:	1.00	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	597	0	0	633	561	0	0	0	6	0	587
User Adj:	1.00	1.00	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:	1	650	0	0	690	611	0	0	0	7	0	639
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	650	0	0	690	611	0	0	0	7	0	639
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	650	0	0	690	611	0	0	0	7	0	639
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	36	0	3562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.38	0.34	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.66	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.54	0.00	0.00	0.77	0.68	0.00	0.00	0.00	0.77	0.00	0.76
Delay/Veh:	20.9	5.8	0.0	0.0	16.4	13.6	0.0	0.0	0.0	25.8	0.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	5.8	0.0	0.0	16.4	13.6	0.0	0.0	0.0	25.8	0.0	25.4
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	12	10	0	0	0	8	0	8

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 100.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	18	17	687	19	0	449	0	11	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	18	17	687	19	0	449	0	11	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	24	0	915	25	0	598	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	0	915	25	0	598	0	15	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	0	915	25	0	598	0	15	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.54	0.01	0.00	0.35	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.49	0.63	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.00	1.10	0.02	0.00	1.10	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	48.2	0.0	96.1	8.8	0.0	113.7	0.0	30.4	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	48.2	0.0	96.1	8.8	0.0	113.7	0.0	30.4	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	F	A	C	A	A	A
HCM2kAvgQ:	0	1	0	53	0	0	36	0	0	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 57.3
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	67	97	631	17	0	549	0	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	67	97	631	17	0	549	0	3	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	73	0	692	19	0	602	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	0	692	19	0	602	0	3	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	0	692	19	0	602	0	3	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.41	0.01	0.00	0.35	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.43	0.58	0.00	0.38	0.00	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.00	0.94	0.02	0.00	0.94	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	50.0	0.0	55.7	11.7	0.0	61.6	0.0	25.4	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	50.0	0.0	55.7	11.7	0.0	61.6	0.0	25.4	0.0	0.0	0.0
LOS by Move:	A	D	A	E	B	A	E	A	C	A	A	A
HCM2kAvgQ:	0	3	0	33	0	0	29	0	0	0	0	0

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	37	67	8	9	227	39	24	57	53	19	52	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:	37	67	8	9	227	39	24	57	53	19	52	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	42	77	9	10	259	45	27	65	61	22	59	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	77	9	10	259	45	27	65	61	22	59	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:	42	77	9	10	259	45	27	65	61	22	59	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:	1.00	0.89	0.11	1.00	0.85	0.15	1.00	0.52	0.48	0.23	0.64	0.13
Final Sat.:	574	565	68	600	573	98	543	323	300	134	366	77
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.02	0.45	0.45	0.05	0.20	0.20	0.16	0.16	0.16
Crit Moves:		****			****				****		****	
Delay/Veh:	9.2	8.9	8.9	8.6	12.0	12.0	9.3	9.4	9.4	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	8.9	8.9	8.6	12.0	12.0	9.3	9.4	9.4	9.9	9.9	9.9
LOS by Move:	A	A	A	A	B	B	A	A	A	A	A	A
ApproachDel:		9.0			11.9			9.4			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			11.9			9.4			9.9	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.8	0.8	0.0	0.2	0.2	0.2	0.2	0.2

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Meridian Avenue									San Bernardino Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	66	280		22	13	130		54	68	157		59	9	94		29				
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Initial Bse:	66	280		22	13	130		54	68	157		59	9	94		29				
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Adj:	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84				
PHF Volume:	78	332		26	15	154		64	81	186		70	11	111		34				
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0				
Reduced Vol:	78	332		26	15	154		64	81	186		70	11	111		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:	78	332		26	15	154		64	81	186		70	11	111		34				
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Lanes:	1.00	0.93		0.07	1.00	0.71		0.29	1.00	0.73		0.27	0.07	0.71		0.22				
Final Sat.:	504	510		40	471	369		153	475	382		143	33	341		105				
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.65		0.65	0.03	0.42		0.42	0.17	0.49		0.49	0.33	0.33		0.33				
Crit Moves:		****						****				****	****							
Delay/Veh:	10.8	19.4		19.4	10.2	13.4		13.4	11.3	14.7		14.7	12.9	12.9		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:	10.8	19.4		19.4	10.2	13.4		13.4	11.3	14.7		14.7	12.9	12.9		12.9				
LOS by Move:	B	C		C	B	B		B	B	B		B	B	B		B				
ApproachDel:		17.8				13.2				13.9				12.9						
Delay Adj:		1.00				1.00				1.00				1.00						
ApprAdjDel:		17.8				13.2				13.9				12.9						
LOS by Appr:		C				B				B				B						
AllWayAvgQ:	0.2	1.6		1.6	0.0	0.6		0.6	0.2	0.8		0.8	0.4	0.4		0.4				

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: B[13.8]

****

Street Name:	Meridian Avenue								Valley Boulevard							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			181	0	162			59	103	0			0	126	126		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			181	0	162			59	103	0			0	126	126		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.81	0.81	0.81			0.81	0.81	0.81			0.81	0.81	0.81			0.81	0.81	0.81		
PHF Volume:	0	0	0			223	0	200			73	127	0			0	155	155		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			223	0	200			73	127	0			0	155	155		
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			442	xxxx	155			311	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			549	xxxx	869			1261	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			525	xxxx	869			1261	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			0.43	xxxx	0.23			0.06	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			2.1	xxxx	0.9			0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			16.8	xxxx	10.4			8.0	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					13.8					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 20.2 Worst Case Level Of Service: F[62.9]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	207	0	95	137	269	0	0	189	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	95	137	269	0	0	189	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	267	0	122	177	347	0	0	244	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	267	0	122	177	347	0	0	244	130
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	835	xxxx	187	374	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	310	xxxx	830	1196	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	275	xxxx	830	1196	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.97	xxxx	0.15	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	9.5	xxxx	0.5	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	87.2	xxxx	10.1	8.5	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			62.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue							C Street						
Approach:	North Bound			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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	1	0	0	0	0	58	1	2	66	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	1	0	0	0	0	58	1	2	66	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.00	0.74	0.74	0.74								
PHF Volume:	0	0	1	0	0	0	0	79	0	3	89	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	1	0	0	0	0	79	0	3	89	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	39	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	1030	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	1030	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	8.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

****

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

****

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	3	0	0	0	0	95	2	2	126	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	3	0	0	0	0	95	2	2	126	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00								
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00	0.79	0.79	0.79								
PHF Volume:	0	0	4	0	0	0	0	121	0	3	161	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	4	0	0	0	0	121	0	3	161	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	61	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	121	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	999	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1479	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	999	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1479	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:		8.6			xxxxxx			xxxxxx			xxxxxx									
ApproachLOS:		A			*			*			*									

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 24.5 Worst Case Level Of Service: F[79.7]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	199	0	93	135	277	0	0	192	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:	0	0	0	199	0	93	135	277	0	0	192	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	258	0	121	175	360	0	0	249	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	258	0	121	175	360	0	0	249	134
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	780	960	125	383	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	336	259	909	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	298	220	909	1186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.87	0.00	0.13	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	379	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	79.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			79.7			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[10.6]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	2	0	7	2	461	0	0	292	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	7	2	461	0	0	292	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	9	3	599	0	0	379	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	9	3	599	0	0	379	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	684	983	190	384	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	387	251	826	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	386	250	826	1185	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	659	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec):	90	Critical Vol./Cap.(X):	0.233
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	176	38	9	495	29	20	37	25	27	27	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:	30	176	38	9	495	29	20	37	25	27	27	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	35	204	44	10	574	34	23	43	29	31	31	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	204	44	10	574	34	23	43	29	31	31	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:	35	204	44	10	574	34	23	43	29	31	31	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.89	0.11	0.25	0.45	0.30	0.41	0.38	0.21
Final Sat.:	1700	2961	639	1700	3401	199	433	801	541	688	688	382
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.17	0.17	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.03	0.11	0.11	0.01	0.28	0.28	0.16	0.16	0.16	0.13	0.13	0.13
Delay/Veh:	7.0	7.3	7.3	6.9	8.3	8.3	20.6	20.6	20.6	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.3	7.3	6.9	8.3	8.3	20.6	20.6	20.6	20.4	20.4	20.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	4	4	2	2	2	2	2	2

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	681	24	21	441	41	45	65	44	20	44	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:	89	681	24	21	441	41	45	65	44	20	44	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	97	739	26	23	478	44	49	70	48	22	48	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	739	26	23	478	44	49	70	48	22	48	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	739	26	23	478	44	49	70	48	22	48	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.83	0.17	0.30	0.42	0.28	0.25	0.52	0.23
Final Sat.:	1700	3477	123	1700	3294	306	517	747	506	428	941	406
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.01	0.15	0.15	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.09	0.35	0.35	0.02	0.24	0.24	0.27	0.27	0.27	0.15	0.15	0.15
Delay/Veh:	7.3	8.7	8.7	6.9	8.0	8.0	21.6	21.6	21.6	20.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	8.7	8.7	6.9	8.0	8.0	21.6	21.6	21.6	20.5	20.5	20.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	0	3	3	3	3	3	2	2	2

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	95	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	190	428	183	52	532	16	26	174	275	117	175	132
Growth Adj:	1.00	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	428	183	52	532	16	26	174	275	117	175	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	233	524	224	64	651	20	32	213	337	143	214	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	524	224	64	651	20	32	213	337	143	214	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	524	224	64	651	20	32	213	337	143	214	162
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	1.40	0.60	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2522	1078	1700	3495	105	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.04	0.19	0.19	0.02	0.12	0.19	0.08	0.12	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.87	0.57	0.57	0.32	0.57	0.57	0.18	0.36	0.57	0.80	0.36	0.28
Delay/Veh:	63.4	24.7	24.7	39.3	27.2	27.2	39.2	24.6	27.4	63.6	24.9	23.9
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:	63.4	24.7	24.7	39.3	27.2	27.2	39.2	24.6	27.4	63.6	24.9	23.9
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	9	9	2	9	9	1	5	9	6	5	4

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	253	706	143	58	452	31	32	199	252	113	216	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:	253	706	143	58	452	31	32	199	252	113	216	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	278	776	157	64	497	34	35	219	277	124	237	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	776	157	64	497	34	35	219	277	124	237	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	776	157	64	497	34	35	219	277	124	237	78
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	1.66	0.34	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2994	606	1700	3369	231	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.04	0.15	0.15	0.02	0.12	0.15	0.07	0.13	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.39	0.39	0.12	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.82	0.67	0.67	0.30	0.48	0.48	0.21	0.39	0.50	0.73	0.43	0.14
Delay/Veh:	52.6	26.8	26.8	40.6	28.2	28.2	42.0	27.3	28.5	58.6	27.9	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	26.8	26.8	40.6	28.2	28.2	42.0	27.3	28.5	58.6	27.9	25.0
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	11	13	13	2	7	7	1	5	7	6	6	2

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

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec): 60 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	128	508	0	0	752	305	0	0	0	280	2	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	508	0	0	752	305	0	0	0	280	2	333
User Adj:	1.00	1.00	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:	142	564	0	0	835	339	0	0	0	311	2	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	564	0	0	835	339	0	0	0	311	2	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	564	0	0	835	339	0	0	0	311	2	370
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.42	0.58	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2561	1039	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.18	0.18	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.62	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.50	0.25	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.65	0.65	0.72
Delay/Veh:	24.1	5.3	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.0	22.0	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	5.3	0.0	0.0	15.1	15.1	0.0	0.0	0.0	22.0	22.0	24.5
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	3	2	0	0	10	10	0	0	0	7	7	8

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

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	161	770	0	0	684	207	0	0	0	292	2	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	770	0	0	684	207	0	0	0	292	2	294
User Adj:	1.00	1.00	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:	177	845	0	0	751	227	0	0	0	321	2	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	845	0	0	751	227	0	0	0	321	2	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	845	0	0	751	227	0	0	0	321	2	323
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	0.00	0.00	1.54	0.46	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2764	836	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.19	0.19	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.62	0.39	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.63	0.59
Delay/Veh:	27.5	6.4	0.0	0.0	14.1	14.1	0.0	0.0	0.0	20.6	20.6	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:	27.5	6.4	0.0	0.0	14.1	14.1	0.0	0.0	0.0	20.6	20.6	19.6
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	4	4	0	0	8	8	0	0	0	7	7	6

****

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	463	117	354	679	0	178	1	269	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	463	117	354	679	0	178	1	269	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	497	126	380	729	0	191	1	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	497	126	380	729	0	191	1	289	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	497	126	380	729	0	191	1	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.60	0.40	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2874	726	1700	3600	0	1691	10	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.22	0.20	0.00	0.11	0.11	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.34	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.55	0.66	0.31	0.00	0.46	0.46	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	17.5	19.7	4.5	0.0	20.2	20.2	24.1	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	17.5	17.5	19.7	4.5	0.0	20.2	20.2	24.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	5	8	3	0	4	4	6	0	0	0

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	560	305	417	563	0	374	2	193	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	560	305	417	563	0	374	2	193	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	609	332	454	613	0	407	2	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	609	332	454	613	0	407	2	210	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	609	332	454	613	0	407	2	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.29	0.71	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2331	1269	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.27	0.17	0.00	0.24	0.24	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.32	0.32	0.31	0.62	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.83	0.87	0.27	0.00	0.87	0.87	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	24.0	24.0	34.3	5.2	0.0	36.6	36.6	18.4	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	24.0	24.0	34.3	5.2	0.0	36.6	36.6	18.4	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	11	11	12	3	0	11	11	4	0	0	0

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	332	4	30	387	163	129	12	46	4	21	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:	53	332	4	30	387	163	129	12	46	4	21	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	67	421	5	38	490	207	163	15	58	5	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	421	5	38	490	207	163	15	58	5	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	421	5	38	490	207	163	15	58	5	27	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.41	0.59	0.70	0.06	0.24	0.10	0.47	0.43
Final Sat.:	1700	3557	43	1700	2533	1067	1193	111	426	163	855	773
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.02	0.19	0.19	0.14	0.14	0.14	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.33	0.33	0.17	0.37	0.37	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.30	0.36	0.36	0.13	0.52	0.52	0.33	0.33	0.33	0.08	0.08	0.08
Delay/Veh:	30.1	19.2	19.2	26.3	18.6	18.6	15.2	15.2	15.2	13.4	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	19.2	19.2	26.3	18.6	18.6	15.2	15.2	15.2	13.4	13.4	13.4
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	4	4	1	7	7	4	4	4	1	1	1

****

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

****

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	378	4	20	338	91	335	51	68	10	16	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:	38	378	4	20	338	91	335	51	68	10	16	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	425	4	22	380	102	376	57	76	11	18	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	425	4	22	380	102	376	57	76	11	18	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	425	4	22	380	102	376	57	76	11	18	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	1.98	0.02	1.00	1.58	0.42	0.75	0.11	0.14	0.17	0.25	0.58
Final Sat.:	1700	3562	38	1700	2836	764	1273	194	258	283	453	1047
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.01	0.13	0.13	0.30	0.30	0.30	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.17	0.41	0.41	0.09	0.47	0.47	0.63	0.63	0.63	0.08	0.08	0.08
Delay/Veh:	24.7	19.3	19.3	24.2	19.7	19.7	14.8	14.8	14.8	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	19.3	19.3	24.2	19.7	19.7	14.8	14.8	14.8	9.7	9.7	9.7
LOS by Move:	C	B	B	C	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	4	4	0	4	4	9	9	9	1	1	1

****

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

****

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[12.3]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	200	254	0	0	235	6	13	0	339	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:	200	254	0	0	235	6	13	0	339	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	227	288	0	0	266	7	15	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	227	288	0	0	266	7	15	0	384	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	273	xxxx	xxxxx	xxxx	xxxx	xxxxx	866	xxxx	136	xxxx	xxxx	xxxxx
Potent Cap.:	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx	296	xxxx	893	xxxx	xxxx	xxxxx
Move Cap.:	1302	xxxx	xxxxx	xxxx	xxxx	xxxxx	257	xxxx	893	xxxx	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.43	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	2.2	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.9	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.3			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 10.6 Worst Case Level Of Service: D[27.0]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	299	340	0	0	433	6	10	0	505	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:	299	340	0	0	433	6	10	0	505	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	355	403	0	0	514	7	12	0	599	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	355	403	0	0	514	7	12	0	599	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	1428	xxxx	260	xxxx	xxxx	xxxxx
Potent Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	128	xxxx	744	xxxx	xxxx	xxxxx
Move Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	744	xxxx	xxxx	xxxxx
Volume/Cap:	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.80	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	8.4	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	48.4	xxxx	26.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	E	*	D	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	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			27.0			xxxxxx		
ApproachLOS:	*			*			D			*		

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

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Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[13.1]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	368	0	0	137	0	121	0	309	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	368	0	0	137	0	121	0	309	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	438	0	0	163	0	144	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	438	0	0	163	0	144	0	367	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	600	xxxx	163	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	xxxx	887	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	467	xxxx	887	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	xxxx	0.41	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	2.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.1	xxxx	11.9	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.1			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: C[17.3]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	508	0	0	189	0	175	0	310	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	508	0	0	189	0	175	0	310	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:	0.89	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	572	0	0	213	0	197	0	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	572	0	0	213	0	197	0	349	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	785	xxxx	213	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	832	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	xxxx	832	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	xxxx	0.42	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	2.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.9	xxxx	12.4	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.3			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[11.1]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	158	260	112	333	0	0	0	0	18	0	204
Growth Adj:	1.00	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	158	260	112	333	0	0	0	0	18	0	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	178	0	126	376	0	0	0	0	20	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	178	0	126	376	0	0	0	0	20	0	230
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	807	xxxx	178
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	354	xxxx	870
Move Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	327	xxxx	870
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.26
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.7	xxxx	10.6
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.1		
ApproachLOS:	*			*			*			B		

****

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

****

Colton's Hub City Center
Existing
Evening Peak Hour

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

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[13.5]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	311	489	154	352	0	0	0	0	16	0	179
Growth Adj:	1.00	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	311	489	154	352	0	0	0	0	16	0	179
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	360	0	178	407	0	0	0	0	18	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	360	0	178	407	0	0	0	0	18	0	207
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	1123	xxxx	360
Potent Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	230	xxxx	689
Move Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	xxxx	689
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	0.30
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	24.7	xxxx	12.4
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.5		
ApproachLOS:	*			*			*			B		

****

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

****

Colton's Hub City Center
Existing
Morning Peak Hour

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

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 125 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 48.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	259	351	43	1	296	246	65	37	79	186	46	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:	259	351	43	1	296	246	65	37	79	186	46	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	313	424	52	1	357	297	79	45	95	225	56	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	424	52	1	357	297	79	45	95	225	56	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	424	52	1	357	297	79	45	95	225	56	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.82	1.05	0.13	1.00	1.09	0.91	1.00	0.32	0.68	1.00	0.59	0.41
Final Sat.:	1395	1891	232	1700	1966	1634	1700	574	1226	1700	1062	738
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.00	0.18	0.18	0.05	0.08	0.08	0.13	0.05	0.05
Crit Moves:		****			****			****		****		
Green/Cycle:	0.28	0.28	0.28	0.25	0.25	0.25	0.10	0.25	0.25	0.16	0.31	0.31
Volume/Cap:	0.81	0.81	0.81	0.00	0.73	0.73	0.46	0.31	0.31	0.81	0.17	0.17
Delay/Veh:	47.3	47.3	47.3	35.4	46.4	46.4	55.0	38.7	38.7	66.6	31.5	31.5
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:	47.3	47.3	47.3	35.4	46.4	46.4	55.0	38.7	38.7	66.6	31.5	31.5
LOS by Move:	D	D	D	D	D	D	E	D	D	E	C	C
HCM2kAvgQ:	16	16	16	0	13	13	4	4	4	11	3	3

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

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 130 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 57.6
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	336	530	29	12	410	254	79	71	108	212	159	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:	336	530	29	12	410	254	79	71	108	212	159	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	380	600	33	14	464	287	89	80	122	240	180	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	600	33	14	464	287	89	80	122	240	180	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:	380	600	33	14	464	287	89	80	122	240	180	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:	0.78	1.16	0.06	1.00	1.23	0.77	1.00	0.40	0.60	1.00	0.84	0.16
Final Sat.:	1322	2086	114	1700	2223	1377	1700	714	1086	1700	1514	286
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.01	0.21	0.21	0.05	0.11	0.11	0.14	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.24	0.24	0.15	0.30	0.30
Volume/Cap:	0.93	0.93	0.93	0.03	0.87	0.87	0.55	0.47	0.47	0.93	0.40	0.40
Delay/Veh:	56.9	56.9	56.9	38.0	57.6	57.6	60.2	43.3	43.3	91.6	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	56.9	56.9	38.0	57.6	57.6	60.2	43.3	43.3	91.6	37.1	37.1
LOS by Move:	E	E	E	D	E	E	E	D	D	F	D	D
HCM2kAvgQ:	24	24	24	0	17	17	4	7	7	14	7	7

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

Colton's Hub City Center
Existing
Morning Peak Hour

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	19	5	373	3	217	189	372	17	3	426	135
Growth Adj:	1.00	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	19	5	373	3	217	189	372	17	3	426	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	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	22	6	438	4	255	222	437	20	4	500	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	22	6	438	4	255	222	437	20	4	500	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	22	6	438	4	255	222	437	20	4	500	158
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.52	0.14	0.99	0.01	1.00	1.00	0.96	0.04	0.01	1.99	1.00
Final Sat.:	588	932	245	1687	14	1800	1700	1721	79	25	3573	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.26	0.26	0.14	0.13	0.25	0.25	0.14	0.14	0.09
Crit Moves:		****			****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.19	0.19	0.19
Volume/Cap:	0.09	0.09	0.09	0.83	0.83	0.45	0.83	0.73	0.73	0.74	0.74	0.46
Delay/Veh:	28.1	28.1	28.1	42.4	42.4	28.1	59.9	32.9	32.9	42.3	42.3	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	28.1	42.4	42.4	28.1	59.9	32.9	32.9	42.3	42.3	37.0
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	1	1	1	16	16	6	10	14	14	9	9	5

****

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

****

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Colton's Hub City Center
Existing
Evening Peak Hour

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

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec):	125	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	51.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	0 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	11	6	5	420	0	232	189	509	12	3	691	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	5	420	0	232	189	509	12	3	691	310
User Adj:	1.00	1.00	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:	13	7	6	488	0	269	220	591	14	3	803	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	7	6	488	0	269	220	591	14	3	803	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	7	6	488	0	269	220	591	14	3	803	360
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.52	0.26	0.22	1.00	0.00	1.00	1.00	0.98	0.02	0.01	1.99	1.00
Final Sat.:	874	477	397	1700	0	1800	1700	1759	41	16	3584	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.29	0.00	0.15	0.13	0.34	0.34	0.22	0.22	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.21	0.21	0.33	0.00	0.33	0.15	0.40	0.40	0.25	0.25	0.25
Volume/Cap:	0.07	0.07	0.07	0.88	0.00	0.46	0.88	0.84	0.84	0.88	0.88	0.79
Delay/Veh:	39.9	39.9	39.9	54.7	0.0	33.9	80.2	42.2	42.2	54.5	54.5	52.1
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:	39.9	39.9	39.9	54.7	0.0	33.9	80.2	42.2	42.2	54.5	54.5	52.1
LOS by Move:	D	D	D	D	A	C	F	D	D	D	D	D
HCM2kAvgQ:	1	1	1	22	0	8	12	23	23	18	18	15

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

Existing Plus Project – Without Improvements

Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	110	505	119	93	736	70	66	357	78	84	470	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	505	119	93	736	70	66	357	78	84	470	63
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	505	119	100	736	70	66	364	78	84	474	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	122	560	132	111	816	78	73	404	86	93	525	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	560	132	111	816	78	73	404	86	93	525	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	560	132	111	816	78	73	404	86	93	525	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	0.94	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.83	0.17	1.00	2.47	0.53	1.00	2.63	0.37
Final Sat.:	1700	2913	687	1700	3287	313	1700	4447	953	1700	4731	669
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.07	0.25	0.25	0.04	0.09	0.09	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.70	0.49	0.49	0.63	0.63	0.63	0.42	0.28	0.28	0.53	0.35	0.35
Delay/Veh:	53.6	22.5	22.5	49.1	24.8	24.8	42.4	24.8	24.8	44.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	22.5	22.5	49.1	24.8	24.8	42.4	24.8	24.8	44.4	25.4	25.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	8	8	5	11	11	3	4	4	4	5	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	115	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	142	905	104	130	570	84	290	930	103	175	686	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	905	104	130	570	84	290	930	103	175	686	105
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	905	104	150	570	84	290	950	103	175	708	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	162	1033	119	171	651	96	331	1084	118	200	808	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1033	119	171	651	96	331	1084	118	200	808	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1033	119	171	651	96	331	1084	118	200	808	145
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	1.79	0.21	1.00	1.74	0.26	1.00	2.71	0.29	1.00	2.54	0.46
Final Sat.:	1700	3229	371	1700	3138	462	1700	4872	528	1700	4579	821
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.10	0.21	0.21	0.19	0.22	0.22	0.12	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.34	0.34	0.11	0.35	0.35	0.21	0.33	0.33	0.15	0.27	0.27
Volume/Cap:	0.94	0.93	0.93	0.93	0.59	0.59	0.93	0.67	0.67	0.81	0.65	0.65
Delay/Veh:	103.2	48.9	48.9	97.8	31.3	31.3	75.3	33.8	33.8	65.3	38.3	38.3
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:	103.2	48.9	48.9	97.8	31.3	31.3	75.3	33.8	33.8	65.3	38.3	38.3
LOS by Move:	F	D	D	F	C	C	E	C	C	E	D	D
HCM2kAvgQ:	9	24	24	10	11	11	16	13	13	9	11	11

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

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Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	163	557	128	183	670	62	74	162	226	219	201	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	557	128	183	670	62	74	162	226	219	201	436
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	557	128	183	670	62	74	169	226	219	205	436
User Adj:	1.00	1.00	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:	186	636	146	209	765	71	84	193	258	250	234	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	636	146	209	765	71	84	193	258	250	234	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	636	146	209	765	71	84	193	258	250	234	498
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	1.63	0.37	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2927	673	1700	3295	305	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.12	0.23	0.23	0.05	0.11	0.14	0.15	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.30	0.30	0.15	0.33	0.33	0.12	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.91	0.74	0.74	0.81	0.71	0.71	0.43	0.36	0.49	0.81	0.36	0.77
Delay/Veh:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.4	30.8	56.0	24.8	33.5
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:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.4	30.8	56.0	24.8	33.5
LOS by Move:	F	D	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	13	13	9	13	13	3	5	7	10	6	16

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

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Evening Peak Hour

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec): 95 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	182	737	48	85	625	90	61	197	154	59	164	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	737	48	85	625	90	61	197	154	59	164	105
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	737	48	85	625	90	61	217	154	59	186	105
User Adj:	1.00	1.00	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:	199	806	53	93	684	98	67	237	168	65	204	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	806	53	93	684	98	67	237	168	65	204	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:	199	806	53	93	684	98	67	237	168	65	204	115
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	1.88	0.12	1.00	1.75	0.25	1.00	1.17	0.83	1.00	1.28	0.72
Final Sat.:	1700	3380	220	1700	3147	453	1700	2106	1494	1700	2301	1299
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.05	0.22	0.22	0.04	0.11	0.11	0.04	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.74	0.65	0.65	0.46	0.67	0.67	0.37	0.35	0.35	0.36	0.27	0.27
Delay/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.5	24.5	40.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.5	24.5	40.8	23.8	23.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	11	11	3	11	11	2	5	5	2	3	3

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec): 120 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	65	644	10	80	1011	42	17	112	48	40	135	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:	65	644	10	80	1011	42	17	112	48	40	135	51
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	644	10	88	1011	42	17	134	48	40	153	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	75	747	12	102	1173	49	20	155	56	46	177	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	747	12	102	1173	49	20	155	56	46	177	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	747	12	102	1173	49	20	155	56	46	177	70
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	1.44	0.56
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2586	1014
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.06	0.33	0.03	0.01	0.09	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.17	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.53	0.49	0.02	0.35	0.64	0.05	0.14	0.33	0.12	0.33	0.27	0.27
Delay/Veh:	56.6	25.5	20.2	44.8	22.3	14.9	51.5	36.6	34.2	53.2	35.6	35.6
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:	56.6	25.5	20.2	44.8	22.3	14.9	51.5	36.6	34.2	53.2	35.6	35.6
LOS by Move:	E	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	4	10	0	4	16	1	1	5	2	2	4	4

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec): 110 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	51	939	50	38	719	25	41	154	55	22	112	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:	51	939	50	38	719	25	41	154	55	22	112	44
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	939	50	64	719	25	41	222	55	22	183	69
User Adj:	1.00	1.00	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:	56	1035	55	71	793	28	45	245	61	24	202	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1035	55	71	793	28	45	245	61	24	202	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1035	55	71	793	28	45	245	61	24	202	76
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	1.45	0.55
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2614	986
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.03	0.04	0.22	0.02	0.03	0.14	0.03	0.01	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.46	0.46	0.09	0.39	0.39	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.20	0.62	0.07	0.46	0.56	0.04	0.29	0.48	0.12	0.16	0.27	0.27
Delay/Veh:	40.3	22.9	16.4	49.6	26.5	20.6	47.8	33.6	29.5	46.6	30.9	30.9
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:	40.3	22.9	16.4	49.6	26.5	20.6	47.8	33.6	29.5	46.6	30.9	30.9
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	13	1	3	11	1	2	7	2	1	4	4

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec): 120 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	566	171	42	974	0	0	0	0	262	0	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	566	171	42	974	0	0	0	0	262	0	37
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	175	42	1028	0	0	0	0	269	0	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	665	0	48	1183	0	0	0	0	310	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	0	48	1183	0	0	0	0	310	0	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	665	0	48	1183	0	0	0	0	310	0	43
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.08	0.63	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.34	0.00	0.34	0.52	0.00	0.00	0.00	0.00	0.31	0.00	0.07
Delay/Veh:	0.0	15.1	0.0	53.2	12.2	0.0	0.0	0.0	0.0	31.2	0.0	28.8
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	15.1	0.0	53.2	12.2	0.0	0.0	0.0	0.0	31.2	0.0	28.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	2	12	0	0	0	0	5	0	1

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

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Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1095	435	63	745	0	0	0	0	289	0	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:	0	1095	435	63	745	0	0	0	0	289	0	33
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	457	63	775	0	0	0	0	309	0	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1282	0	70	856	0	0	0	0	341	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1282	0	70	856	0	0	0	0	341	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1282	0	70	856	0	0	0	0	341	0	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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.00	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.61	0.00	0.53	0.36	0.00	0.00	0.00	0.00	0.37	0.00	0.07
Delay/Veh:	0.0	17.9	0.0	61.9	9.9	0.0	0.0	0.0	0.0	36.7	0.0	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	61.9	9.9	0.0	0.0	0.0	0.0	36.7	0.0	33.3
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	16	0	4	7	0	0	0	0	6	0	1

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec): 115 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2		0 1	2 0 2		1 0	2 0 1		0 2	2 0 2		0 1
Volume Module:												
Base Vol:	342	942	227	39	1144	21	40	139	661	334	153	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:	342	942	227	39	1144	21	40	139	661	334	153	30
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	942	227	100	1144	21	40	224	661	334	174	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	391	1078	260	114	1309	24	46	256	756	382	199	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1078	260	114	1309	24	46	256	756	382	199	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:	391	1078	260	114	1309	24	46	256	756	382	199	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.95	0.05	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5303	97	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.14	0.04	0.25	0.25	0.01	0.14	0.21	0.12	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.35	0.50	0.10	0.30	0.30	0.10	0.33	0.48	0.15	0.38	0.38
Volume/Cap:	0.81	0.85	0.29	0.35	0.81	0.81	0.14	0.43	0.44	0.81	0.15	0.08
Delay/Veh:	57.6	40.3	17.1	48.7	40.3	40.3	47.5	30.6	19.8	58.0	23.6	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:	57.6	40.3	17.1	48.7	40.3	40.3	47.5	30.6	19.8	58.0	23.6	23.0
LOS by Move:	E	D	B	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	10	20	5	2	17	17	1	7	9	10	2	1

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	501	1295	307	85	853	72	208	285	586	227	234	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	1295	307	85	853	72	208	285	586	227	234	64
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	1295	307	136	853	72	208	342	586	227	343	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	557	1439	341	151	948	80	231	380	651	252	381	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	1439	341	151	948	80	231	380	651	252	381	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	1439	341	151	948	80	231	380	651	252	381	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4980	420	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.19	0.05	0.19	0.19	0.07	0.21	0.18	0.08	0.11	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.45	0.53	0.08	0.32	0.32	0.08	0.32	0.53	0.09	0.32	0.32
Volume/Cap:	0.82	0.90	0.36	0.57	0.60	0.60	0.86	0.67	0.34	0.90	0.33	0.29
Delay/Veh:	52.7	37.8	16.3	55.8	35.3	35.3	77.0	38.5	16.3	83.0	31.2	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	37.8	16.3	55.8	35.3	35.3	77.0	38.5	16.3	83.0	31.2	30.9
LOS by Move:	D	D	B	E	D	D	E	D	B	F	C	C
HCM2kAvgQ:	13	28	7	4	11	11	7	13	7	8	5	5

****

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

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Existing Plus Project
Morning Peak Hour

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

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Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 1.033
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	307	853	0	0	998	785	0	0	0	157	1	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	853	0	0	998	785	0	0	0	157	1	365
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	853	0	0	998	785	0	0	0	172	1	365
User Adj:	1.00	1.00	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:	351	976	0	0	1142	898	0	0	0	197	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	976	0	0	1142	898	0	0	0	197	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	976	0	0	1142	898	0	0	0	197	1	418
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.49	0.01	1.50
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	847	5	2698
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.23	0.23	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.20	0.68	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	1.03	0.40	0.00	0.00	0.44	1.03	0.00	0.00	0.00	1.03	1.03	0.69
Delay/Veh:	83.7	4.6	0.0	0.0	11.1	56.3	0.0	0.0	0.0	70.9	70.9	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	4.6	0.0	0.0	11.1	56.3	0.0	0.0	0.0	70.9	70.9	25.4
LOS by Move:	F	A	A	A	B	E	A	A	A	E	E	C
HCM2kAvgQ:	14	4	0	0	5	29	0	0	0	16	16	7

****

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

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Colton's Hub City Center
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	244	1368	0	0	1124	522	0	0	0	234	4	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:	244	1368	0	0	1124	522	0	0	0	234	4	519
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1368	0	0	1124	522	0	0	0	301	4	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	1463	0	0	1202	558	0	0	0	322	4	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1463	0	0	1202	558	0	0	0	322	4	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1463	0	0	1202	558	0	0	0	322	4	555
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.55	0.01	1.44
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	931	12	2602
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.00	0.00	0.22	0.31	0.00	0.00	0.00	0.35	0.35	0.21
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.52	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	0.89	0.78	0.00	0.00	0.64	0.89	0.00	0.00	0.00	0.89	0.89	0.55
Delay/Veh:	53.3	14.8	0.0	0.0	18.5	35.0	0.0	0.0	0.0	28.9	28.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	14.8	0.0	0.0	18.5	35.0	0.0	0.0	0.0	28.9	28.9	15.9
LOS by Move:	D	B	A	A	B	D	A	A	A	C	C	B
HCM2kAvgQ:	9	14	0	0	8	15	0	0	0	16	16	7

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0	1	1 0 2	0	0	1 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	779	222	467	680	0	359	0	220	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	779	222	467	680	0	359	0	220	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	277	467	695	0	359	0	220	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	855	304	513	763	0	394	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	855	304	513	763	0	394	0	241	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	855	304	513	763	0	394	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2488	0	966	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.30	0.21	0.00	0.16	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.34	0.63	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.58	0.90	0.34	0.00	0.57	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	21.2	37.2	5.8	0.0	20.8	0.0	36.6	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	19.7	21.2	37.2	5.8	0.0	20.8	0.0	36.6	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	6	15	4	0	6	0	13	0	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 (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	863	141	479	860	0	751	2	223	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	863	141	479	860	0	751	2	223	0	0	0
Added Vol:	0	0	34	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	863	175	479	927	0	751	2	223	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	940	191	522	1010	0	818	2	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	191	522	1010	0	818	2	243	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	940	191	522	1010	0	818	2	243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.64	0.01	0.35	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2786	6	645	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.31	0.28	0.00	0.29	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.31	0.55	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.45	0.99	0.51	0.00	0.78	0.99	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	30.4	26.8	65.4	11.7	0.0	24.7	50.9	50.9	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	30.4	26.8	65.4	11.7	0.0	24.7	50.9	50.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	9	4	20	8	0	13	24	24	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue											
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	84	774	24	122	754	84	174	66	47	23	72	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	774	24	122	754	84	174	66	47	23	72	126
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	805	24	122	763	89	198	66	47	23	72	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	899	27	136	853	99	221	74	53	26	80	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	899	27	136	853	99	221	74	53	26	80	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	899	27	136	853	99	221	74	53	26	80	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3600	1800	1700	1051	749	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.08	0.24	0.06	0.13	0.07	0.07	0.02	0.04	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.34	0.34	0.10	0.31	0.31	0.17	0.36	0.36	0.12	0.31	0.31
Volume/Cap:	0.42	0.77	0.77	0.77	0.77	0.18	0.77	0.19	0.19	0.13	0.14	0.25
Delay/Veh:	41.3	32.7	32.7	61.6	34.5	25.4	51.3	22.0	22.0	39.9	25.0	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:	41.3	32.7	32.7	61.6	34.5	25.4	51.3	22.0	22.0	39.9	25.0	26.1
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	14	14	6	13	2	9	3	3	1	2	3

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	62	740	25	108	871	80	150	110	80	11	82	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:	62	740	25	108	871	80	150	110	80	11	82	113
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	767	25	108	915	102	157	110	80	11	82	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	787	26	111	939	105	161	113	82	11	84	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	787	26	111	939	105	161	113	82	11	84	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	787	26	111	939	105	161	113	82	11	84	116
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	1.94	0.06	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3486	114	1700	3600	1800	1700	1042	758	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.07	0.26	0.06	0.09	0.11	0.11	0.01	0.05	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.33	0.33	0.15	0.37	0.37	0.14	0.34	0.34	0.11	0.31	0.31
Volume/Cap:	0.37	0.69	0.69	0.45	0.70	0.16	0.70	0.32	0.32	0.06	0.15	0.21
Delay/Veh:	43.5	30.8	30.8	40.4	28.1	20.9	50.3	24.9	24.9	40.1	25.1	25.6
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:	43.5	30.8	30.8	40.4	28.1	20.9	50.3	24.9	24.9	40.1	25.1	25.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	12	12	4	13	2	6	4	4	0	2	3

****

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

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Morning Peak Hour

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

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	102	407	42	241	667	76	99	545	77	67	580	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	407	42	241	667	76	99	545	77	67	580	141
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	409	44	241	668	76	99	545	77	68	580	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	127	510	55	300	833	95	123	680	96	85	723	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	510	55	300	833	95	123	680	96	85	723	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	510	55	300	833	95	123	680	96	85	723	176
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	1.80	0.20	1.00	1.75	0.25	1.00	2.41	0.59
Final Sat.:	1700	3250	350	1700	3232	368	1700	3154	446	1700	4344	1056
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.18	0.26	0.26	0.07	0.22	0.22	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.61	0.53	0.53	0.84	0.68	0.68	0.76	0.67	0.67	0.52	0.51	0.51
Delay/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.3	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.3	29.1	29.1
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	8	8	13	13	13	6	12	12	3	8	8

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	563	105	204	605	98	171	471	82	99	481	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	563	105	204	605	98	171	471	82	99	481	162
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	564	106	204	607	98	171	471	82	101	481	162
User Adj:	1.00	1.00	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:	125	615	116	222	662	107	186	514	89	110	525	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	615	116	222	662	107	186	514	89	110	525	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	615	116	222	662	107	186	514	89	110	525	177
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	1.68	0.32	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3030	570	1700	3100	500	1700	3066	534	1700	4040	1360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.13	0.21	0.21	0.11	0.17	0.17	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.17	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.69	0.69	0.79	0.61	0.61	0.79	0.47	0.47	0.62	0.40	0.40
Delay/Veh:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	51.3	27.7	27.7
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:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	51.3	27.7	27.7
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	11	11	9	11	11	8	8	8	5	6	6

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

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Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	23	435	31	69	717	18	22	125	23	35	110	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	435	31	69	717	18	22	125	23	35	110	56
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	438	31	69	718	18	22	125	23	35	110	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	28	530	38	84	869	22	27	151	28	42	133	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	530	38	84	869	22	27	151	28	42	133	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:	28	530	38	84	869	22	27	151	28	42	133	68
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	1.87	0.13	1.00	1.95	0.05	0.16	0.84	1.00	0.25	0.75	1.00
Final Sat.:	1700	3362	238	1700	3512	88	267	1517	1800	428	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.05	0.25	0.25	0.10	0.10	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.30	0.30	0.09	0.46	0.46	0.24	0.24	0.04	0.24	0.24	0.09
Delay/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	798	39	36	723	17	39	96	31	16	71	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:	41	798	39	36	723	17	39	96	31	16	71	30
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	800	39	36	726	17	39	96	31	16	71	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	45	879	43	40	798	19	43	105	34	18	78	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	879	43	40	798	19	43	105	34	18	78	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:	45	879	43	40	798	19	43	105	34	18	78	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	1.91	0.09	1.00	1.95	0.05	0.30	0.70	1.00	0.19	0.81	1.00
Final Sat.:	1700	3433	167	1700	3518	82	511	1259	1800	327	1453	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.23	0.23	0.08	0.08	0.02	0.05	0.05	0.02
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.39	0.39	0.04	0.35	0.35	0.27	0.27	0.06	0.17	0.17	0.06
Delay/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	0	6	6	4	4	1	2	2	1

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	306	100	241	488	93	81	652	60	77	542	116
Growth Adj:	1.00	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	306	100	241	488	93	81	652	60	77	542	116
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	313	100	241	496	93	81	665	61	77	550	116
User Adj:	1.00	1.00	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:	114	374	119	288	593	111	97	795	73	92	657	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	374	119	288	593	111	97	795	73	92	657	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	374	119	288	593	111	97	795	73	92	657	139
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	1.68	0.32	1.00	2.75	0.25	1.00	2.48	0.52
Final Sat.:	1700	3600	1800	1700	3032	568	1700	4946	454	1700	4459	941
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.07	0.17	0.20	0.20	0.06	0.16	0.16	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.58	0.30	0.19	0.81	0.45	0.45	0.63	0.57	0.57	0.60	0.52	0.52
Delay/Veh:	50.3	26.4	25.4	54.5	21.7	21.7	56.1	34.3	34.3	54.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	26.4	25.4	54.5	21.7	21.7	56.1	34.3	34.3	54.2	33.6	33.6
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	5	3	12	8	8	4	9	9	4	8	8

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec):	110	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	193	576	128	260	455	69	132	763	40	82	803	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	576	128	260	455	69	132	763	40	82	803	151
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	600	128	260	479	69	132	804	42	82	847	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	209	647	138	280	516	74	142	866	45	88	913	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	647	138	280	516	74	142	866	45	88	913	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	647	138	280	516	74	142	866	45	88	913	163
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	1.75	0.25	1.00	2.85	0.15	1.00	2.55	0.45
Final Sat.:	1700	3600	1800	1700	3147	453	1700	5132	268	1700	4583	817
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.08	0.16	0.16	0.16	0.08	0.17	0.17	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.52	0.22	0.83	0.41	0.41	0.83	0.58	0.58	0.56	0.71	0.71
Delay/Veh:	71.3	29.1	25.7	57.8	23.8	23.8	75.6	34.0	34.0	52.0	37.0	37.0
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:	71.3	29.1	25.7	57.8	23.8	23.8	75.6	34.0	34.0	52.0	37.0	37.0
LOS by Move:	E	C	C	E	C	C	E	C	C	D	D	D
HCM2kAvgQ:	10	9	3	12	7	7	7	9	9	4	12	12

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec):	115	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	61	422	56	10	494	19	6	130	51	84	130	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:	61	422	56	10	494	19	6	130	51	84	130	6
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	434	61	10	526	19	6	130	58	108	130	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	77	501	70	12	607	22	7	150	67	125	150	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	501	70	12	607	22	7	150	67	125	150	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	501	70	12	607	22	7	150	67	125	150	7
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	1.93	0.07	0.06	1.34	0.60	0.91	1.04	0.05
Final Sat.:	1700	3156	444	1700	3474	126	111	2408	1074	1553	1869	86
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.01	0.17	0.17	0.06	0.06	0.06	0.08	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.28	0.28	0.11	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.52	0.56	0.56	0.06	0.57	0.57	0.23	0.23	0.23	0.30	0.30	0.30
Delay/Veh:	53.6	35.9	35.9	46.1	34.5	34.5	32.8	32.8	32.8	33.5	33.5	33.5
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:	53.6	35.9	35.9	46.1	34.5	34.5	32.8	32.8	32.8	33.5	33.5	33.5
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	9	9	0	10	10	3	3	3	4	4	4

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec):	130	Critical Vol./Cap.(X):	0.453
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	81	741	26	23	618	16	66	121	99	50	122	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	741	26	23	618	16	66	121	99	50	122	7
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	787	48	23	649	16	66	121	121	57	122	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	115	871	53	25	718	18	73	134	134	63	135	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	871	53	25	718	18	73	134	134	63	135	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:	115	871	53	25	718	18	73	134	134	63	135	8
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	1.89	0.11	1.00	1.95	0.05	0.45	0.77	0.78	0.64	1.29	0.07
Final Sat.:	1700	3393	207	1700	3513	87	762	1397	1397	1084	2319	133
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.01	0.20	0.20	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.38	0.38	0.08	0.34	0.34	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.54	0.67	0.67	0.19	0.61	0.61	0.40	0.40	0.40	0.24	0.24	0.24
Delay/Veh:	55.9	34.4	34.4	57.0	37.0	37.0	42.0	42.0	42.0	40.2	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	34.4	34.4	57.0	37.0	37.0	42.0	42.0	42.0	40.2	40.2	40.2
LOS by Move:	E	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	16	16	1	13	13	6	6	6	3	3	3

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	69	221	16	41	268	30	45	356	129	223	362	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:	69	221	16	41	268	30	45	356	129	223	362	88
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	244	18	41	332	30	45	356	153	224	362	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	257	19	43	349	32	47	375	161	236	381	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	257	19	43	349	32	47	375	161	236	381	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:	78	257	19	43	349	32	47	375	161	236	381	93
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	1.86	0.14	1.00	1.83	0.17	1.00	3.50	1.50	1.00	1.61	0.39
Final Sat.:	1700	3353	247	1700	3302	298	1700	6295	2705	1700	2896	704
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.03	0.11	0.11	0.03	0.06	0.06	0.14	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.39	0.17	0.17	0.22	0.23	0.23	0.08	0.18	0.18	0.42	0.40	0.40
Delay/Veh:	35.9	13.5	13.5	34.5	14.0	14.0	19.7	20.3	20.3	22.7	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	13.5	13.5	34.5	14.0	14.0	19.7	20.3	20.3	22.7	22.2	22.2
LOS by Move:	D	B	B	C	B	B	B	C	C	C	C	C
HCM2kAvgQ:	2	2	2	1	3	3	1	2	2	5	5	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

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Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	107	421	36	41	271	64	92	482	122	246	370	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:	107	421	36	41	271	64	92	482	122	246	370	81
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	513	37	41	330	64	92	482	129	248	370	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:	136	540	39	43	347	67	97	507	136	261	389	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	540	39	43	347	67	97	507	136	261	389	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:	136	540	39	43	347	67	97	507	136	261	389	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	0.94	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.68	0.32	1.00	3.94	1.06	1.00	1.64	0.36
Final Sat.:	1700	3358	242	1700	3015	585	1700	7100	1900	1700	2953	647
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.12	0.12	0.06	0.07	0.07	0.15	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.35	0.35	0.22	0.25	0.25	0.17	0.22	0.22	0.47	0.40	0.40
Delay/Veh:	45.0	15.0	15.0	34.5	14.1	14.1	20.3	20.6	20.6	23.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	15.0	15.0	34.5	14.1	14.1	20.3	20.6	20.6	23.2	22.2	22.2
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	1	3	3	2	2	2	6	5	5

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	95	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	33.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	42	467	105	100	612	45	31	152	100	189	137	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	467	105	100	612	45	31	152	100	189	137	70
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	478	107	143	658	45	31	203	152	202	165	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	67	563	126	168	775	53	37	239	179	238	194	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	563	126	168	775	53	37	239	179	238	194	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:	67	563	126	168	775	53	37	239	179	238	194	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	1.63	0.37	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2942	658	1700	3370	230	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.10	0.23	0.23	0.02	0.13	0.10	0.14	0.11	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.14	0.30	0.30	0.12	0.33	0.33	0.18	0.39	0.39
Volume/Cap:	0.38	0.72	0.72	0.71	0.76	0.76	0.17	0.41	0.30	0.76	0.28	0.15
Delay/Veh:	40.9	34.3	34.3	48.4	33.4	33.4	37.6	25.3	24.2	47.6	20.3	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	34.3	34.3	48.4	33.4	33.4	37.6	25.3	24.2	47.6	20.3	19.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	2	11	11	6	13	13	1	6	4	9	4	2

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	110	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	106	875	268	46	596	17	36	123	69	137	113	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:	106	875	268	46	596	17	36	123	69	137	113	31
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	933	279	84	626	17	36	185	121	140	194	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	204	1014	303	91	680	18	39	201	132	152	211	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1014	303	91	680	18	39	201	132	152	211	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:	204	1014	303	91	680	18	39	201	132	152	211	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	1.54	0.46	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2771	829	1700	3505	95	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.05	0.19	0.19	0.02	0.11	0.07	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.45	0.45	0.09	0.33	0.33	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.59	0.82	0.82	0.59	0.59	0.59	0.24	0.40	0.26	0.82	0.40	0.18
Delay/Veh:	42.1	30.2	30.2	54.0	31.3	31.3	46.9	32.4	30.9	72.4	31.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	30.2	30.2	54.0	31.3	31.3	46.9	32.4	30.9	72.4	31.4	29.0
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	21	21	4	10	10	1	6	3	8	6	2

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

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Colton's Hub City Center
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec): 130 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 66.4
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	183	499	145	55	588	17	39	198	256	192	146	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:	183	499	145	55	588	17	39	198	256	192	146	14
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	499	611	166	588	17	39	392	256	323	191	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	212	578	708	192	681	20	45	454	297	374	221	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	578	708	192	681	20	45	454	297	374	221	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:	212	578	708	192	681	20	45	454	297	374	221	48
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	5248	152	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.39	0.11	0.13	0.13	0.03	0.13	0.16	0.22	0.06	0.03
Crit Moves:			****	****					****	****		
Green/Cycle:	0.11	0.35	0.35	0.10	0.34	0.34	0.10	0.29	0.29	0.20	0.39	0.39
Volume/Cap:	0.60	0.46	1.12	1.12	0.38	0.38	0.26	0.43	0.56	1.12	0.16	0.07
Delay/Veh:	58.1	32.9	110.1	164.7	32.6	32.6	54.7	37.5	40.4	139.7	26.1	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:	58.1	32.9	110.1	164.7	32.6	32.6	54.7	37.5	40.4	139.7	26.1	25.2
LOS by Move:	E	C	F	F	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	9	41	14	7	7	2	7	10	25	3	1

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

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Colton's Hub City Center
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec):	125	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	119.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	287	988	125	70	721	58	90	235	387	195	334	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	988	125	70	721	58	90	235	387	195	334	49
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	988	418	155	721	58	90	353	387	752	572	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	316	1088	460	171	794	64	99	389	426	828	630	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1088	460	171	794	64	99	389	426	828	630	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1088	460	171	794	64	99	389	426	828	630	221
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	0.94	1.00	1.00
Lanes:	2.00	2.11	0.89	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3795	1605	1700	4998	402	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.10	0.16	0.16	0.06	0.11	0.24	0.49	0.17	0.12
Crit Moves:		****		****					****	****		
Green/Cycle:	0.08	0.25	0.25	0.08	0.25	0.25	0.13	0.30	0.30	0.30	0.48	0.48
Volume/Cap:	1.23	1.16	1.16	1.26	0.64	0.64	0.46	0.36	0.78	1.60	0.36	0.26
Delay/Veh:	192.1	126	126.2	218.7	43.1	43.1	52.2	34.1	46.7	323.6	20.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.1	126	126.2	218.7	43.1	43.1	52.2	34.1	46.7	323.6	20.5	19.3
LOS by Move:	F	F	F	F	D	D	D	C	D	F	C	B
HCM2kAvgQ:	13	31	31	14	11	11	4	6	16	74	7	5

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	271	544	0	0	824	497	0	0	0	356	6	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	544	0	0	824	497	0	0	0	356	6	230
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	972	0	0	885	567	0	0	0	356	6	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	315	1130	0	0	1029	659	0	0	0	414	7	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1130	0	0	1029	659	0	0	0	414	7	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1130	0	0	1029	659	0	0	0	414	7	310
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.57	0.02	1.41
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2677	33	2533
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.14	0.37	0.00	0.00	0.00	0.15	0.21	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.59	0.33	0.00	0.00	0.31	0.79	0.00	0.00	0.00	0.58	0.79	0.46
Delay/Veh:	24.9	5.2	0.0	0.0	10.1	18.6	0.0	0.0	0.0	19.6	24.9	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	5.2	0.0	0.0	10.1	18.6	0.0	0.0	0.0	19.6	24.9	18.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	C	B
HCM2kAvgQ:	4	3	0	0	3	13	0	0	0	5	9	4

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	326	1282	0	0	758	379	0	0	0	343	2	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	0	0	758	379	0	0	0	343	2	423
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1567	0	0	1015	679	0	0	0	343	2	431
User Adj:	1.00	1.00	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:	416	1999	0	0	1295	866	0	0	0	438	3	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1999	0	0	1295	866	0	0	0	438	3	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	1999	0	0	1295	866	0	0	0	438	3	550
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2474	9	2772
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.00	0.00	0.18	0.48	0.00	0.00	0.00	0.18	0.28	0.20
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.63	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.84	0.59	0.00	0.00	0.38	1.01	0.00	0.00	0.00	0.63	1.01	0.71
Delay/Veh:	39.4	7.4	0.0	0.0	11.0	51.2	0.0	0.0	0.0	21.4	55.6	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:	39.4	7.4	0.0	0.0	11.0	51.2	0.0	0.0	0.0	21.4	55.6	22.8
LOS by Move:	D	A	A	A	B	D	A	A	A	C	E	C
HCM2kAvgQ:	7	8	0	0	4	27	0	0	0	7	18	8

****

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

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Existing Plus Project
Morning Peak Hour

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

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Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	546	407	435	761	0	276	3	416	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	546	407	435	761	0	276	3	416	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	738	407	442	816	0	512	3	416	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	819	452	491	906	0	568	3	462	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	452	491	906	0	568	3	462	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	819	452	491	906	0	568	3	462	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3381	20	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.15	0.25	0.00	0.17	0.17	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.78	0.71	0.47	0.00	0.46	0.46	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	19.2	21.0	25.1	8.7	0.0	14.9	14.9	20.0	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	19.2	21.0	25.1	8.7	0.0	14.9	14.9	20.0	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	8	10	6	6	0	5	5	9	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 1	0	2 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	897	382	420	699	0	584	3	367	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	897	382	420	699	0	584	3	367	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1010	382	451	924	0	756	3	367	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	1115	422	498	1020	0	834	3	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	422	498	1020	0	834	3	405	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	1115	422	498	1020	0	834	3	405	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.18	0.82	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3918	1482	3200	3600	0	3387	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.16	0.28	0.00	0.25	0.25	0.23	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.37	0.37	0.20	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.76	0.76	0.49	0.00	0.76	0.76	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	18.3	27.8	7.7	0.0	21.5	21.5	21.4	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	18.3	18.3	27.8	7.7	0.0	21.5	21.5	21.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	7	6	0	9	9	8	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	68	709	0	0	797	17	17	0	86	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:	68	709	0	0	797	17	17	0	86	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	877	0	0	846	19	18	0	86	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	78	1009	0	0	974	22	21	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1009	0	0	974	22	21	0	99	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:	78	1009	0	0	974	22	21	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.27	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.69	0.00	0.00	0.59	0.59	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.46	0.40	0.00	0.00	0.46	0.02	0.05	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	57.0	8.7	0.0	0.0	15.0	11.0	35.9	0.0	37.7	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:	57.0	8.7	0.0	0.0	15.0	11.0	35.9	0.0	37.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	11	0	1	0	3	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	69	860	0	0	773	46	52	0	93	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:	69	860	0	0	773	46	52	0	93	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	966	0	0	976	47	54	0	93	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	80	1125	0	0	1136	55	63	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1125	0	0	1136	55	63	0	108	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:	80	1125	0	0	1136	55	63	0	108	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.00	0.32	0.03	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.52	0.45	0.00	0.00	0.52	0.05	0.14	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	59.8	9.1	0.0	0.0	15.3	10.6	37.0	0.0	38.0	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:	59.8	9.1	0.0	0.0	15.3	10.6	37.0	0.0	38.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	10	0	0	13	1	2	0	3	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 95 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	43	229	7	15	368	144	118	17	41	1	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	229	7	15	368	144	118	17	41	1	13	4
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	365	7	15	406	155	150	17	41	1	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	54	455	9	19	506	193	187	21	51	1	16	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	455	9	19	506	193	187	21	51	1	16	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	455	9	19	506	193	187	21	51	1	16	5
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	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3532	68	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.14	0.11	0.11	0.01	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.30	0.39	0.39	0.10	0.43	0.33	0.70	0.03	0.08	0.01	0.03	0.01
Delay/Veh:	40.2	25.0	25.0	38.7	25.3	24.5	45.6	19.3	19.7	37.0	21.8	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:	40.2	25.0	25.0	38.7	25.3	24.5	45.6	19.3	19.7	37.0	21.8	21.6
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	2	5	5	1	6	4	7	0	1	0	0	0

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	313	0	7	433	90	397	50	57	2	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	313	0	7	433	90	397	50	57	2	13	4
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	391	0	7	590	135	426	50	57	2	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	413	0	7	624	143	450	53	60	2	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	413	0	7	624	143	450	53	60	2	14	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	413	0	7	624	143	450	53	60	2	14	4
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	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.00	0.17	0.08	0.26	0.03	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.26	0.00	0.08	0.26	0.26	0.33	0.45	0.45	0.14	0.26	0.26
Volume/Cap:	0.27	0.44	0.00	0.05	0.67	0.31	0.79	0.07	0.07	0.01	0.03	0.01
Delay/Veh:	52.6	37.6	0.0	50.8	41.8	36.2	43.9	18.9	19.0	44.0	33.3	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	37.6	0.0	50.8	41.8	36.2	43.9	18.9	19.0	44.0	33.3	33.1
LOS by Move:	D	D	A	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	2	7	0	0	11	4	18	1	1	0	0	0

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	60	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	566	120	217	510	10	16	72	41	57	34	233
Growth Adj:	1.00	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	566	120	217	510	10	16	72	41	57	34	233
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	676	120	224	538	10	16	72	41	57	34	258
User Adj:	1.00	1.00	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:	15	862	153	286	686	13	20	92	52	73	43	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	862	153	286	686	13	20	92	52	73	43	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	862	153	286	686	13	20	92	52	73	43	329
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.09	0.17	0.19	0.01	0.01	0.05	0.03	0.04	0.02	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.30	0.48	0.21	0.32	0.32	0.12	0.17	0.17	0.17	0.23	0.23
Volume/Cap:	0.05	0.79	0.18	0.79	0.59	0.02	0.10	0.29	0.17	0.25	0.10	0.79
Delay/Veh:	19.6	23.0	9.0	33.2	17.9	13.9	23.9	22.1	21.3	21.8	18.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	23.0	9.0	33.2	17.9	13.9	23.9	22.1	21.3	21.8	18.2	31.2
LOS by Move:	B	C	A	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	10	2	8	6	0	0	2	1	1	1	8

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

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Colton's Hub City Center
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec): 60 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	44	537	136	334	594	23	27	91	25	124	79	206
Growth Adj:	1.00	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	537	136	334	594	23	27	91	25	124	79	206
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	603	136	357	726	23	27	91	25	124	79	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	51	699	158	414	841	27	31	105	29	144	92	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	699	158	414	841	27	31	105	29	144	92	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	699	158	414	841	27	31	105	29	144	92	248
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.09	0.24	0.23	0.01	0.02	0.06	0.02	0.08	0.05	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.25	0.40	0.32	0.38	0.38	0.12	0.15	0.15	0.15	0.18	0.18
Volume/Cap:	0.16	0.77	0.22	0.77	0.61	0.04	0.16	0.40	0.11	0.57	0.28	0.77
Delay/Veh:	20.5	24.7	11.9	25.0	15.9	11.7	24.2	24.1	22.3	26.9	21.8	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	24.7	11.9	25.0	15.9	11.7	24.2	24.1	22.3	26.9	21.8	34.0
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	2	9	7	0	1	2	1	4	2	7

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec): 60 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	358	304	0	0	337	134	0	0	0	216	0	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	304	0	0	337	134	0	0	0	216	0	194
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	383	0	0	352	147	0	0	0	216	0	225
User Adj:	1.00	1.00	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:	428	458	0	0	421	176	0	0	0	258	0	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	458	0	0	421	176	0	0	0	258	0	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	458	0	0	421	176	0	0	0	258	0	269
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	0.00	0.00	1.41	0.59	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	2539	1061	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.66	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.63	0.19	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.00	0.62
Delay/Veh:	16.5	4.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	23.7	0.0	23.2
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:	16.5	4.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	23.7	0.0	23.2
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	8	2	0	0	6	6	0	0	0	6	0	6

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec): 60 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	250	480	0	0	669	167	0	0	0	80	90	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	480	0	0	669	167	0	0	0	80	90	349
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	519	0	0	736	233	0	0	0	80	90	376
User Adj:	1.00	1.00	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:	299	620	0	0	879	278	0	0	0	96	108	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	620	0	0	879	278	0	0	0	96	108	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	620	0	0	879	278	0	0	0	96	108	449
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	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.48	0.52	1.00
Final Sat.:	1700	3600	0	0	2734	866	0	0	0	824	927	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.12	0.12	0.25
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.60	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.83	0.29	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.39	0.39	0.83
Delay/Veh:	37.5	5.9	0.0	0.0	20.9	20.9	0.0	0.0	0.0	17.1	17.1	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	5.9	0.0	0.0	20.9	20.9	0.0	0.0	0.0	17.1	17.1	29.9
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	C
HCM2kAvgQ:	8	3	0	0	13	13	0	0	0	3	3	11

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec): 60 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0	2	0 0	0 1	0	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	337	134	358	304	0	216	0	194	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	337	134	358	304	0	216	0	194	0	0	0
Added Vol:	0	24	0	9	5	0	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	361	134	367	309	0	271	0	194	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	432	160	439	370	0	324	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	160	439	370	0	324	0	232	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	432	160	439	370	0	324	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.09	0.26	0.10	0.00	0.19	0.00	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.19	0.19	0.41	0.60	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.47	0.63	0.17	0.00	0.63	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	24.3	22.6	16.0	5.4	0.0	19.6	0.0	17.0	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	24.3	22.6	16.0	5.4	0.0	19.6	0.0	17.0	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	3	8	2	0	7	0	4	0	0	0

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

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Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

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Cycle (sec):	60	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	582	72	304	449	0	165	3	342	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	582	72	304	449	0	165	3	342	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	589	72	348	471	0	197	3	342	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	640	78	378	511	0	214	3	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	78	378	511	0	214	3	371	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	640	78	378	511	0	214	3	371	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1676	26	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.04	0.22	0.14	0.00	0.13	0.13	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.26	0.26	0.33	0.59	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.16	0.67	0.24	0.00	0.42	0.42	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	17.2	20.5	5.8	0.0	16.7	16.7	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	17.2	20.5	5.8	0.0	16.7	16.7	20.3	0.0	0.0	0.0
LOS by Move:	A	C	B	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	7	1	8	2	0	4	4	7	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 80 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0 1!	0	0	1 1	0 1	0	2 0	1	1 0	0 1	1 0	1
Volume Module:												
Base Vol:	0	0	0	66	0	141	44	183	0	0	186	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:	0	0	0	66	0	141	44	183	0	0	186	30
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	176	13	216	262	561	93	146	329	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	20	2	32	215	16	264	320	685	114	178	402	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	32	215	16	264	320	685	114	178	402	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2	32	215	16	264	320	685	114	178	402	353
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	0.94	1.00	1.00
Lanes:	0.38	0.04	0.58	1.87	0.13	1.00	2.00	1.72	0.28	0.64	1.36	1.00
Final Sat.:	641	80	1041	3178	235	1800	3200	3088	512	1087	2449	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.15	0.10	0.22	0.22	0.16	0.16	0.20
Crit Moves:						****	****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.54	0.54	0.39	0.39	0.39
Volume/Cap:	0.08	0.08	0.08	0.17	0.17	0.38	0.67	0.41	0.41	0.42	0.42	0.51
Delay/Veh:	15.5	15.5	15.5	16.1	16.1	17.8	35.7	11.1	11.1	18.2	18.2	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	15.5	16.1	16.1	17.8	35.7	11.1	11.1	18.2	18.2	19.3
LOS by Move:	B	B	B	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	2	5	6	6	6	6	6	7

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	1! 0	0	1 1	0 1	0	2 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	0	0	48	0	81	157	397	0	0	252	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:	0	0	0	48	0	81	157	397	0	0	252	65
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	360	3	323	286	767	20	31	813	261
User Adj:	1.00	1.00	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:	85	12	133	392	3	351	311	835	22	34	885	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	12	133	392	3	351	311	835	22	34	885	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	12	133	392	3	351	311	835	22	34	885	284
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	0.94	1.00	1.00
Lanes:	0.38	0.05	0.57	1.98	0.02	1.00	2.00	1.95	0.05	0.08	1.92	1.00
Final Sat.:	651	92	1019	3373	28	1800	3200	3509	91	132	3460	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.20	0.10	0.24	0.24	0.26	0.26	0.16
Crit Moves:						****	****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.33	0.33	0.33	0.29	0.29	0.49	0.76	0.45	0.45	0.64	0.64	0.40
Delay/Veh:	16.6	16.6	16.6	16.1	16.1	17.8	40.8	11.7	11.7	20.0	20.0	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:	16.6	16.6	16.6	16.1	16.1	17.8	40.8	11.7	11.7	20.0	20.0	17.2
LOS by Move:	B	B	B	B	B	B	D	B	B	C	C	B
HCM2kAvgQ:	4	4	4	3	3	7	6	7	7	10	10	5

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	6	17	3	28	9	138	8	37	162	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	6	17	3	28	9	138	8	37	162	4
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	21	17	3	28	9	200	71	42	194	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	59	1	25	20	4	34	11	240	85	50	232	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1	25	20	4	34	11	240	85	50	232	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1	25	20	4	34	11	240	85	50	232	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.35	0.06	0.59	1.00	1.48	0.52	0.18	0.82	1.00
Final Sat.:	502	10	614	201	35	331	573	944	350	117	538	759
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.10	0.10	0.10	0.02	0.25	0.24	0.43	0.43	0.01
Crit Moves:		****		****				****			****	
Delay/Veh:	10.1	10.1	8.3	9.5	9.5	9.5	8.9	10.0	9.5	11.9	11.9	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	8.3	9.5	9.5	9.5	8.9	10.0	9.5	11.9	11.9	7.3
LOS by Move:	B	B	A	A	A	A	A	A	A	B	B	A
ApproachDel:		9.5			9.5			9.8			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.5			9.8			11.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.3	0.3	0.7	0.7	0.0

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	1 1	0	0 1	0 0 1
Volume Module:												
Base Vol:	3	10	25	11	5	17	27	252	3	6	276	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:	3	10	25	11	5	17	27	252	3	6	276	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	10	35	11	5	17	27	347	75	23	396	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	104	12	41	13	6	20	32	406	88	27	464	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	12	41	13	6	20	32	406	88	27	464	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:	104	12	41	13	6	20	32	406	88	27	464	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:	0.90	0.10	1.00	0.33	0.15	0.52	1.00	1.64	0.36	0.05	0.95	1.00
Final Sat.:	408	46	530	154	70	238	503	912	202	33	571	673
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.08	0.08	0.08	0.06	0.45	0.44	0.81	0.81	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	12.6	12.6	9.5	10.7	10.7	10.7	10.1	13.8	13.4	28.3	28.3	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:	12.6	12.6	9.5	10.7	10.7	10.7	10.1	13.8	13.4	28.3	28.3	8.0
LOS by Move:	B	B	A	B	B	B	B	B	B	D	D	A
ApproachDel:		11.8			10.7			13.5			27.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.7			13.5			27.7	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.8	0.7	3.3	3.3	0.0

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 10.3 Worst Case Level Of Service: D[33.5]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	4	0	69	1	61	28	138	2	0	126	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	4	0	69	1	61	28	138	2	0	126	12
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	45	86	22	62	30	204	12	176	148	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	14	51	98	25	71	34	233	14	201	169	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	14	51	98	25	71	34	233	14	201	169	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	806	897	123	771	895	94	188	xxxx	xxxxx	246	xxxx	xxxxx
Potent Cap.:	277	281	911	293	282	951	1398	xxxx	xxxxx	1331	xxxx	xxxxx
Move Cap.:	201	227	911	225	228	951	1398	xxxx	xxxxx	1331	xxxx	xxxxx
Volume/Cap:	0.09	0.06	0.06	0.44	0.11	0.07	0.02	xxxx	xxxx	0.15	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	407	xxxxx	xxxx	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	3.9	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.1	xxxxx	xxxxx	33.5	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	A	*	*
ApproachDel:		16.1			33.5			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

****

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

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 43.1 Worst Case Level Of Service: F[246.9]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	35	0	41	86	218	0	0	188	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:	0	0	0	35	0	41	86	218	0	0	188	65
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	52	30	43	87	292	30	104	297	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	33	49	254	64	37	53	107	360	37	128	366	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	49	254	64	37	53	107	360	37	128	366	113
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1050	1328	198	1097	1289	240	479	xxxx	xxxxx	397	xxxx	xxxxx
Potent Cap.:	184	157	816	170	165	768	1094	xxxx	xxxxx	1173	xxxx	xxxxx
Move Cap.:	113	123	816	69	130	768	1094	xxxx	xxxxx	1173	xxxx	xxxxx
Volume/Cap:	0.29	0.40	0.31	0.93	0.28	0.07	0.10	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	335	xxxxx	xxxx	120	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	11.3	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	86.3	xxxxx	xxxxx	247	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	A	*	*
ApproachDel:		86.3			246.9			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

****

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

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec): 60 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	42	152	11	170	103	95	134	306	53	9	418	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	152	11	170	103	95	134	306	53	9	418	256
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	196	15	170	227	95	134	306	83	16	418	256
User Adj:	1.00	1.00	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:	59	230	18	199	266	111	157	358	97	19	489	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	230	18	199	266	111	157	358	97	19	489	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	230	18	199	266	111	157	358	97	19	489	300
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	1.86	0.14	1.00	1.41	0.59	1.00	1.57	0.43	1.00	1.24	0.76
Final Sat.:	1700	3344	256	1700	2538	1062	1700	2832	768	1700	2233	1367
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.12	0.10	0.10	0.09	0.13	0.13	0.01	0.22	0.22
Crit Moves:				****							****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.07	0.14	0.14	0.23	0.21	0.21	0.22	0.30	0.30	0.03	0.51	0.51
Delay/Veh:	7.7	8.0	8.0	8.5	8.3	8.3	11.2	11.6	11.6	10.2	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	8.0	8.0	8.5	8.3	8.3	11.2	11.6	11.6	10.2	13.2	13.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	2	2	2	3	3	0	6	6

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	222	60	98	16	34	9	17	410	157	78	491	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:	222	60	98	16	34	9	17	410	157	78	491	18
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	302	120	16	213	9	17	410	182	98	491	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	312	355	141	19	251	11	20	482	214	115	578	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	355	141	19	251	11	20	482	214	115	578	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	355	141	19	251	11	20	482	214	115	578	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.92	0.08	1.00	1.39	0.61	1.00	1.93	0.07
Final Sat.:	1700	2576	1024	1700	3454	146	1700	2493	1107	1700	3473	127
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.01	0.07	0.07	0.01	0.19	0.19	0.07	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.36	0.27	0.27	0.02	0.14	0.14	0.03	0.45	0.45	0.16	0.39	0.39
Delay/Veh:	9.3	8.6	8.6	7.5	8.0	8.0	10.2	12.7	12.7	10.9	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:	9.3	8.6	8.6	7.5	8.0	8.0	10.2	12.7	12.7	10.9	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	3	3	0	1	1	0	5	5	1	4	4

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 95 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	76	162	157	59	271	29	21	411	105	147	284	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:	76	162	157	59	271	29	21	411	105	147	284	15
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	223	166	59	439	29	21	411	149	178	284	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	102	247	184	65	486	32	23	455	165	197	315	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	247	184	65	486	32	23	455	165	197	315	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:	102	247	184	65	486	32	23	455	165	197	315	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2064	1536	1700	3377	223	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.14	0.14	0.01	0.13	0.09	0.12	0.09	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.15	0.30	0.30	0.10	0.36	0.36	0.11	0.35	0.26	0.65	0.21	0.02
Delay/Veh:	18.3	19.5	19.5	17.8	20.1	20.1	37.4	22.6	21.8	41.0	17.9	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	19.5	19.5	17.8	20.1	20.1	37.4	22.6	21.8	41.0	17.9	16.4
LOS by Move:	B	B	B	B	C	C	D	C	C	D	B	B
HCM2kAvgQ:	2	4	4	1	5	5	1	5	3	7	3	0

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	168	364	193	33	217	52	61	568	168	169	605	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:	168	364	193	33	217	52	61	568	168	169	605	58
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	694	237	33	464	52	61	568	234	196	605	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	283	766	262	36	512	57	67	627	258	216	668	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	766	262	36	512	57	67	627	258	216	668	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:	283	766	262	36	512	57	67	627	258	216	668	64
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	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2684	916	1700	3237	363	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.29	0.02	0.16	0.16	0.04	0.17	0.14	0.13	0.19	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.42	0.71	0.71	0.05	0.40	0.40	0.32	0.49	0.40	0.71	0.45	0.09
Delay/Veh:	20.9	25.6	25.6	17.5	20.5	20.5	39.1	24.0	23.3	44.5	20.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	25.6	25.6	17.5	20.5	20.5	39.1	24.0	23.3	44.5	20.2	16.9
LOS by Move:	C	C	C	B	C	C	D	C	C	D	C	B
HCM2kAvgQ:	6	14	14	1	6	6	2	7	6	8	7	1

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec): 110 Critical Vol./Cap.(X): 1.191
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	92	547	151	96	653	42	67	227	119	231	275	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:	92	547	151	96	653	42	67	227	119	231	275	51
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	633	160	96	895	42	67	227	156	262	275	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	122	740	187	112	1047	49	78	265	182	306	322	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	740	187	112	1047	49	78	265	182	306	322	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	740	187	112	1047	49	78	265	182	306	322	60
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	1.60	0.40	1.00	1.91	0.09	1.00	1.19	0.81	1.00	1.69	0.31
Final Sat.:	1700	2874	726	1700	3439	161	1700	2134	1466	1700	3037	563
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.30	0.30	0.00	0.12	0.12	0.00	0.11	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.32	0.32	0.11	0.35	0.35	0.12	0.28	0.28	0.21	0.37	0.37
Volume/Cap:	0.79	0.79	0.79	0.58	0.87	0.87	0.39	0.44	0.44	0.87	0.29	0.29
Delay/Veh:	71.9	37.6	37.6	50.4	40.7	40.7	46.0	32.7	32.7	63.1	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	37.6	37.6	50.4	40.7	40.7	46.0	32.7	32.7	63.1	24.6	24.6
LOS by Move:	E	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	16	16	5	20	20	3	6	6	14	5	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	85	635	187	80	519	17	41	237	59	189	244	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:	85	635	187	80	519	17	41	237	59	189	244	99
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1098	231	80	859	17	41	237	105	216	244	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:	166	1208	254	88	945	19	45	261	116	238	268	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1208	254	88	945	19	45	261	116	238	268	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1208	254	88	945	19	45	261	116	238	268	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.96	0.04	1.00	1.39	0.61	1.00	1.42	0.58
Final Sat.:	1700	2974	626	1700	3530	70	1700	2495	1105	1700	2561	1039
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.00	0.27	0.27	0.00	0.10	0.10	0.00	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.46	0.46	0.08	0.40	0.40	0.10	0.24	0.24	0.16	0.30	0.30
Volume/Cap:	0.68	0.88	0.88	0.67	0.68	0.68	0.27	0.44	0.44	0.88	0.35	0.35
Delay/Veh:	60.0	37.1	37.1	71.3	33.7	33.7	55.3	42.5	42.5	79.1	35.7	35.7
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:	60.0	37.1	37.1	71.3	33.7	33.7	55.3	42.5	42.5	79.1	35.7	35.7
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	29	29	5	16	16	2	7	7	13	6	6

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	382	19	58	589	15	20	121	37	68	96	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	382	19	58	589	15	20	121	37	68	96	50
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	489	30	58	899	15	20	121	87	82	96	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	52	581	36	69	1068	18	24	144	103	97	114	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	581	36	69	1068	18	24	144	103	97	114	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	581	36	69	1068	18	24	144	103	97	114	59
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	1.88	0.12	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3392	208	1700	3541	59	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.04	0.30	0.30	0.01	0.04	0.06	0.06	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.40	0.40	0.13	0.44	0.44	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.32	0.42	0.42	0.31	0.69	0.69	0.15	0.14	0.19	0.60	0.11	0.11
Delay/Veh:	45.5	22.8	22.8	42.2	25.0	25.0	44.0	27.2	27.8	51.8	27.0	27.1
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:	45.5	22.8	22.8	42.2	25.0	25.0	44.0	27.2	27.8	51.8	27.0	27.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	7	7	2	15	15	1	2	2	4	1	1

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	33.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	618	72	81	481	25	41	237	41	45	211	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:	40	618	72	81	481	25	41	237	41	45	211	84
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1191	119	81	894	25	41	237	128	89	211	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	175	1390	139	95	1043	29	48	277	149	104	246	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1390	139	95	1043	29	48	277	149	104	246	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1390	139	95	1043	29	48	277	149	104	246	98
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	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3273	327	1700	3502	98	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.06	0.30	0.30	0.03	0.08	0.08	0.06	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.68	0.84	0.84	0.67	0.68	0.68	0.34	0.30	0.32	0.73	0.26	0.21
Delay/Veh:	55.1	28.7	28.7	64.9	28.0	28.0	53.3	35.9	36.4	71.5	35.6	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	28.7	28.7	64.9	28.0	28.0	53.3	35.9	36.4	71.5	35.6	35.1
LOS by Move:	E	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	8	26	26	5	16	16	2	4	4	6	4	3

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	52	455	16	14	750	42	42	65	132	25	52	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:	52	455	16	14	750	42	42	65	132	25	52	16
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	572	180	36	1054	127	72	122	172	179	156	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	77	680	214	43	1253	151	86	145	205	213	185	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	680	214	43	1253	151	86	145	205	213	185	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:	77	680	214	43	1253	151	86	145	205	213	185	23
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	3200	3600	1800	1700	3213	387	1700	1800	1800	1700	1605	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.12	0.03	0.39	0.39	0.05	0.08	0.11	0.13	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.46	0.46	0.15	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.23	0.41	0.26	0.17	0.77	0.77	0.15	0.25	0.35	0.38	0.35	0.35
Delay/Veh:	39.3	17.1	15.8	35.6	21.2	21.2	22.8	23.7	24.7	25.1	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	17.1	15.8	35.6	21.2	21.2	22.8	23.7	24.7	25.1	24.7	24.7
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	4	1	18	18	2	3	5	5	5	5

****

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

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Colton's Hub City Center
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Evening Peak Hour

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

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec):	105	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	136	815	62	39	529	56	87	112	93	33	117	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:	136	815	62	39	529	56	87	112	93	33	117	9
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1467	256	44	1036	135	209	242	139	244	209	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	224	1614	282	48	1140	149	230	266	153	268	230	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1614	282	48	1140	149	230	266	153	268	230	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:	224	1614	282	48	1140	149	230	266	153	268	230	33
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	3200	3600	1800	1700	3185	415	1700	1800	1800	1700	1574	226
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.16	0.03	0.36	0.36	0.14	0.15	0.08	0.16	0.15	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.55	0.55	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.52	0.81	0.28	0.30	0.70	0.70	0.46	0.50	0.29	0.53	0.49	0.49
Delay/Veh:	43.2	21.7	12.6	45.3	20.7	20.7	30.8	31.4	28.8	32.1	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:	43.2	21.7	12.6	45.3	20.7	20.7	30.8	31.4	28.8	32.1	31.3	31.3
LOS by Move:	D	C	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	23	5	2	16	16	7	7	4	8	7	7

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	427	111	78	821	0	0	0	0	46	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	427	111	78	821	0	0	0	0	46	0	56
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	709	111	78	1245	75	12	0	24	46	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	198	881	138	97	1547	93	15	0	30	57	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	881	138	97	1547	93	15	0	30	57	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	881	138	97	1547	93	15	0	30	57	0	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	2.15	0.34	1.00	2.83	0.17	0.35	0.00	0.65	1.00	0.00	1.00
Final Sat.:	869	3874	606	1700	5093	307	588	0	1177	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.06	0.30	0.30	0.03	0.00	0.03	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.53	0.53	0.53	0.13	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.43	0.43	0.43	0.43	0.46	0.46	0.09	0.00	0.09	0.11	0.00	0.13
Delay/Veh:	18.8	18.8	18.8	53.2	10.8	10.8	33.5	0.0	33.5	33.8	0.0	34.0
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:	18.8	18.8	18.8	53.2	10.8	10.8	33.5	0.0	33.5	33.8	0.0	34.0
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	10	10	10	4	10	10	1	0	1	2	0	2

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	953	27	37	607	0	0	0	0	77	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:	0	953	27	37	607	0	0	0	0	77	0	77
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1797	27	37	1355	15	70	0	150	77	0	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	2015	30	41	1519	17	78	0	168	86	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2015	30	41	1519	17	78	0	168	86	0	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:	37	2015	30	41	1519	17	78	0	168	86	0	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	2.90	0.04	1.00	2.97	0.03	0.33	0.00	0.67	1.00	0.00	1.00
Final Sat.:	96	5220	78	1700	5341	59	562	0	1205	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.02	0.28	0.28	0.14	0.00	0.14	0.05	0.00	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.66	0.66	0.66	0.32	0.43	0.43	0.48	0.00	0.48	0.17	0.00	0.16
Delay/Veh:	18.8	18.8	18.8	58.2	10.5	10.5	38.5	0.0	38.5	34.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	58.2	10.5	10.5	38.5	0.0	38.5	34.5	0.0	34.3
LOS by Move:	B	B	B	E	B	B	D	A	D	C	A	C
HCM2kAvgQ:	19	19	19	2	9	9	8	0	8	3	0	3

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	537	151	57	845	0	0	0	0	70	0	29
Growth Adj:	1.00	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	537	151	57	845	0	0	0	0	70	0	29
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	900	151	57	1193	101	78	0	75	70	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	89	900	151	68	1193	101	94	0	75	84	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	900	151	68	1193	101	94	0	75	84	0	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:	89	900	151	68	1193	101	94	0	75	84	0	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.19	1.81	1.00	1.00	1.84	0.16	0.57	0.00	0.43	1.00	0.00	1.00
Final Sat.:	322	3259	1800	1700	3319	281	968	0	775	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.08	0.04	0.36	0.36	0.10	0.00	0.10	0.05	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.67	0.67	0.28	0.00	0.28	0.28	0.00	0.28
Volume/Cap:	0.47	0.47	0.14	0.47	0.54	0.54	0.34	0.00	0.34	0.17	0.00	0.06
Delay/Veh:	14.7	14.7	11.5	54.8	10.7	10.7	34.5	0.0	34.5	32.6	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	11.5	54.8	10.7	10.7	34.5	0.0	34.5	32.6	0.0	31.4
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	10	10	2	3	12	12	5	0	5	2	0	1

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.996
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1	0 1	1 0	1	1 0	0 0	1!	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	888	86	53	642	0	0	0	0	218	0	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:	0	888	86	53	642	0	0	0	0	218	0	54
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1402	86	53	1193	347	362	0	264	218	0	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	294	1549	95	59	1318	383	400	0	292	241	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1549	95	59	1318	383	400	0	292	241	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1549	95	59	1318	383	400	0	292	241	0	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.33	1.67	1.00	1.00	1.55	0.45	0.59	0.00	0.41	1.00	0.00	1.00
Final Sat.:	569	2998	1800	1700	2789	811	1007	0	734	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.05	0.03	0.47	0.47	0.40	0.00	0.40	0.14	0.00	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.49	0.49	0.49	0.08	0.57	0.57	0.38	0.00	0.38	0.38	0.00	0.38
Volume/Cap:	1.05	1.05	0.11	0.43	0.82	0.82	1.05	0.00	1.05	0.37	0.00	0.09
Delay/Veh:	67.1	67.1	17.0	57.0	24.5	24.5	87.2	0.0	87.2	28.4	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	17.0	57.0	24.5	24.5	87.2	0.0	87.2	28.4	0.0	25.0
LOS by Move:	E	E	B	E	C	C	F	A	F	C	A	C
HCM2kAvgQ:	46	46	2	3	28	28	37	0	37	7	0	1

****

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

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Morning Peak Hour

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

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec): 115 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 82.6
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	69	122	207	118	866	32	293	121	41	36	898	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:	69	122	207	118	866	32	293	121	41	36	898	61
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	379	577	286	935	217	402	344	173	125	1119	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	474	440	670	332	1086	252	467	400	201	145	1300	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	440	670	332	1086	252	467	400	201	145	1300	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:	474	440	670	332	1086	252	467	400	201	145	1300	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3220	380
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.37	0.10	0.30	0.14	0.15	0.11	0.11	0.05	0.40	0.40
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.34	0.34	0.09	0.29	0.29	0.13	0.39	0.39	0.11	0.37	0.37
Volume/Cap:	1.04	0.36	1.10	1.10	1.04	0.48	1.10	0.29	0.29	0.40	1.10	1.10
Delay/Veh:	102.6	28.9	105.8	134.2	80.0	34.4	124.3	24.6	24.7	48.1	94.2	94.2
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:	102.6	28.9	105.8	134.2	80.0	34.4	124.3	24.6	24.7	48.1	94.2	94.2
LOS by Move:	F	C	F	F	F	C	F	C	C	D	F	F
HCM2kAvgQ:	15	6	35	12	27	8	16	5	5	3	38	38

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 115 Critical Vol./Cap.(X): 1.297
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 136.9
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	110	197	177	171	930	47	114	160	57	41	967	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	197	177	171	930	47	114	160	57	41	967	82
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	458	435	376	1350	237	352	457	647	528	1318	363
User Adj:	1.00	1.00	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:	539	499	474	410	1472	258	384	498	706	576	1437	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	499	474	410	1472	258	384	498	706	576	1437	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	499	474	410	1472	258	384	498	706	576	1437	396
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.57	0.43
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	2823	777
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.26	0.13	0.41	0.14	0.12	0.14	0.39	0.18	0.51	0.51
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.31	0.31	0.13	0.32	0.32	0.09	0.33	0.33	0.15	0.39	0.39
Volume/Cap:	1.30	0.45	0.85	0.95	1.30	0.46	1.30	0.42	1.18	1.18	1.30	1.30
Delay/Veh:	200.3	32.0	48.8	80.6	179	32.1	208.4	30.0	135.2	148.7	174	173.8
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:	200.3	32.0	48.8	80.6	179	32.1	208.4	30.0	135.2	148.7	174	173.8
LOS by Move:	F	C	D	F	F	C	F	C	F	F	F	F
HCM2kAvgQ:	22	7	18	12	48	7	16	7	41	20	59	59

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.167
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 125.5
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	6	413	0	0	701	755	0	0	0	11	0	620
Growth Adj:	1.00	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	413	0	0	701	755	0	0	0	11	0	620
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	676	0	0	916	830	0	0	0	11	0	1323
User Adj:	1.00	1.00	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:	8	849	0	0	1151	1043	0	0	0	14	0	1662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	849	0	0	1151	1043	0	0	0	14	0	1662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	849	0	0	1151	1043	0	0	0	14	0	1662
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	29	0	3569
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.64	0.58	0.00	0.00	0.00	0.47	0.00	0.47
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.58	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.06	0.81	0.00	0.00	1.26	1.15	0.00	0.00	0.00	1.26	0.00	1.25
Delay/Veh:	55.8	26.3	0.0	0.0	160	110.8	0.0	0.0	0.0	166.2	0.0	161.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	26.3	0.0	0.0	160	110.8	0.0	0.0	0.0	166.2	0.0	161.3
LOS by Move:	E	C	A	A	F	F	A	A	A	F	A	F
HCM2kAvgQ:	0	28	0	0	76	60	0	0	0	57	0	56

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.470
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 196.8
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	597	0	0	633	561	0	0	0	6	0	587
Growth Adj:	1.00	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	597	0	0	633	561	0	0	0	6	0	587
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	869	0	0	1702	988	0	0	0	6	0	1216
User Adj:	1.00	1.00	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:	1	947	0	0	1854	1076	0	0	0	7	0	1325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	947	0	0	1854	1076	0	0	0	7	0	1325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	947	0	0	1854	1076	0	0	0	7	0	1325
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	18	0	3581
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	1.03	0.60	0.00	0.00	0.00	0.37	0.00	0.37
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.01	0.73	0.00	0.00	1.60	0.93	0.00	0.00	0.00	1.60	0.00	1.59
Delay/Veh:	55.4	12.8	0.0	0.0	297	33.2	0.0	0.0	0.0	324.9	0.0	321.2
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:	55.4	12.8	0.0	0.0	297	33.2	0.0	0.0	0.0	324.9	0.0	321.2
LOS by Move:	E	B	A	A	F	C	A	A	A	F	A	F
HCM2kAvgQ:	0	23	0	0	156	42	0	0	0	58	0	57

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.339
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 292.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	18	17	687	19	0	449	0	11	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	18	17	687	19	0	449	0	11	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	17	902	19	0	712	0	11	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	24	0	1201	25	0	948	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	0	1201	25	0	948	0	15	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	0	1201	25	0	948	0	15	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.71	0.01	0.00	0.56	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.45	0.60	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.00	1.57	0.02	0.00	1.57	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	0.0	48.2	0.0	296.3	10.7	0.0	304.2	0.0	27.2	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	48.2	0.0	296.3	10.7	0.0	304.2	0.0	27.2	0.0	0.0	0.0
LOS by Move:	A	D	A	F	B	A	F	A	C	A	A	A
HCM2kAvgQ:	0	1	0	106	0	0	84	0	0	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 110 Critical Vol./Cap.(X): 1.536
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 244.5
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 1	0 0	1	1 0	0 1	0	0 1	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	549	3	3	0	67	97	0	0	0	631	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:	549	3	3	0	67	97	0	0	0	631	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	549	3	3	1069	67	97	272	0	0	631	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	602	3	0	1172	73	106	298	0	0	692	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	3	0	1172	73	106	298	0	0	692	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	602	3	0	1172	73	106	298	0	0	692	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.99	0.01	1.00	1.00	0.41	0.59	1.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1691	9	1800	1700	735	1065	1700	0	1800	1700	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.69	0.10	0.10	0.18	0.00	0.00	0.41	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.23	0.23	0.00	0.45	0.68	0.68	0.26	0.00	0.00	0.26	0.00	0.00
Volume/Cap:	1.54	1.54	0.00	1.54	0.15	0.15	0.66	0.00	0.00	1.54	0.00	0.00
Delay/Veh:	296.0	296	0.0	278.2	6.3	6.3	39.7	0.0	0.0	292.7	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:	296.0	296	0.0	278.2	6.3	6.3	39.7	0.0	0.0	292.7	0.0	0.0
LOS by Move:	F	F	A	F	A	A	D	A	A	F	A	A
HCM2kAvgQ:	50	50	0	95	1	1	10	0	0	57	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	67	8	9	227	39	24	57	53	19	52	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:	37	67	8	9	227	39	24	57	53	19	52	11
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	74	20	9	270	139	40	105	67	81	212	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	70	85	23	10	309	159	46	120	77	93	242	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	85	23	10	309	159	46	120	77	93	242	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:	70	85	23	10	309	159	46	120	77	93	242	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:	1.00	0.79	0.21	1.00	0.66	0.34	1.00	0.61	0.39	0.27	0.70	0.03
Final Sat.:	419	356	96	484	357	184	428	288	184	130	339	18
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.02	0.86	0.86	0.11	0.42	0.42	0.71	0.71	0.71
Crit Moves:		****				****			****	****		
Delay/Veh:	12.0	12.0	12.0	10.2	36.2	36.2	11.4	14.2	14.2	24.6	24.6	24.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	10.2	36.2	36.2	11.4	14.2	14.2	24.6	24.6	24.6
LOS by Move:	B	B	B	B	E	E	B	B	B	C	C	C
ApproachDel:		12.0			35.6			13.6			24.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			35.6			13.6			24.6	
LOS by Appr:		B			E			B			C	
AllWayAvgQ:	0.2	0.3	0.3	0.0	4.0	4.0	0.1	0.6	0.6	1.9	1.9	1.9

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 80.5
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	66	280	22	13	130	54	68	157	59	9	94	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	280	22	13	130	54	68	157	59	9	94	29
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	319	88	13	139	75	156	357	108	34	204	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	124	378	104	15	165	89	185	423	128	40	242	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	378	104	15	165	89	185	423	128	40	242	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:	124	378	104	15	165	89	185	423	128	40	242	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.65	0.35	1.00	0.77	0.23	0.13	0.76	0.11
Final Sat.:	407	345	95	375	264	143	409	340	103	51	309	44
Capacity Analysis Module:												
Vol/Sat:	0.31	1.09	1.09	0.04	0.62	0.62	0.45	1.24	1.24	0.78	0.78	0.78
Crit Moves:		****				****			****		****	
Delay/Veh:	15.3	99.1	99.1	12.6	24.3	24.3	18.5	153	152.7	36.5	36.5	36.5
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:	15.3	99.1	99.1	12.6	24.3	24.3	18.5	153	152.7	36.5	36.5	36.5
LOS by Move:	C	F	F	B	C	C	C	F	F	E	E	E
ApproachDel:		82.0			23.7			119.0			36.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		82.0			23.7			119.0			36.5	
LOS by Appr:		F			C			F			E	
AllWayAvgQ:	0.4	10.8	10.8	0.0	1.5	1.5	0.8	17.5	17.5	2.8	2.8	2.8

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 2521.8 Worst Case Level Of Service: F[9649.3]

****

Street Name:	Meridian Avenue								Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	181	0	162	59	103	0	0	126	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	181	0	162	59	103	0	0	126	126
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	0	302	706	169	0	0	339	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	244	0	372	871	208	0	0	418	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	244	0	372	871	208	0	0	418	259
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	2393	xxxx	338	677	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	29	xxxx	663	924	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	5	xxxx	663	924	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	51.71	xxxx	0.56	0.94	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	32.7	xxxx	3.5	15.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24341	xxxx	17.1	38.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	E	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9649.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 1324.5 Worst Case Level Of Service: F[3068.8]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0 0	0 1		1 0 2	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	207	0	95	137	269	0	0	189	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	95	137	269	0	0	189	101
Added Vol:	0	0	0	97	0	782	367	264	0	0	194	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	304	0	877	504	533	0	0	383	142
User Adj:	1.00	1.00	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:	0	0	0	392	0	1130	649	687	0	0	494	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	392	0	1130	649	687	0	0	494	183
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	2227	xxxx	338	677	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	37	xxxx	663	925	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	16	xxxx	663	925	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	24.30	xxxx	1.70	0.70	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	49.9	xxxx	64.9	6.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10942	xxxx	339.6	17.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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			3068.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street					
Approach:	North Bound			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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	1	0	0	0	0	58	1	2	66	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	1	0	0	0	0	58	1	2	66	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	58	1	2	66	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.00	0.74	0.74	0.74
PHF Volume:	0	0	1	0	0	0	0	79	0	3	89	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	79	0	3	89	0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	39	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1030	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1030	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1532	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	8.5	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	A	*	*	*

****

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

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

****

Street Name:	Hermosa Avenue									C Street									
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	3			0	0	0			0	95	2			2	126	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	3			0	0	0			0	95	2			2	126	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	3			0	0	0			0	95	2			2	126	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.79	0.79	0.79			0.79	0.79	0.79			0.79	0.79	0.00			0.79	0.79	0.79		
PHF Volume:	0	0	4			0	0	0			0	121	0			3	161	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	4			0	0	0			0	121	0			3	161	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	61			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			121	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	999			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1479	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	999			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1479	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.6			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:		8.6					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

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

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 101.6 Worst Case Level Of Service: F[475.0]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	199	0	93	135	277	0	0	192	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:	0	0	0	199	0	93	135	277	0	0	192	103
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	199	0	93	135	360	0	0	489	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	258	0	121	175	468	0	0	635	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	258	0	121	175	468	0	0	635	134
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1219	1453	318	769	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	175	132	684	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	148	105	684	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.75	0.00	0.18	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	197	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	27.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	475	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			475.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.1]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	2	0	7	2	461	0	0	292	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	7	2	461	0	0	292	4
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	7	2	822	0	0	528	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	9	3	1068	0	0	686	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	9	3	1068	0	0	686	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1225	1758	343	691	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	174	86	659	913	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	174	85	659	913	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	407	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec):	60	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	176	38	9	495	29	20	37	25	27	27	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:	30	176	38	9	495	29	20	37	25	27	27	15
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	181	41	9	497	42	28	88	25	28	236	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	35	210	48	10	576	49	32	102	29	32	273	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	210	48	10	576	49	32	102	29	32	273	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:	35	210	48	10	576	49	32	102	29	32	273	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.84	0.16	0.21	0.62	0.17	0.11	0.84	0.05
Final Sat.:	1700	2935	665	1700	3319	281	353	1110	315	180	1514	96
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.17	0.17	0.09	0.09	0.09	0.18	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.05	0.17	0.17	0.01	0.42	0.42	0.18	0.18	0.18	0.35	0.35	0.35
Delay/Veh:	10.5	11.0	11.0	10.3	12.5	12.5	7.8	7.8	7.8	8.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.0	11.0	10.3	12.5	12.5	7.8	7.8	7.8	8.8	8.8	8.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	4	4	2	2	2	4	4	4

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	681	24	21	441	41	45	65	44	20	44	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:	89	681	24	21	441	41	45	65	44	20	44	19
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	684	26	21	446	82	90	287	44	23	138	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	97	742	28	23	484	89	98	311	48	25	150	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	742	28	23	484	89	98	311	48	25	150	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	742	28	23	484	89	98	311	48	25	150	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.69	0.31	0.22	0.68	0.10	0.13	0.77	0.10
Final Sat.:	1700	3468	132	1700	3041	559	380	1212	186	228	1370	189
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.01	0.16	0.16	0.26	0.26	0.26	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.14	0.51	0.51	0.03	0.38	0.38	0.50	0.50	0.50	0.21	0.21	0.21
Delay/Veh:	10.9	13.3	13.3	10.4	12.3	12.3	9.9	9.9	9.9	8.0	8.0	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:	10.9	13.3	13.3	10.4	12.3	12.3	9.9	9.9	9.9	8.0	8.0	8.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	6	6	0	4	4	6	6	6	2	2	2

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 115 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	190	428	183	52	532	16	26	174	275	117	175	132
Growth Adj:	1.00	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	428	183	52	532	16	26	174	275	117	175	132
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	428	183	52	532	43	38	210	310	117	281	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	435	524	224	64	651	53	47	257	379	143	344	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	524	224	64	651	53	47	257	379	143	344	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	524	224	64	651	53	47	257	379	143	344	162
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	1.40	0.60	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2522	1078	1700	3331	269	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.21	0.04	0.20	0.20	0.03	0.14	0.21	0.08	0.19	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.29	0.43	0.43	0.14	0.27	0.27	0.09	0.27	0.27	0.10	0.28	0.28
Volume/Cap:	0.87	0.49	0.49	0.27	0.73	0.73	0.31	0.53	0.78	0.87	0.69	0.32
Delay/Veh:	53.4	24.1	24.1	45.1	40.9	40.9	50.2	36.2	43.8	86.8	41.2	33.4
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:	53.4	24.1	24.1	45.1	40.9	40.9	50.2	36.2	43.8	86.8	41.2	33.4
LOS by Move:	D	C	C	D	D	D	D	D	D	F	D	C
HCM2kAvgQ:	18	10	10	2	13	13	2	8	14	8	12	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	110	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	253	706	143	58	452	31	32	199	252	113	216	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:	253	706	143	58	452	31	32	199	252	113	216	71
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	706	143	58	452	45	58	377	409	113	338	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	388	776	157	64	497	49	64	414	449	124	371	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	776	157	64	497	49	64	414	449	124	371	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	776	157	64	497	49	64	414	449	124	371	78
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	1.66	0.34	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2994	606	1700	3274	326	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.26	0.26	0.04	0.15	0.15	0.04	0.23	0.25	0.07	0.21	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.41	0.41	0.13	0.28	0.28	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.86	0.63	0.63	0.28	0.54	0.54	0.40	0.79	0.86	0.80	0.72	0.15
Delay/Veh:	54.1	26.4	26.4	43.6	34.0	34.0	48.7	40.2	44.7	74.4	39.9	29.3
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:	54.1	26.4	26.4	43.6	34.0	34.0	48.7	40.2	44.7	74.4	39.9	29.3
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	C
HCM2kAvgQ:	16	13	13	2	8	8	3	15	17	6	12	2

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	128	508	0	0	752	305	0	0	0	280	2	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	508	0	0	752	305	0	0	0	280	2	333
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	626	0	0	787	305	0	0	0	280	2	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	142	695	0	0	873	339	0	0	0	311	2	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	695	0	0	873	339	0	0	0	311	2	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	695	0	0	873	339	0	0	0	311	2	422
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2595	1005	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.18	0.18	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.50	0.32	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.61	0.61	0.78
Delay/Veh:	24.1	6.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	20.1	20.1	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:	24.1	6.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	20.1	20.1	26.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	3	3	0	0	12	12	0	0	0	6	6	9

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec):	60	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	161	770	0	0	684	207	0	0	0	292	2	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	770	0	0	684	207	0	0	0	292	2	294
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	860	0	0	841	207	0	0	0	292	2	304
User Adj:	1.00	1.00	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:	177	944	0	0	923	227	0	0	0	321	2	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	944	0	0	923	227	0	0	0	321	2	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	944	0	0	923	227	0	0	0	321	2	334
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	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2889	711	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.62	0.42	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.69	0.69	0.68
Delay/Veh:	27.5	5.8	0.0	0.0	14.2	14.2	0.0	0.0	0.0	24.1	24.1	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	5.8	0.0	0.0	14.2	14.2	0.0	0.0	0.0	24.1	24.1	23.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	5	0	0	10	10	0	0	0	7	7	7

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	463	117	354	679	0	178	1	269	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	463	117	354	679	0	178	1	269	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	581	117	354	714	0	178	1	269	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	624	126	380	767	0	191	1	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	624	126	380	767	0	191	1	289	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	624	126	380	767	0	191	1	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.66	0.34	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2997	603	1700	3600	0	1691	10	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.22	0.21	0.00	0.11	0.11	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.34	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.66	0.32	0.00	0.46	0.46	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	19.1	19.7	4.6	0.0	20.2	20.2	24.1	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	19.1	19.1	19.7	4.6	0.0	20.2	20.2	24.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	7	8	3	0	4	4	6	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	560	305	417	563	0	374	2	193	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	560	305	417	563	0	374	2	193	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	305	417	720	0	374	2	193	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	707	332	454	783	0	407	2	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	332	454	783	0	407	2	210	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	707	332	454	783	0	407	2	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.36	0.64	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2450	1150	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.27	0.22	0.00	0.24	0.24	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.33	0.33	0.30	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.88	0.88	0.35	0.00	0.88	0.88	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	27.4	27.4	36.6	5.4	0.0	39.0	39.0	18.6	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	27.4	27.4	36.6	5.4	0.0	39.0	39.0	18.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	13	13	12	4	0	12	12	4	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	332	4	30	387	163	129	12	46	4	21	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:	53	332	4	30	387	163	129	12	46	4	21	19
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	419	4	30	413	172	160	12	46	4	21	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	67	531	5	38	523	218	203	15	58	5	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	531	5	38	523	218	203	15	58	5	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	531	5	38	523	218	203	15	58	5	27	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.41	0.59	0.75	0.05	0.20	0.10	0.47	0.43
Final Sat.:	1700	3566	34	1700	2542	1058	1266	95	364	163	855	773
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.21	0.21	0.16	0.16	0.16	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.33	0.33	0.17	0.37	0.37	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.30	0.45	0.45	0.13	0.55	0.55	0.39	0.39	0.39	0.08	0.08	0.08
Delay/Veh:	30.1	19.9	19.9	26.3	19.0	19.0	15.7	15.7	15.7	13.4	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	19.9	19.9	26.3	19.0	19.0	15.7	15.7	15.7	13.4	13.4	13.4
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	5	5	1	7	7	5	5	5	1	1	1

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	38	378	4	20	338	91	335	51	68	10	16	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:	38	378	4	20	338	91	335	51	68	10	16	37
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	441	4	20	450	135	362	51	68	10	16	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	496	4	22	506	152	407	57	76	11	18	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	496	4	22	506	152	407	57	76	11	18	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	496	4	22	506	152	407	57	76	11	18	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	1.98	0.02	1.00	1.54	0.46	0.76	0.10	0.14	0.17	0.25	0.58
Final Sat.:	1700	3568	32	1700	2769	831	1297	183	244	283	453	1047
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.18	0.18	0.31	0.31	0.31	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.17	0.48	0.48	0.09	0.63	0.63	0.67	0.67	0.67	0.08	0.08	0.08
Delay/Veh:	24.7	19.8	19.8	24.2	21.8	21.8	15.7	15.7	15.7	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	19.8	19.8	24.2	21.8	21.8	15.7	15.7	15.7	9.7	9.7	9.7
LOS by Move:	C	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	1	5	5	0	7	7	10	10	10	1	1	1

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: B[12.9]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	200 254	0	0	235	6		13	0	339	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:	200 254	0	0	235	6		13	0	339	0	0	0
Added Vol:	87 0	0	0	0	0		0	0	26	0	0	0
PasserByVol:	0 0	0	0	0	0		0	0	0	0	0	0
Initial Fut:	287 254	0	0	235	6		13	0	365	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:	0.88 0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	325 288	0	0	266	7		15	0	413	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	325 288	0	0	266	7		15	0	413	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8 xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5 xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	273 xxxx xxxxx	xxxx	xxxx	xxxxx			1063 xxxx		136	xxxx xxxx		xxxxx
Potent Cap.:	1302 xxxx xxxxx	xxxx	xxxx	xxxxx			221 xxxx		893	xxxx xxxx		xxxxx
Move Cap.:	1302 xxxx xxxxx	xxxx	xxxx	xxxxx			179 xxxx		893	xxxx xxxx		xxxxx
Volume/Cap:	0.25 xxxx xxxx	xxxx	xxxx	xxxx			0.08 xxxx		0.46	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	1.0 xxxx xxxxx	xxxx	xxxx	xxxxx			0.3 xxxx		2.5	xxxx xxxx		xxxxx
Control Del:	8.7 xxxx xxxxx	xxxxx	xxxx	xxxxx			26.9 xxxx		12.5	xxxxx xxxx		xxxxx
LOS by Move:	A *	*	*	*	*		D *		B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx		xxxx	xxxx	xxxxx		xxxx xxxx		xxxxx	xxxx xxxx		xxxxx
SharedQueue:	xxxxx xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx		xxxxx	xxxx	xxxxx		xxxxx xxxx		xxxxx	xxxxx xxxx		xxxxx
Shared LOS:	* *	*	*	*	*		* *		*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.9			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 20.9 Worst Case Level Of Service: F[52.7]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	299	340	0	0	433	6	10	0	505	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:	299	340	0	0	433	6	10	0	505	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	340	0	0	433	6	10	0	617	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	429	403	0	0	514	7	12	0	732	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	429	403	0	0	514	7	12	0	732	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	1578	xxxx	260	xxxx	xxxx	xxxxx
Potent Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	xxxx	744	xxxx	xxxx	xxxxx
Move Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	xxxx	744	xxxx	xxxx	xxxxx
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.98	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	15.8	xxxx	xxxx	xxxxx
Control Del:	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	66.9	xxxx	52.4	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	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			52.7			xxxxxx		
ApproachLOS:	*			*			F			*		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: B[14.7]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0	368	0	0	137	0	121	0	309	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	368	0	0	137	0	121	0	309	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	0	0	148	0	153	0	309	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	503	0	0	176	0	182	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	503	0	0	176	0	182	0	367	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	679	xxxx	176	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	420	xxxx	872	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	420	xxxx	872	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	xxxx	0.42	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	2.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.9	xxxx	12.1	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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Evening Peak Hour

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

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: C[23.7]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	508	0	0	189	0	175	0	310	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	508	0	0	189	0	175	0	310	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	0	0	234	0	204	0	310	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:	0.89	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	610	0	0	264	0	230	0	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	610	0	0	264	0	230	0	349	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	874	xxxx	264	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	780	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	323	xxxx	780	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.45	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.1	xxxx	2.3	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	39.5	xxxx	13.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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			23.7			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[11.6]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	158	260	112	333	0	0	0	0	18	0	204
Growth Adj:	1.00	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	158	260	112	333	0	0	0	0	18	0	204
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	158	260	123	333	0	0	0	0	18	0	259
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	178	0	139	376	0	0	0	0	20	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	178	0	139	376	0	0	0	0	20	0	292
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	832	xxxx	178
Potent Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	xxxx	870
Move Cap.:	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	xxxx	870
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	0.34
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.3	xxxx	11.2
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

****

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

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[14.2]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	311	489	154	352	0	0	0	0	16	0	179
Growth Adj:	1.00	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	311	489	154	352	0	0	0	0	16	0	179
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	311	489	199	352	0	0	0	0	16	0	213
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	360	0	230	407	0	0	0	0	18	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	360	0	230	407	0	0	0	0	18	0	246
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	360	xxxx	xxxxx	xxxx	xxxx	xxxxx	1227	xxxx	360
Potent Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	xxxx	689
Move Cap.:	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	xxxx	689
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.6
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.5	xxxx	13.1
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.2		
ApproachLOS:	*			*			*			B		

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 130 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 52.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	259	351	43	1	296	246	65	37	79	186	46	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:	259	351	43	1	296	246	65	37	79	186	46	32
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	370	43	1	323	270	69	37	111	186	46	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	412	447	52	1	390	326	83	45	134	225	56	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	447	52	1	390	326	83	45	134	225	56	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	447	52	1	390	326	83	45	134	225	56	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.93	0.96	0.11	1.00	1.09	0.91	1.00	0.25	0.75	1.00	0.59	0.41
Final Sat.:	1586	1721	200	1700	1961	1639	1700	450	1350	1700	1062	738
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.20	0.20	0.05	0.10	0.10	0.13	0.05	0.05
Crit Moves:		****			****			****		****		
Green/Cycle:	0.31	0.31	0.31	0.24	0.24	0.24	0.10	0.24	0.24	0.16	0.30	0.30
Volume/Cap:	0.85	0.85	0.85	0.00	0.83	0.83	0.51	0.42	0.42	0.85	0.18	0.18
Delay/Veh:	48.8	48.8	48.8	37.7	54.1	54.1	58.5	42.5	42.5	75.3	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	48.8	37.7	54.1	54.1	58.5	42.5	42.5	75.3	34.0	34.0
LOS by Move:	D	D	D	D	D	D	E	D	D	E	C	C
HCM2kAvgQ:	20	20	20	0	16	16	4	6	6	12	3	3

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec):	130	Critical Vol./Cap.(X):	1.006
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	84.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	336	530	29	12	410	254	79	71	108	212	159	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:	336	530	29	12	410	254	79	71	108	212	159	30
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	621	29	12	495	259	100	71	265	212	159	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	512	702	33	14	560	293	113	80	300	240	180	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	702	33	14	560	293	113	80	300	240	180	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:	512	702	33	14	560	293	113	80	300	240	180	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:	0.85	1.10	0.05	1.00	1.31	0.69	1.00	0.21	0.79	1.00	0.84	0.16
Final Sat.:	1444	1979	92	1700	2363	1237	1700	380	1420	1700	1514	286
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.01	0.24	0.24	0.07	0.21	0.21	0.14	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.33	0.33	0.33	0.24	0.24	0.24	0.09	0.24	0.24	0.13	0.28	0.28
Volume/Cap:	1.07	1.07	1.07	0.03	0.99	0.99	0.74	0.89	0.89	1.07	0.42	0.42
Delay/Veh:	92.5	92.5	92.5	38.0	78.4	78.4	74.8	67.1	67.1	138.0	38.9	38.9
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:	92.5	92.5	92.5	38.0	78.4	78.4	74.8	67.1	67.1	138.0	38.9	38.9
LOS by Move:	F	F	F	D	E	E	E	E	E	F	D	D
HCM2kAvgQ:	35	35	35	0	23	23	6	18	18	16	7	7

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1	0 0	1	0 0	1 0	0	1	1 0 1
Volume Module:												
Base Vol:	12	19	5	373	3	217	189	372	17	3	426	135
Growth Adj:	1.00	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	19	5	373	3	217	189	372	17	3	426	135
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	19	5	373	3	236	189	404	17	3	508	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	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	22	6	438	4	277	222	474	20	4	596	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	22	6	438	4	277	222	474	20	4	596	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	22	6	438	4	277	222	474	20	4	596	158
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.52	0.14	0.99	0.01	1.00	1.00	0.96	0.04	0.01	1.99	1.00
Final Sat.:	588	932	245	1687	14	1800	1700	1727	73	21	3578	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.26	0.26	0.15	0.13	0.27	0.27	0.17	0.17	0.09
Crit Moves:		****			****		****				****	
Green/Cycle:	0.25	0.25	0.25	0.32	0.32	0.32	0.16	0.36	0.36	0.20	0.20	0.20
Volume/Cap:	0.10	0.10	0.10	0.82	0.82	0.49	0.82	0.76	0.76	0.82	0.82	0.43
Delay/Veh:	30.5	30.5	30.5	43.2	43.2	29.8	60.9	34.8	34.8	47.6	47.6	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	43.2	43.2	29.8	60.9	34.8	34.8	47.6	47.6	37.5
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	1	1	1	16	16	7	10	15	15	12	12	5

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 80.4
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	0 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	11	6	5	420	0	232	189	509	12	3	691	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	5	420	0	232	189	509	12	3	691	310
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	6	5	420	0	323	189	666	12	3	808	310
User Adj:	1.00	1.00	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:	13	7	6	488	0	375	220	774	14	3	938	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	7	6	488	0	375	220	774	14	3	938	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	7	6	488	0	375	220	774	14	3	938	360
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.52	0.26	0.22	1.00	0.00	1.00	1.00	0.98	0.02	0.01	1.99	1.00
Final Sat.:	874	477	397	1700	0	1800	1700	1768	32	13	3586	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.29	0.00	0.21	0.13	0.44	0.44	0.26	0.26	0.20
Crit Moves:		****		****				****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.00	0.25	0.19	0.43	0.43	0.24	0.24	0.24
Volume/Cap:	0.06	0.06	0.06	1.16	0.00	0.84	0.69	1.02	1.02	1.08	1.08	0.83
Delay/Veh:	30.2	30.2	30.2	134.4	0.0	51.0	46.2	67.7	67.7	95.4	95.4	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	134.4	0.0	51.0	46.2	67.7	67.7	95.4	95.4	50.2
LOS by Move:	C	C	C	F	A	D	D	E	E	F	F	D
HCM2kAvgQ:	1	1	1	29	0	14	8	34	34	24	24	13

****

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

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Existing Plus Project – With Improvements

Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	110	505	119	93	736	70	66	357	78	84	470	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	505	119	93	736	70	66	357	78	84	470	63
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	505	119	100	736	70	66	364	78	84	474	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	122	560	132	111	816	78	73	404	86	93	525	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	560	132	111	816	78	73	404	86	93	525	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	560	132	111	816	78	73	404	86	93	525	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	0.94	1.00	1.00
Lanes:	1.00	1.62	0.38	1.00	1.83	0.17	1.00	2.47	0.53	1.00	2.63	0.37
Final Sat.:	1700	2913	687	1700	3287	313	1700	4447	953	1700	4731	669
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.07	0.25	0.25	0.04	0.09	0.09	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.70	0.49	0.49	0.63	0.63	0.63	0.42	0.28	0.28	0.53	0.35	0.35
Delay/Veh:	53.6	22.5	22.5	49.1	24.8	24.8	42.4	24.8	24.8	44.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	22.5	22.5	49.1	24.8	24.8	42.4	24.8	24.8	44.4	25.4	25.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	8	8	5	11	11	3	4	4	4	5	5

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	142	905	104	130	570	84	290	930	103	175	686	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	905	104	130	570	84	290	930	103	175	686	105
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	905	104	150	570	84	290	950	103	175	708	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	162	1033	119	171	651	96	331	1084	118	200	808	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1033	119	171	651	96	331	1084	118	200	808	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	1033	119	171	651	96	331	1084	118	200	808	145
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	1.79	0.21	1.00	1.74	0.26	1.00	2.71	0.29	1.00	2.54	0.46
Final Sat.:	1700	3229	371	1700	3138	462	1700	4872	528	1700	4579	821
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.10	0.21	0.21	0.19	0.22	0.22	0.12	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.34	0.34	0.11	0.35	0.35	0.21	0.33	0.33	0.15	0.27	0.27
Volume/Cap:	0.94	0.93	0.93	0.93	0.59	0.59	0.93	0.67	0.67	0.81	0.65	0.65
Delay/Veh:	103.2	48.9	48.9	97.8	31.3	31.3	75.3	33.8	33.8	65.3	38.3	38.3
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:	103.2	48.9	48.9	97.8	31.3	31.3	75.3	33.8	33.8	65.3	38.3	38.3
LOS by Move:	F	D	D	F	C	C	E	C	C	E	D	D
HCM2kAvgQ:	9	24	24	10	11	11	16	13	13	9	11	11

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	105	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	163	557	128	183	670	62	74	162	226	219	201	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	557	128	183	670	62	74	162	226	219	201	436
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	557	128	183	670	62	74	169	226	219	205	436
User Adj:	1.00	1.00	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:	186	636	146	209	765	71	84	193	258	250	234	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	636	146	209	765	71	84	193	258	250	234	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	636	146	209	765	71	84	193	258	250	234	498
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	1.63	0.37	1.00	1.83	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2927	673	1700	3295	305	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.12	0.23	0.23	0.05	0.11	0.14	0.15	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.12	0.30	0.30	0.15	0.33	0.33	0.12	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.91	0.74	0.74	0.81	0.71	0.71	0.43	0.36	0.49	0.81	0.36	0.77
Delay/Veh:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.4	30.8	56.0	24.8	33.5
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:	83.3	36.0	36.0	60.3	33.1	33.1	44.6	29.4	30.8	56.0	24.8	33.5
LOS by Move:	F	D	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	10	13	13	9	13	13	3	5	7	10	6	16

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	182	737	48	85	625	90	61	197	154	59	164	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	737	48	85	625	90	61	197	154	59	164	105
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	737	48	85	625	90	61	217	154	59	186	105
User Adj:	1.00	1.00	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:	199	806	53	93	684	98	67	237	168	65	204	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	806	53	93	684	98	67	237	168	65	204	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:	199	806	53	93	684	98	67	237	168	65	204	115
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	1.88	0.12	1.00	1.75	0.25	1.00	1.17	0.83	1.00	1.28	0.72
Final Sat.:	1700	3380	220	1700	3147	453	1700	2106	1494	1700	2301	1299
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.24	0.05	0.22	0.22	0.04	0.11	0.11	0.04	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.74	0.65	0.65	0.46	0.67	0.67	0.37	0.35	0.35	0.36	0.27	0.27
Delay/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.5	24.5	40.8	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	26.2	26.2	40.8	29.0	29.0	40.9	24.5	24.5	40.8	23.8	23.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	11	11	3	11	11	2	5	5	2	3	3

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	65	644	10	80	1011	42	17	112	48	40	135	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:	65	644	10	80	1011	42	17	112	48	40	135	51
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	644	10	88	1011	42	17	134	48	40	153	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	75	747	12	102	1173	49	20	155	56	46	177	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	747	12	102	1173	49	20	155	56	46	177	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	747	12	102	1173	49	20	155	56	46	177	70
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	1.44	0.56
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2586	1014
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.06	0.33	0.03	0.01	0.09	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.17	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.53	0.49	0.02	0.35	0.64	0.05	0.14	0.33	0.12	0.33	0.27	0.27
Delay/Veh:	56.6	25.5	20.2	44.8	22.3	14.9	51.5	36.6	34.2	53.2	35.6	35.6
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:	56.6	25.5	20.2	44.8	22.3	14.9	51.5	36.6	34.2	53.2	35.6	35.6
LOS by Move:	E	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	4	10	0	4	16	1	1	5	2	2	4	4

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	51	939	50	38	719	25	41	154	55	22	112	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:	51	939	50	38	719	25	41	154	55	22	112	44
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	939	50	64	719	25	41	222	55	22	183	69
User Adj:	1.00	1.00	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:	56	1035	55	71	793	28	45	245	61	24	202	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1035	55	71	793	28	45	245	61	24	202	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1035	55	71	793	28	45	245	61	24	202	76
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	1.45	0.55
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2614	986
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.03	0.04	0.22	0.02	0.03	0.14	0.03	0.01	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.46	0.46	0.09	0.39	0.39	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.20	0.62	0.07	0.46	0.56	0.04	0.29	0.48	0.12	0.16	0.27	0.27
Delay/Veh:	40.3	22.9	16.4	49.6	26.5	20.6	47.8	33.6	29.5	46.6	30.9	30.9
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:	40.3	22.9	16.4	49.6	26.5	20.6	47.8	33.6	29.5	46.6	30.9	30.9
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	13	1	3	11	1	2	7	2	1	4	4

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	566	171	42	974	0	0	0	0	262	0	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	566	171	42	974	0	0	0	0	262	0	37
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	578	175	42	1028	0	0	0	0	269	0	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	665	0	48	1183	0	0	0	0	310	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	665	0	48	1183	0	0	0	0	310	0	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	665	0	48	1183	0	0	0	0	310	0	43
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.08	0.63	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.34	0.00	0.34	0.52	0.00	0.00	0.00	0.00	0.31	0.00	0.07
Delay/Veh:	0.0	15.1	0.0	53.2	12.2	0.0	0.0	0.0	0.0	31.2	0.0	28.8
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	15.1	0.0	53.2	12.2	0.0	0.0	0.0	0.0	31.2	0.0	28.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	2	12	0	0	0	0	5	0	1

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1095	435	63	745	0	0	0	0	289	0	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:	0	1095	435	63	745	0	0	0	0	289	0	33
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	457	63	775	0	0	0	0	309	0	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1282	0	70	856	0	0	0	0	341	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1282	0	70	856	0	0	0	0	341	0	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1282	0	70	856	0	0	0	0	341	0	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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.04	0.24	0.00	0.00	0.00	0.00	0.11	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.00	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.61	0.00	0.53	0.36	0.00	0.00	0.00	0.00	0.37	0.00	0.07
Delay/Veh:	0.0	17.9	0.0	61.9	9.9	0.0	0.0	0.0	0.0	36.7	0.0	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	61.9	9.9	0.0	0.0	0.0	0.0	36.7	0.0	33.3
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	16	0	4	7	0	0	0	0	6	0	1

****

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

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Morning Peak Hour - With Improvements

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

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	342	942	227	39	1144	21	40	139	661	334	153	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:	342	942	227	39	1144	21	40	139	661	334	153	30
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	942	227	100	1144	21	40	224	661	334	174	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	391	1078	260	114	1309	24	46	256	756	382	199	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1078	260	114	1309	24	46	256	756	382	199	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:	391	1078	260	114	1309	24	46	256	756	382	199	53
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.95	0.05	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5303	97	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.14	0.04	0.25	0.25	0.01	0.14	0.21	0.12	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.35	0.50	0.10	0.30	0.30	0.10	0.33	0.48	0.15	0.38	0.38
Volume/Cap:	0.81	0.85	0.29	0.35	0.81	0.81	0.14	0.43	0.44	0.81	0.15	0.08
Delay/Veh:	57.6	40.3	17.1	48.7	40.3	40.3	47.5	30.6	19.8	58.0	23.6	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:	57.6	40.3	17.1	48.7	40.3	40.3	47.5	30.6	19.8	58.0	23.6	23.0
LOS by Move:	E	D	B	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	10	20	5	2	17	17	1	7	9	10	2	1

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	501	1295	307	85	853	72	208	285	586	227	234	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	1295	307	85	853	72	208	285	586	227	234	64
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	1295	307	136	853	72	208	342	586	227	343	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	557	1439	341	151	948	80	231	380	651	252	381	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	1439	341	151	948	80	231	380	651	252	381	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	1439	341	151	948	80	231	380	651	252	381	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4980	420	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.19	0.05	0.19	0.19	0.07	0.21	0.18	0.08	0.11	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.45	0.53	0.08	0.32	0.32	0.08	0.32	0.53	0.09	0.32	0.32
Volume/Cap:	0.82	0.90	0.36	0.57	0.60	0.60	0.86	0.67	0.34	0.90	0.33	0.29
Delay/Veh:	52.7	37.8	16.3	55.8	35.3	35.3	77.0	38.5	16.3	83.0	31.2	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	37.8	16.3	55.8	35.3	35.3	77.0	38.5	16.3	83.0	31.2	30.9
LOS by Move:	D	D	B	E	D	D	E	D	B	F	C	C
HCM2kAvgQ:	13	28	7	4	11	11	7	13	7	8	5	5

****

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

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Morning Peak Hour - With Improvements

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	307	853	0	0	998	785	0	0	0	157	1	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	853	0	0	998	785	0	0	0	157	1	365
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	853	0	0	998	785	0	0	0	172	1	365
User Adj:	1.00	1.00	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:	351	976	0	0	1142	898	0	0	0	197	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	976	0	0	1142	898	0	0	0	197	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	976	0	0	1142	898	0	0	0	197	1	418
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.49	0.01	1.50
Final Sat.:	3200	3600	0	0	5400	1800	0	0	0	847	5	2698
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.23	0.23	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.14	0.67	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.77	0.41	0.00	0.00	0.40	0.95	0.00	0.00	0.00	0.95	0.95	0.63
Delay/Veh:	36.6	5.4	0.0	0.0	10.1	33.7	0.0	0.0	0.0	49.2	49.2	24.9
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:	36.6	5.4	0.0	0.0	10.1	33.7	0.0	0.0	0.0	49.2	49.2	24.9
LOS by Move:	D	A	A	A	B	C	A	A	A	D	D	C
HCM2kAvgQ:	6	5	0	0	5	24	0	0	0	14	14	6

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	244	1368	0	0	1124	522	0	0	0	234	4	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:	244	1368	0	0	1124	522	0	0	0	234	4	519
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	1368	0	0	1124	522	0	0	0	301	4	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	261	1463	0	0	1202	558	0	0	0	322	4	555
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1463	0	0	1202	558	0	0	0	322	4	555
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1463	0	0	1202	558	0	0	0	322	4	555
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.55	0.01	1.44
Final Sat.:	3200	3600	0	0	5400	1800	0	0	0	931	12	2602
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.00	0.00	0.22	0.31	0.00	0.00	0.00	0.35	0.35	0.21
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.51	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.53	0.80	0.00	0.00	0.62	0.87	0.00	0.00	0.00	0.87	0.87	0.54
Delay/Veh:	26.4	15.7	0.0	0.0	18.0	31.8	0.0	0.0	0.0	26.3	26.3	15.4
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:	26.4	15.7	0.0	0.0	18.0	31.8	0.0	0.0	0.0	26.3	26.3	15.4
LOS by Move:	C	B	A	A	B	C	A	A	A	C	C	B
HCM2kAvgQ:	4	14	0	0	8	14	0	0	0	15	15	6

****

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

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	779	222	467	680	0	359	0	220	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	779	222	467	680	0	359	0	220	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	779	277	467	695	0	359	0	220	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	855	304	513	763	0	394	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	855	304	513	763	0	394	0	241	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	855	304	513	763	0	394	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.46	0.00	0.54	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2488	0	966	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.30	0.21	0.00	0.16	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.34	0.63	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.58	0.90	0.34	0.00	0.57	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	21.2	37.2	5.8	0.0	20.8	0.0	36.6	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	19.7	21.2	37.2	5.8	0.0	20.8	0.0	36.6	0.0	0.0	0.0
LOS by Move:	A	B	C	D	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	6	15	4	0	6	0	13	0	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 (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	863	141	479	860	0	751	2	223	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	863	141	479	860	0	751	2	223	0	0	0
Added Vol:	0	0	34	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	863	175	479	927	0	751	2	223	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	940	191	522	1010	0	818	2	243	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	191	522	1010	0	818	2	243	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	940	191	522	1010	0	818	2	243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.64	0.01	0.35	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2786	6	645	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.31	0.28	0.00	0.29	0.38	0.38	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.31	0.55	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.45	0.99	0.51	0.00	0.78	0.99	0.99	0.00	0.00	0.00
Delay/Veh:	0.0	30.4	26.8	65.4	11.7	0.0	24.7	50.9	50.9	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	30.4	26.8	65.4	11.7	0.0	24.7	50.9	50.9	0.0	0.0	0.0
LOS by Move:	A	C	C	E	B	A	C	D	D	A	A	A
HCM2kAvgQ:	0	9	4	20	8	0	13	24	24	0	0	0

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

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Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	84	774	24	122	754	84	174	66	47	23	72	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	774	24	122	754	84	174	66	47	23	72	126
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	805	24	122	763	89	198	66	47	23	72	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	899	27	136	853	99	221	74	53	26	80	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	899	27	136	853	99	221	74	53	26	80	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	899	27	136	853	99	221	74	53	26	80	141
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3600	1800	1700	1051	749	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.08	0.24	0.06	0.13	0.07	0.07	0.02	0.04	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.34	0.34	0.10	0.31	0.31	0.17	0.36	0.36	0.12	0.31	0.31
Volume/Cap:	0.42	0.77	0.77	0.77	0.77	0.18	0.77	0.19	0.19	0.13	0.14	0.25
Delay/Veh:	41.3	32.7	32.7	61.6	34.5	25.4	51.3	22.0	22.0	39.9	25.0	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:	41.3	32.7	32.7	61.6	34.5	25.4	51.3	22.0	22.0	39.9	25.0	26.1
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	14	14	6	13	2	9	3	3	1	2	3

****

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

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

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	62	740	25	108	871	80	150	110	80	11	82	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:	62	740	25	108	871	80	150	110	80	11	82	113
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	767	25	108	915	102	157	110	80	11	82	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	64	787	26	111	939	105	161	113	82	11	84	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	787	26	111	939	105	161	113	82	11	84	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	787	26	111	939	105	161	113	82	11	84	116
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	1.94	0.06	1.00	2.00	1.00	1.00	0.58	0.42	1.00	1.00	1.00
Final Sat.:	1700	3486	114	1700	3600	1800	1700	1042	758	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.07	0.26	0.06	0.09	0.11	0.11	0.01	0.05	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.10	0.33	0.33	0.15	0.37	0.37	0.14	0.34	0.34	0.11	0.31	0.31
Volume/Cap:	0.37	0.69	0.69	0.45	0.70	0.16	0.70	0.32	0.32	0.06	0.15	0.21
Delay/Veh:	43.5	30.8	30.8	40.4	28.1	20.9	50.3	24.9	24.9	40.1	25.1	25.6
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:	43.5	30.8	30.8	40.4	28.1	20.9	50.3	24.9	24.9	40.1	25.1	25.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	12	12	4	13	2	6	4	4	0	2	3

****

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

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

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	102	407	42	241	667	76	99	545	77	67	580	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	407	42	241	667	76	99	545	77	67	580	141
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	409	44	241	668	76	99	545	77	68	580	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	127	510	55	300	833	95	123	680	96	85	723	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	510	55	300	833	95	123	680	96	85	723	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	510	55	300	833	95	123	680	96	85	723	176
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	1.80	0.20	1.00	1.75	0.25	1.00	2.41	0.59
Final Sat.:	1700	3250	350	1700	3232	368	1700	3154	446	1700	4344	1056
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.18	0.26	0.26	0.07	0.22	0.22	0.05	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.61	0.53	0.53	0.84	0.68	0.68	0.76	0.67	0.67	0.52	0.51	0.51
Delay/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.3	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	31.4	31.4	56.4	28.4	28.4	65.3	32.1	32.1	48.3	29.1	29.1
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	8	8	13	13	13	6	12	12	3	8	8

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	115	563	105	204	605	98	171	471	82	99	481	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	563	105	204	605	98	171	471	82	99	481	162
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	564	106	204	607	98	171	471	82	101	481	162
User Adj:	1.00	1.00	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:	125	615	116	222	662	107	186	514	89	110	525	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	615	116	222	662	107	186	514	89	110	525	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	615	116	222	662	107	186	514	89	110	525	177
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	1.68	0.32	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3030	570	1700	3100	500	1700	3066	534	1700	4040	1360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.13	0.21	0.21	0.11	0.17	0.17	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.17	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.69	0.69	0.79	0.61	0.61	0.79	0.47	0.47	0.62	0.40	0.40
Delay/Veh:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	51.3	27.7	27.7
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:	52.7	34.6	34.6	55.9	29.2	29.2	59.9	26.3	26.3	51.3	27.7	27.7
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	11	11	9	11	11	8	8	8	5	6	6

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	23	435	31	69	717	18	22	125	23	35	110	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	435	31	69	717	18	22	125	23	35	110	56
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	438	31	69	718	18	22	125	23	35	110	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	28	530	38	84	869	22	27	151	28	42	133	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	530	38	84	869	22	27	151	28	42	133	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:	28	530	38	84	869	22	27	151	28	42	133	68
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	1.87	0.13	1.00	1.95	0.05	0.16	0.84	1.00	0.25	0.75	1.00
Final Sat.:	1700	3362	238	1700	3512	88	267	1517	1800	428	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.05	0.25	0.25	0.10	0.10	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.30	0.30	0.09	0.46	0.46	0.24	0.24	0.04	0.24	0.24	0.09
Delay/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.8	9.8	8.6	11.0	11.0	14.5	14.5	13.1	14.5	14.5	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	41	798	39	36	723	17	39	96	31	16	71	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:	41	798	39	36	723	17	39	96	31	16	71	30
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	800	39	36	726	17	39	96	31	16	71	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	45	879	43	40	798	19	43	105	34	18	78	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	879	43	40	798	19	43	105	34	18	78	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:	45	879	43	40	798	19	43	105	34	18	78	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	1.91	0.09	1.00	1.95	0.05	0.30	0.70	1.00	0.19	0.81	1.00
Final Sat.:	1700	3433	167	1700	3518	82	511	1259	1800	327	1453	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.23	0.23	0.08	0.08	0.02	0.05	0.05	0.02
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.04	0.39	0.39	0.04	0.35	0.35	0.27	0.27	0.06	0.17	0.17	0.06
Delay/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.3	8.3	8.3	6.3	8.0	8.0	26.3	26.3	24.3	25.3	25.3	24.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	7	7	0	6	6	4	4	1	2	2	1

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	306	100	241	488	93	81	652	60	77	542	116
Growth Adj:	1.00	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	306	100	241	488	93	81	652	60	77	542	116
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	313	100	241	496	93	81	665	61	77	550	116
User Adj:	1.00	1.00	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:	114	374	119	288	593	111	97	795	73	92	657	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	374	119	288	593	111	97	795	73	92	657	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	374	119	288	593	111	97	795	73	92	657	139
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	1.68	0.32	1.00	2.75	0.25	1.00	2.48	0.52
Final Sat.:	1700	3600	1800	1700	3032	568	1700	4946	454	1700	4459	941
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.07	0.17	0.20	0.20	0.06	0.16	0.16	0.05	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.58	0.30	0.19	0.81	0.45	0.45	0.63	0.57	0.57	0.60	0.52	0.52
Delay/Veh:	50.3	26.4	25.4	54.5	21.7	21.7	56.1	34.3	34.3	54.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	26.4	25.4	54.5	21.7	21.7	56.1	34.3	34.3	54.2	33.6	33.6
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	5	3	12	8	8	4	9	9	4	8	8

****

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

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

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

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	193	576	128	260	455	69	132	763	40	82	803	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	576	128	260	455	69	132	763	40	82	803	151
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	600	128	260	479	69	132	804	42	82	847	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	209	647	138	280	516	74	142	866	45	88	913	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	647	138	280	516	74	142	866	45	88	913	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	647	138	280	516	74	142	866	45	88	913	163
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	1.75	0.25	1.00	2.85	0.15	1.00	2.55	0.45
Final Sat.:	1700	3600	1800	1700	3147	453	1700	5132	268	1700	4583	817
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.08	0.16	0.16	0.16	0.08	0.17	0.17	0.05	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.52	0.22	0.83	0.41	0.41	0.83	0.58	0.58	0.56	0.71	0.71
Delay/Veh:	71.3	29.1	25.7	57.8	23.8	23.8	75.6	34.0	34.0	52.0	37.0	37.0
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:	71.3	29.1	25.7	57.8	23.8	23.8	75.6	34.0	34.0	52.0	37.0	37.0
LOS by Move:	E	C	C	E	C	C	E	C	C	D	D	D
HCM2kAvgQ:	10	9	3	12	7	7	7	9	9	4	12	12

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	61	422	56	10	494	19	6	130	51	84	130	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:	61	422	56	10	494	19	6	130	51	84	130	6
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	434	61	10	526	19	6	130	58	108	130	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	77	501	70	12	607	22	7	150	67	125	150	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	501	70	12	607	22	7	150	67	125	150	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	501	70	12	607	22	7	150	67	125	150	7
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	1.93	0.07	0.06	1.34	0.60	0.91	1.04	0.05
Final Sat.:	1700	3156	444	1700	3474	126	111	2408	1074	1553	1869	86
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.01	0.17	0.17	0.06	0.06	0.06	0.08	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.28	0.28	0.11	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.52	0.56	0.56	0.06	0.57	0.57	0.23	0.23	0.23	0.30	0.30	0.30
Delay/Veh:	53.6	35.9	35.9	46.1	34.5	34.5	32.8	32.8	32.8	33.5	33.5	33.5
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:	53.6	35.9	35.9	46.1	34.5	34.5	32.8	32.8	32.8	33.5	33.5	33.5
LOS by Move:	D	D	D	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	9	9	0	10	10	3	3	3	4	4	4

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	81	741	26	23	618	16	66	121	99	50	122	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	741	26	23	618	16	66	121	99	50	122	7
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	787	48	23	649	16	66	121	121	57	122	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	115	871	53	25	718	18	73	134	134	63	135	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	871	53	25	718	18	73	134	134	63	135	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:	115	871	53	25	718	18	73	134	134	63	135	8
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	1.89	0.11	1.00	1.95	0.05	0.45	0.77	0.78	0.64	1.29	0.07
Final Sat.:	1700	3393	207	1700	3513	87	762	1397	1397	1084	2319	133
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.01	0.20	0.20	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.38	0.38	0.08	0.34	0.34	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.54	0.67	0.67	0.19	0.61	0.61	0.40	0.40	0.40	0.24	0.24	0.24
Delay/Veh:	55.9	34.4	34.4	57.0	37.0	37.0	42.0	42.0	42.0	40.2	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.9	34.4	34.4	57.0	37.0	37.0	42.0	42.0	42.0	40.2	40.2	40.2
LOS by Move:	E	C	C	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	16	16	1	13	13	6	6	6	3	3	3

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

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Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1	1 0	1	1 0
Volume Module:												
Base Vol:	69	221	16	41	268	30	45	356	129	223	362	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:	69	221	16	41	268	30	45	356	129	223	362	88
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	244	18	41	332	30	45	356	153	224	362	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	257	19	43	349	32	47	375	161	236	381	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	257	19	43	349	32	47	375	161	236	381	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:	78	257	19	43	349	32	47	375	161	236	381	93
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	1.86	0.14	1.00	1.83	0.17	1.00	3.50	1.50	1.00	1.61	0.39
Final Sat.:	1700	3353	247	1700	3302	298	1700	6295	2705	1700	2896	704
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.03	0.11	0.11	0.03	0.06	0.06	0.14	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.39	0.17	0.17	0.22	0.23	0.23	0.08	0.18	0.18	0.42	0.40	0.40
Delay/Veh:	35.9	13.5	13.5	34.5	14.0	14.0	19.7	20.3	20.3	22.7	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	13.5	13.5	34.5	14.0	14.0	19.7	20.3	20.3	22.7	22.2	22.2
LOS by Move:	D	B	B	C	B	B	B	C	C	C	C	C
HCM2kAvgQ:	2	2	2	1	3	3	1	2	2	5	5	5

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1	1 0	1	1 0
Volume Module:												
Base Vol:	107	421	36	41	271	64	92	482	122	246	370	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:	107	421	36	41	271	64	92	482	122	246	370	81
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	513	37	41	330	64	92	482	129	248	370	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:	136	540	39	43	347	67	97	507	136	261	389	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	540	39	43	347	67	97	507	136	261	389	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:	136	540	39	43	347	67	97	507	136	261	389	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	0.94	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.68	0.32	1.00	3.94	1.06	1.00	1.64	0.36
Final Sat.:	1700	3358	242	1700	3015	585	1700	7100	1900	1700	2953	647
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.12	0.12	0.06	0.07	0.07	0.15	0.13	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.35	0.35	0.22	0.25	0.25	0.17	0.22	0.22	0.47	0.40	0.40
Delay/Veh:	45.0	15.0	15.0	34.5	14.1	14.1	20.3	20.6	20.6	23.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	15.0	15.0	34.5	14.1	14.1	20.3	20.6	20.6	23.2	22.2	22.2
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	1	3	3	2	2	2	6	5	5

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	95	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	33.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	42	467	105	100	612	45	31	152	100	189	137	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	467	105	100	612	45	31	152	100	189	137	70
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	478	107	143	658	45	31	203	152	202	165	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	67	563	126	168	775	53	37	239	179	238	194	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	563	126	168	775	53	37	239	179	238	194	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:	67	563	126	168	775	53	37	239	179	238	194	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	1.63	0.37	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2942	658	1700	3370	230	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.10	0.23	0.23	0.02	0.13	0.10	0.14	0.11	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.14	0.30	0.30	0.12	0.33	0.33	0.18	0.39	0.39
Volume/Cap:	0.38	0.72	0.72	0.71	0.76	0.76	0.17	0.41	0.30	0.76	0.28	0.15
Delay/Veh:	40.9	34.3	34.3	48.4	33.4	33.4	37.6	25.3	24.2	47.6	20.3	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	34.3	34.3	48.4	33.4	33.4	37.6	25.3	24.2	47.6	20.3	19.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	2	11	11	6	13	13	1	6	4	9	4	2

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	106	875	268	46	596	17	36	123	69	137	113	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:	106	875	268	46	596	17	36	123	69	137	113	31
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	933	279	84	626	17	36	185	121	140	194	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	204	1014	303	91	680	18	39	201	132	152	211	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1014	303	91	680	18	39	201	132	152	211	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:	204	1014	303	91	680	18	39	201	132	152	211	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	1.54	0.46	1.00	1.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2771	829	1700	3505	95	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.05	0.19	0.19	0.02	0.11	0.07	0.09	0.12	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.45	0.45	0.09	0.33	0.33	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.59	0.82	0.82	0.59	0.59	0.59	0.24	0.40	0.26	0.82	0.40	0.18
Delay/Veh:	42.1	30.2	30.2	54.0	31.3	31.3	46.9	32.4	30.9	72.4	31.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	30.2	30.2	54.0	31.3	31.3	46.9	32.4	30.9	72.4	31.4	29.0
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	21	21	4	10	10	1	6	3	8	6	2

****

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec):	130	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.8
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	183	499	145	55	588	17	39	198	256	192	146	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:	183	499	145	55	588	17	39	198	256	192	146	14
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	499	611	166	588	17	39	392	256	323	191	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	212	578	708	192	681	20	45	454	297	374	221	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	578	708	192	681	20	45	454	297	374	221	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:	212	578	708	192	681	20	45	454	297	374	221	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.92	0.08	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5248	152	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.39	0.06	0.13	0.13	0.03	0.13	0.16	0.12	0.06	0.03
Crit Moves:			****	****					****	****		
Green/Cycle:	0.13	0.44	0.44	0.08	0.39	0.39	0.09	0.29	0.29	0.13	0.33	0.33
Volume/Cap:	0.53	0.24	0.90	0.78	0.33	0.33	0.30	0.43	0.56	0.90	0.18	0.08
Delay/Veh:	54.5	23.0	46.6	73.8	27.9	27.9	56.7	37.5	40.4	77.0	30.7	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	23.0	46.6	73.8	27.9	27.9	56.7	37.5	40.4	77.0	30.7	29.6
LOS by Move:	D	C	D	E	C	C	E	D	D	E	C	C
HCM2kAvgQ:	5	5	29	6	6	6	2	7	10	11	3	1

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

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Evening Peak Hour - With Improvements

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

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	287	988	125	70	721	58	90	235	387	195	334	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	988	125	70	721	58	90	235	387	195	334	49
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	988	418	155	721	58	90	353	387	752	572	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	316	1088	460	171	794	64	99	389	426	828	630	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1088	460	171	794	64	99	389	426	828	630	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1088	460	171	794	64	99	389	426	828	630	221
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.78	0.22	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	4998	402	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.26	0.05	0.16	0.16	0.06	0.11	0.24	0.26	0.17	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.27	0.27	0.08	0.25	0.25	0.12	0.30	0.30	0.28	0.46	0.46
Volume/Cap:	0.93	0.75	0.95	0.63	0.64	0.64	0.48	0.36	0.78	0.93	0.38	0.27
Delay/Veh:	87.0	43.9	73.0	60.2	43.1	43.1	53.0	34.1	46.7	60.0	22.2	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	43.9	73.0	60.2	43.1	43.1	53.0	34.1	46.7	60.0	22.2	20.9
LOS by Move:	F	D	E	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	10	14	22	5	11	11	4	6	16	22	8	5

****

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

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Morning Peak Hour - With Improvements

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	271	544	0	0	824	497	0	0	0	356	6	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	544	0	0	824	497	0	0	0	356	6	230
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	972	0	0	885	567	0	0	0	356	6	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	315	1130	0	0	1029	659	0	0	0	414	7	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1130	0	0	1029	659	0	0	0	414	7	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1130	0	0	1029	659	0	0	0	414	7	310
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.57	0.02	1.41
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2677	33	2533
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.00	0.14	0.37	0.00	0.00	0.00	0.15	0.21	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.59	0.33	0.00	0.00	0.31	0.79	0.00	0.00	0.00	0.58	0.79	0.46
Delay/Veh:	24.9	5.2	0.0	0.0	10.1	18.6	0.0	0.0	0.0	19.6	24.9	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	5.2	0.0	0.0	10.1	18.6	0.0	0.0	0.0	19.6	24.9	18.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	C	B
HCM2kAvgQ:	4	3	0	0	3	13	0	0	0	5	9	4

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	326	1282	0	0	758	379	0	0	0	343	2	423
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	0	0	758	379	0	0	0	343	2	423
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1567	0	0	1015	679	0	0	0	343	2	431
User Adj:	1.00	1.00	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:	416	1999	0	0	1295	866	0	0	0	438	3	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1999	0	0	1295	866	0	0	0	438	3	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	1999	0	0	1295	866	0	0	0	438	3	550
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.45	0.01	1.54
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2474	9	2772
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.00	0.00	0.18	0.48	0.00	0.00	0.00	0.18	0.28	0.20
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.63	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.84	0.59	0.00	0.00	0.38	1.01	0.00	0.00	0.00	0.63	1.01	0.71
Delay/Veh:	39.4	7.4	0.0	0.0	11.0	51.2	0.0	0.0	0.0	21.4	55.6	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:	39.4	7.4	0.0	0.0	11.0	51.2	0.0	0.0	0.0	21.4	55.6	22.8
LOS by Move:	D	A	A	A	B	D	A	A	A	C	E	C
HCM2kAvgQ:	7	8	0	0	4	27	0	0	0	7	18	8

****

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

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Morning Peak Hour - With Improvements

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

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	546	407	435	761	0	276	3	416	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	546	407	435	761	0	276	3	416	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	738	407	442	816	0	512	3	416	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	819	452	491	906	0	568	3	462	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	452	491	906	0	568	3	462	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	819	452	491	906	0	568	3	462	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3381	20	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.15	0.25	0.00	0.17	0.17	0.26	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.78	0.71	0.47	0.00	0.46	0.46	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	19.2	21.0	25.1	8.7	0.0	14.9	14.9	20.0	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	19.2	21.0	25.1	8.7	0.0	14.9	14.9	20.0	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	8	10	6	6	0	5	5	9	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	897	382	420	699	0	584	3	367	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	897	382	420	699	0	584	3	367	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1010	382	451	924	0	756	3	367	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	1115	422	498	1020	0	834	3	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1115	422	498	1020	0	834	3	405	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	1115	422	498	1020	0	834	3	405	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.18	0.82	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3918	1482	3200	3600	0	3387	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.16	0.28	0.00	0.25	0.25	0.23	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.37	0.37	0.20	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.76	0.76	0.49	0.00	0.76	0.76	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	18.3	18.3	27.8	7.7	0.0	21.5	21.5	21.4	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	18.3	18.3	27.8	7.7	0.0	21.5	21.5	21.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	10	7	6	0	9	9	8	0	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 (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0	0	0 0 2	0	1	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	68	709	0	0	797	17	17	0	86	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:	68	709	0	0	797	17	17	0	86	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	877	0	0	846	19	18	0	86	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	78	1009	0	0	974	22	21	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1009	0	0	974	22	21	0	99	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:	78	1009	0	0	974	22	21	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.27	0.01	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.69	0.00	0.00	0.59	0.59	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.46	0.40	0.00	0.00	0.46	0.02	0.05	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	57.0	8.7	0.0	0.0	15.0	11.0	35.9	0.0	37.7	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:	57.0	8.7	0.0	0.0	15.0	11.0	35.9	0.0	37.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	11	0	1	0	3	0	0	0

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	69	860	0	0	773	46	52	0	93	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:	69	860	0	0	773	46	52	0	93	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	966	0	0	976	47	54	0	93	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	80	1125	0	0	1136	55	63	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1125	0	0	1136	55	63	0	108	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:	80	1125	0	0	1136	55	63	0	108	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.00	0.32	0.03	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.52	0.45	0.00	0.00	0.52	0.05	0.14	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	59.8	9.1	0.0	0.0	15.3	10.6	37.0	0.0	38.0	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:	59.8	9.1	0.0	0.0	15.3	10.6	37.0	0.0	38.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	10	0	0	13	1	2	0	3	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	43	229	7	15	368	144	118	17	41	1	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	229	7	15	368	144	118	17	41	1	13	4
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	365	7	15	406	155	150	17	41	1	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	54	455	9	19	506	193	187	21	51	1	16	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	455	9	19	506	193	187	21	51	1	16	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	455	9	19	506	193	187	21	51	1	16	5
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	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3532	68	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.01	0.14	0.11	0.11	0.01	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.30	0.39	0.39	0.10	0.43	0.33	0.70	0.03	0.08	0.01	0.03	0.01
Delay/Veh:	40.2	25.0	25.0	38.7	25.3	24.5	45.6	19.3	19.7	37.0	21.8	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:	40.2	25.0	25.0	38.7	25.3	24.5	45.6	19.3	19.7	37.0	21.8	21.6
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	2	5	5	1	6	4	7	0	1	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	36	313	0	7	433	90	397	50	57	2	13	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	313	0	7	433	90	397	50	57	2	13	4
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	391	0	7	590	135	426	50	57	2	13	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	38	413	0	7	624	143	450	53	60	2	14	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	413	0	7	624	143	450	53	60	2	14	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	413	0	7	624	143	450	53	60	2	14	4
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	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.00	0.17	0.08	0.26	0.03	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.26	0.00	0.08	0.26	0.26	0.33	0.45	0.45	0.14	0.26	0.26
Volume/Cap:	0.27	0.44	0.00	0.05	0.67	0.31	0.79	0.07	0.07	0.01	0.03	0.01
Delay/Veh:	52.6	37.6	0.0	50.8	41.8	36.2	43.9	18.9	19.0	44.0	33.3	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	37.6	0.0	50.8	41.8	36.2	43.9	18.9	19.0	44.0	33.3	33.1
LOS by Move:	D	D	A	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	2	7	0	0	11	4	18	1	1	0	0	0

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	566	120	217	510	10	16	72	41	57	34	233
Growth Adj:	1.00	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	566	120	217	510	10	16	72	41	57	34	233
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	676	120	224	538	10	16	72	41	57	34	258
User Adj:	1.00	1.00	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:	15	862	153	286	686	13	20	92	52	73	43	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	862	153	286	686	13	20	92	52	73	43	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	862	153	286	686	13	20	92	52	73	43	329
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.09	0.17	0.19	0.01	0.01	0.05	0.03	0.04	0.02	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.30	0.48	0.21	0.32	0.32	0.12	0.17	0.17	0.17	0.23	0.23
Volume/Cap:	0.05	0.79	0.18	0.79	0.59	0.02	0.10	0.29	0.17	0.25	0.10	0.79
Delay/Veh:	19.6	23.0	9.0	33.2	17.9	13.9	23.9	22.1	21.3	21.8	18.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	23.0	9.0	33.2	17.9	13.9	23.9	22.1	21.3	21.8	18.2	31.2
LOS by Move:	B	C	A	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	10	2	8	6	0	0	2	1	1	1	8

****

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

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	60	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	44	537	136	334	594	23	27	91	25	124	79	206
Growth Adj:	1.00	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	537	136	334	594	23	27	91	25	124	79	206
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	603	136	357	726	23	27	91	25	124	79	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	51	699	158	414	841	27	31	105	29	144	92	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	699	158	414	841	27	31	105	29	144	92	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	699	158	414	841	27	31	105	29	144	92	248
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.09	0.24	0.23	0.01	0.02	0.06	0.02	0.08	0.05	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.25	0.40	0.32	0.38	0.38	0.12	0.15	0.15	0.15	0.18	0.18
Volume/Cap:	0.16	0.77	0.22	0.77	0.61	0.04	0.16	0.40	0.11	0.57	0.28	0.77
Delay/Veh:	20.5	24.7	11.9	25.0	15.9	11.7	24.2	24.1	22.3	26.9	21.8	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	24.7	11.9	25.0	15.9	11.7	24.2	24.1	22.3	26.9	21.8	34.0
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	2	9	7	0	1	2	1	4	2	7

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	358	304	0	0	337	134	0	0	0	216	0	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	304	0	0	337	134	0	0	0	216	0	194
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	383	0	0	352	147	0	0	0	216	0	225
User Adj:	1.00	1.00	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:	428	458	0	0	421	176	0	0	0	258	0	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	458	0	0	421	176	0	0	0	258	0	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	458	0	0	421	176	0	0	0	258	0	269
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	0.00	0.00	1.41	0.59	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	2539	1061	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****				****					****		
Green/Cycle:	0.40	0.66	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.63	0.19	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.63	0.00	0.62
Delay/Veh:	16.5	4.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	23.7	0.0	23.2
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:	16.5	4.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	23.7	0.0	23.2
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	8	2	0	0	6	6	0	0	0	6	0	6

****

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

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	250	480	0	0	669	167	0	0	0	80	90	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	480	0	0	669	167	0	0	0	80	90	349
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	519	0	0	736	233	0	0	0	80	90	376
User Adj:	1.00	1.00	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:	299	620	0	0	879	278	0	0	0	96	108	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	620	0	0	879	278	0	0	0	96	108	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	620	0	0	879	278	0	0	0	96	108	449
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	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.48	0.52	1.00
Final Sat.:	1700	3600	0	0	2734	866	0	0	0	824	927	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.12	0.12	0.25
Crit Moves:	****				****							****
Green/Cycle:	0.21	0.60	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.83	0.29	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.39	0.39	0.83
Delay/Veh:	37.5	5.9	0.0	0.0	20.9	20.9	0.0	0.0	0.0	17.1	17.1	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	5.9	0.0	0.0	20.9	20.9	0.0	0.0	0.0	17.1	17.1	29.9
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	C
HCM2kAvgQ:	8	3	0	0	13	13	0	0	0	3	3	11

****

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec):	60	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0 337		134	358	304	0	216	0	194	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:	0 337		134	358	304	0	216	0	194	0	0	0
Added Vol:	0 24		0	9	5	0	55	0	0	0	0	0
PasserByVol:	0 0		0	0	0	0	0	0	0	0	0	0
Initial Fut:	0 361		134	367	309	0	271	0	194	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:	0.84 0.84		0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0 432		160	439	370	0	324	0	232	0	0	0
Reduct Vol:	0 0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 432		160	439	370	0	324	0	232	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:	0 432		160	439	370	0	324	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800 1800		1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94 1.00		1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00 2.00		1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0 3600		1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.12		0.09	0.26	0.10	0.00	0.19	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.00 0.19		0.19	0.41	0.60	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00 0.63		0.47	0.63	0.17	0.00	0.63	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0 24.3		22.6	16.0	5.4	0.0	19.6	0.0	17.0	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 24.3		22.6	16.0	5.4	0.0	19.6	0.0	17.0	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	3	8	2	0	7	0	4	0	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 (Future Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	582	72	304	449	0	165	3	342	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	582	72	304	449	0	165	3	342	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	589	72	348	471	0	197	3	342	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	640	78	378	511	0	214	3	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	78	378	511	0	214	3	371	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	640	78	378	511	0	214	3	371	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1676	26	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.04	0.22	0.14	0.00	0.13	0.13	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.26	0.26	0.33	0.59	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.16	0.67	0.24	0.00	0.42	0.42	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	21.7	17.2	20.5	5.8	0.0	16.7	16.7	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.7	17.2	20.5	5.8	0.0	16.7	16.7	20.3	0.0	0.0	0.0
LOS by Move:	A	C	B	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	7	1	8	2	0	4	4	7	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	66	0	141	44	183	0	0	186	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:	0	0	0	66	0	141	44	183	0	0	186	30
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	176	13	216	262	561	93	146	329	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	20	2	32	215	16	264	320	685	114	178	402	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	32	215	16	264	320	685	114	178	402	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2	32	215	16	264	320	685	114	178	402	353
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.07	0.93	2.00	0.06	0.94	2.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1700	129	1671	3200	102	1698	3200	3088	512	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.16	0.16	0.10	0.22	0.22	0.10	0.11	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.54	0.54	0.39	0.39	0.39
Volume/Cap:	0.03	0.05	0.05	0.17	0.40	0.40	0.67	0.41	0.41	0.27	0.29	0.51
Delay/Veh:	15.2	15.3	15.3	16.2	18.1	18.1	35.7	11.1	11.1	17.0	17.0	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.3	15.3	16.2	18.1	18.1	35.7	11.1	11.1	17.0	17.0	19.3
LOS by Move:	B	B	B	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	5	5	6	6	6	3	3	7

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 75 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	48	0	81	157	397	0	0	252	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:	0	0	0	48	0	81	157	397	0	0	252	65
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	360	3	323	286	767	20	31	813	261
User Adj:	1.00	1.00	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:	85	12	133	392	3	351	311	835	22	34	885	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	12	133	392	3	351	311	835	22	34	885	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	12	133	392	3	351	311	835	22	34	885	284
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.08	0.92	2.00	0.01	0.99	2.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	149	1651	3200	17	1783	3200	3509	91	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.12	0.20	0.20	0.10	0.24	0.24	0.02	0.25	0.16
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.13	0.20	0.20	0.31	0.50	0.50	0.76	0.45	0.45	0.05	0.62	0.40
Delay/Veh:	15.0	15.5	15.5	16.3	18.2	18.2	40.8	11.7	11.7	14.5	19.6	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:	15.0	15.5	15.5	16.3	18.2	18.2	40.8	11.7	11.7	14.5	19.6	17.2
LOS by Move:	B	B	B	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	1	2	2	4	7	7	6	7	7	1	9	5

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	6	17	3	28	9	138	8	37	162	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	6	17	3	28	9	138	8	37	162	4
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	21	17	3	28	9	200	71	42	194	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	59	1	25	20	4	34	11	240	85	50	232	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1	25	20	4	34	11	240	85	50	232	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1	25	20	4	34	11	240	85	50	232	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.35	0.06	0.59	1.00	1.48	0.52	0.18	0.82	1.00
Final Sat.:	502	10	614	201	35	331	573	944	350	117	538	759
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.10	0.10	0.10	0.02	0.25	0.24	0.43	0.43	0.01
Crit Moves:		****		****				****			****	
Delay/Veh:	10.1	10.1	8.3	9.5	9.5	9.5	8.9	10.0	9.5	11.9	11.9	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	8.3	9.5	9.5	9.5	8.9	10.0	9.5	11.9	11.9	7.3
LOS by Move:	B	B	A	A	A	A	A	A	A	B	B	A
ApproachDel:		9.5			9.5			9.8			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.5			9.5			9.8			11.8	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.3	0.3	0.7	0.7	0.0

****

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	0	Level Of Service:	C

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	1 0	1 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	10	25	11	5	17	27	252	3	6	276	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:	3	10	25	11	5	17	27	252	3	6	276	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	10	35	11	5	17	27	347	75	23	396	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	104	12	41	13	6	20	32	406	88	27	464	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	12	41	13	6	20	32	406	88	27	464	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:	104	12	41	13	6	20	32	406	88	27	464	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:	0.90	0.10	1.00	0.33	0.15	0.52	1.00	1.64	0.36	0.05	0.95	1.00
Final Sat.:	408	46	530	154	70	238	503	912	202	33	571	673
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.08	0.08	0.08	0.06	0.45	0.44	0.81	0.81	0.02
Crit Moves:		****				****		****			****	
Delay/Veh:	12.6	12.6	9.5	10.7	10.7	10.7	10.1	13.8	13.4	28.3	28.3	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:	12.6	12.6	9.5	10.7	10.7	10.7	10.1	13.8	13.4	28.3	28.3	8.0
LOS by Move:	B	B	A	B	B	B	B	B	B	D	D	A
ApproachDel:		11.8			10.7			13.5			27.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.7			13.5			27.7	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.8	0.7	3.3	3.3	0.0

****

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	4	0	69	1	61	28	138	2	0	126	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	4	0	69	1	61	28	138	2	0	126	12
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	45	86	22	62	30	204	12	176	148	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	14	51	98	25	71	34	233	14	201	169	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	14	51	98	25	71	34	233	14	201	169	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:	17	14	51	98	25	71	34	233	14	201	169	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.21	0.79	0.52	0.13	0.35	1.00	1.89	0.11	1.00	0.90	0.10
Final Sat.:	1700	379	1421	884	226	637	1700	3400	200	1700	1615	185
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.11	0.11	0.11	0.02	0.07	0.07	0.12	0.10	0.10
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.02	0.08	0.08	0.23	0.23	0.23	0.04	0.15	0.15	0.26	0.23	0.23
Delay/Veh:	9.0	9.3	9.3	10.1	10.1	10.1	9.6	10.2	10.2	10.8	10.6	10.6
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:	9.0	9.3	9.3	10.1	10.1	10.1	9.6	10.2	10.2	10.8	10.6	10.6
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	2	2	0	1	1	3	2	2

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	35	0	41	86	218	0	0	188	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:	0	0	0	35	0	41	86	218	0	0	188	65
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	52	30	43	87	292	30	104	297	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	33	49	254	64	37	53	107	360	37	128	366	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	49	254	64	37	53	107	360	37	128	366	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:	33	49	254	64	37	53	107	360	37	128	366	113
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	0.16	0.84	0.43	0.23	0.34	1.00	1.81	0.19	1.00	1.53	0.47
Final Sat.:	1700	293	1507	731	422	604	1700	3265	335	1700	2749	851
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.09	0.09	0.09	0.06	0.11	0.11	0.08	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.07	0.61	0.61	0.32	0.32	0.32	0.31	0.54	0.54	0.37	0.65	0.65
Delay/Veh:	29.9	37.4	37.4	32.5	32.5	32.5	38.2	40.5	40.5	38.9	42.8	42.8
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:	29.9	37.4	37.4	32.5	32.5	32.5	38.2	40.5	40.5	38.9	42.8	42.8
LOS by Move:	C	D	D	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	4	4	4	3	7	7	4	9	9

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

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	42	152	11	170	103	95	134	306	53	9	418	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	152	11	170	103	95	134	306	53	9	418	256
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	196	15	170	227	95	134	306	83	16	418	256
User Adj:	1.00	1.00	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:	59	230	18	199	266	111	157	358	97	19	489	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	230	18	199	266	111	157	358	97	19	489	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	230	18	199	266	111	157	358	97	19	489	300
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	1.86	0.14	1.00	1.41	0.59	1.00	1.57	0.43	1.00	1.24	0.76
Final Sat.:	1700	3344	256	1700	2538	1062	1700	2832	768	1700	2233	1367
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.12	0.10	0.10	0.09	0.13	0.13	0.01	0.22	0.22
Crit Moves:				****							****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.07	0.14	0.14	0.23	0.21	0.21	0.22	0.30	0.30	0.03	0.51	0.51
Delay/Veh:	7.7	8.0	8.0	8.5	8.3	8.3	11.2	11.6	11.6	10.2	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	8.0	8.0	8.5	8.3	8.3	11.2	11.6	11.6	10.2	13.2	13.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	2	2	2	3	3	0	6	6

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

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	222	60	98	16	34	9	17	410	157	78	491	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:	222	60	98	16	34	9	17	410	157	78	491	18
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	302	120	16	213	9	17	410	182	98	491	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	312	355	141	19	251	11	20	482	214	115	578	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	355	141	19	251	11	20	482	214	115	578	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	355	141	19	251	11	20	482	214	115	578	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.92	0.08	1.00	1.39	0.61	1.00	1.93	0.07
Final Sat.:	1700	2576	1024	1700	3454	146	1700	2493	1107	1700	3473	127
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.01	0.07	0.07	0.01	0.19	0.19	0.07	0.17	0.17
Crit Moves:	****							****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.36	0.27	0.27	0.02	0.14	0.14	0.03	0.45	0.45	0.16	0.39	0.39
Delay/Veh:	9.3	8.6	8.6	7.5	8.0	8.0	10.2	12.7	12.7	10.9	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:	9.3	8.6	8.6	7.5	8.0	8.0	10.2	12.7	12.7	10.9	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	3	3	0	1	1	0	5	5	1	4	4

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

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Morning Peak Hour - With Improvements

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

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	76	162	157	59	271	29	21	411	105	147	284	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:	76	162	157	59	271	29	21	411	105	147	284	15
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	223	166	59	439	29	21	411	149	178	284	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	102	247	184	65	486	32	23	455	165	197	315	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	247	184	65	486	32	23	455	165	197	315	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:	102	247	184	65	486	32	23	455	165	197	315	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2064	1536	1700	3377	223	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.04	0.14	0.14	0.01	0.13	0.09	0.12	0.09	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.15	0.30	0.30	0.10	0.36	0.36	0.11	0.35	0.26	0.65	0.21	0.02
Delay/Veh:	18.3	19.5	19.5	17.8	20.1	20.1	37.4	22.6	21.8	41.0	17.9	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	19.5	19.5	17.8	20.1	20.1	37.4	22.6	21.8	41.0	17.9	16.4
LOS by Move:	B	B	B	B	C	C	D	C	C	D	B	B
HCM2kAvgQ:	2	4	4	1	5	5	1	5	3	7	3	0

****

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

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

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

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	168	364	193	33	217	52	61	568	168	169	605	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:	168	364	193	33	217	52	61	568	168	169	605	58
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	694	237	33	464	52	61	568	234	196	605	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	283	766	262	36	512	57	67	627	258	216	668	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	766	262	36	512	57	67	627	258	216	668	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:	283	766	262	36	512	57	67	627	258	216	668	64
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	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2684	916	1700	3237	363	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.29	0.02	0.16	0.16	0.04	0.17	0.14	0.13	0.19	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.42	0.71	0.71	0.05	0.40	0.40	0.32	0.49	0.40	0.71	0.45	0.09
Delay/Veh:	20.9	25.6	25.6	17.5	20.5	20.5	39.1	24.0	23.3	44.5	20.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	25.6	25.6	17.5	20.5	20.5	39.1	24.0	23.3	44.5	20.2	16.9
LOS by Move:	C	C	C	B	C	C	D	C	C	D	C	B
HCM2kAvgQ:	6	14	14	1	6	6	2	7	6	8	7	1

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec): 110 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	92	547	151	96	653	42	67	227	119	231	275	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:	92	547	151	96	653	42	67	227	119	231	275	51
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	633	160	96	895	42	67	227	156	262	275	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	122	740	187	112	1047	49	78	265	182	306	322	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	740	187	112	1047	49	78	265	182	306	322	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	740	187	112	1047	49	78	265	182	306	322	60
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	1.60	0.40	1.00	1.91	0.09	1.00	1.19	0.81	1.00	1.69	0.31
Final Sat.:	1700	2874	726	1700	3439	161	1700	2134	1466	1700	3037	563
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.07	0.30	0.30	0.05	0.12	0.12	0.18	0.11	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.32	0.32	0.11	0.35	0.35	0.12	0.28	0.28	0.21	0.37	0.37
Volume/Cap:	0.79	0.79	0.79	0.58	0.87	0.87	0.39	0.44	0.44	0.87	0.29	0.29
Delay/Veh:	71.9	37.6	37.6	50.4	40.7	40.7	46.0	32.7	32.7	63.1	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	37.6	37.6	50.4	40.7	40.7	46.0	32.7	32.7	63.1	24.6	24.6
LOS by Move:	E	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	6	16	16	5	20	20	3	6	6	14	5	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	85	635	187	80	519	17	41	237	59	189	244	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:	85	635	187	80	519	17	41	237	59	189	244	99
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1098	231	80	859	17	41	237	105	216	244	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:	166	1208	254	88	945	19	45	261	116	238	268	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1208	254	88	945	19	45	261	116	238	268	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1208	254	88	945	19	45	261	116	238	268	109
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.96	0.04	1.00	1.39	0.61	1.00	1.42	0.58
Final Sat.:	1700	2974	626	1700	3530	70	1700	2495	1105	1700	2561	1039
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.05	0.27	0.27	0.03	0.10	0.10	0.14	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.46	0.46	0.08	0.40	0.40	0.10	0.24	0.24	0.16	0.30	0.30
Volume/Cap:	0.68	0.88	0.88	0.67	0.68	0.68	0.27	0.44	0.44	0.88	0.35	0.35
Delay/Veh:	60.0	37.1	37.1	71.3	33.7	33.7	55.3	42.5	42.5	79.1	35.7	35.7
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:	60.0	37.1	37.1	71.3	33.7	33.7	55.3	42.5	42.5	79.1	35.7	35.7
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	8	29	29	5	16	16	2	7	7	13	6	6

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec):	105	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	382	19	58	589	15	20	121	37	68	96	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	382	19	58	589	15	20	121	37	68	96	50
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	489	30	58	899	15	20	121	87	82	96	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	52	581	36	69	1068	18	24	144	103	97	114	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	581	36	69	1068	18	24	144	103	97	114	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	581	36	69	1068	18	24	144	103	97	114	59
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	1.88	0.12	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3392	208	1700	3541	59	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.04	0.30	0.30	0.01	0.04	0.06	0.06	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.40	0.40	0.13	0.44	0.44	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.32	0.42	0.42	0.31	0.69	0.69	0.15	0.14	0.19	0.60	0.11	0.11
Delay/Veh:	45.5	22.8	22.8	42.2	25.0	25.0	44.0	27.2	27.8	51.8	27.0	27.1
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:	45.5	22.8	22.8	42.2	25.0	25.0	44.0	27.2	27.8	51.8	27.0	27.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	7	7	2	15	15	1	2	2	4	1	1

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	618	72	81	481	25	41	237	41	45	211	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:	40	618	72	81	481	25	41	237	41	45	211	84
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1191	119	81	894	25	41	237	128	89	211	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	175	1390	139	95	1043	29	48	277	149	104	246	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1390	139	95	1043	29	48	277	149	104	246	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1390	139	95	1043	29	48	277	149	104	246	98
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	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3273	327	1700	3502	98	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.06	0.30	0.30	0.03	0.08	0.08	0.06	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.68	0.84	0.84	0.67	0.68	0.68	0.34	0.30	0.32	0.73	0.26	0.21
Delay/Veh:	55.1	28.7	28.7	64.9	28.0	28.0	53.3	35.9	36.4	71.5	35.6	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	28.7	28.7	64.9	28.0	28.0	53.3	35.9	36.4	71.5	35.6	35.1
LOS by Move:	E	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	8	26	26	5	16	16	2	4	4	6	4	3

****

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

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Morning Peak Hour - With Improvements

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

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	52	455	16	14	750	42	42	65	132	25	52	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:	52	455	16	14	750	42	42	65	132	25	52	16
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	572	180	36	1054	127	72	122	172	179	156	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	77	680	214	43	1253	151	86	145	205	213	185	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	680	214	43	1253	151	86	145	205	213	185	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:	77	680	214	43	1253	151	86	145	205	213	185	23
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	3200	3600	1800	1700	3213	387	1700	1800	1800	1700	1605	195
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.12	0.03	0.39	0.39	0.05	0.08	0.11	0.13	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.46	0.46	0.15	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.23	0.41	0.26	0.17	0.77	0.77	0.15	0.25	0.35	0.38	0.35	0.35
Delay/Veh:	39.3	17.1	15.8	35.6	21.2	21.2	22.8	23.7	24.7	25.1	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	17.1	15.8	35.6	21.2	21.2	22.8	23.7	24.7	25.1	24.7	24.7
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	4	1	18	18	2	3	5	5	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 (Future Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	136	815	62	39	529	56	87	112	93	33	117	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:	136	815	62	39	529	56	87	112	93	33	117	9
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1467	256	44	1036	135	209	242	139	244	209	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	224	1614	282	48	1140	149	230	266	153	268	230	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	1614	282	48	1140	149	230	266	153	268	230	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:	224	1614	282	48	1140	149	230	266	153	268	230	33
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	3200	3600	1800	1700	3185	415	1700	1800	1800	1700	1574	226
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.16	0.03	0.36	0.36	0.14	0.15	0.08	0.16	0.15	0.15
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.55	0.55	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.52	0.81	0.28	0.30	0.70	0.70	0.46	0.50	0.29	0.53	0.49	0.49
Delay/Veh:	43.2	21.7	12.6	45.3	20.7	20.7	30.8	31.4	28.8	32.1	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:	43.2	21.7	12.6	45.3	20.7	20.7	30.8	31.4	28.8	32.1	31.3	31.3
LOS by Move:	D	C	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	4	23	5	2	16	16	7	7	4	8	7	7

****

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

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec):	130	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	427	111	78	821	0	0	0	0	46	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	427	111	78	821	0	0	0	0	46	0	56
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	709	111	78	1245	75	12	0	24	46	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	198	881	138	97	1547	93	15	0	30	57	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	881	138	97	1547	93	15	0	30	57	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	881	138	97	1547	93	15	0	30	57	0	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	2.15	0.34	1.00	2.83	0.17	0.35	0.00	0.65	1.00	0.00	1.00
Final Sat.:	869	3874	606	1700	5093	307	588	0	1177	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.06	0.30	0.30	0.03	0.00	0.03	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.53	0.53	0.53	0.13	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.43	0.43	0.43	0.43	0.46	0.46	0.09	0.00	0.09	0.11	0.00	0.13
Delay/Veh:	18.8	18.8	18.8	53.2	10.8	10.8	33.5	0.0	33.5	33.8	0.0	34.0
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:	18.8	18.8	18.8	53.2	10.8	10.8	33.5	0.0	33.5	33.8	0.0	34.0
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	10	10	10	4	10	10	1	0	1	2	0	2

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

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	953	27	37	607	0	0	0	0	77	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:	0	953	27	37	607	0	0	0	0	77	0	77
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1797	27	37	1355	15	70	0	150	77	0	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	2015	30	41	1519	17	78	0	168	86	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2015	30	41	1519	17	78	0	168	86	0	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:	37	2015	30	41	1519	17	78	0	168	86	0	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.06	2.90	0.04	1.00	2.97	0.03	0.33	0.00	0.67	1.00	0.00	1.00
Final Sat.:	96	5220	78	1700	5341	59	562	0	1205	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.02	0.28	0.28	0.14	0.00	0.14	0.05	0.00	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.66	0.66	0.66	0.32	0.43	0.43	0.48	0.00	0.48	0.17	0.00	0.16
Delay/Veh:	18.8	18.8	18.8	58.2	10.5	10.5	38.5	0.0	38.5	34.5	0.0	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	18.8	58.2	10.5	10.5	38.5	0.0	38.5	34.5	0.0	34.3
LOS by Move:	B	B	B	E	B	B	D	A	D	C	A	C
HCM2kAvgQ:	19	19	19	2	9	9	8	0	8	3	0	3

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

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	537	151	57	845	0	0	0	0	70	0	29
Growth Adj:	1.00	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	537	151	57	845	0	0	0	0	70	0	29
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	900	151	57	1193	101	78	0	75	70	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	89	900	151	68	1193	101	94	0	75	84	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	900	151	68	1193	101	94	0	75	84	0	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:	89	900	151	68	1193	101	94	0	75	84	0	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.19	1.81	1.00	1.00	1.84	0.16	0.57	0.00	0.43	1.00	0.00	1.00
Final Sat.:	322	3259	1800	1700	3319	281	968	0	775	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.08	0.04	0.36	0.36	0.10	0.00	0.10	0.05	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.67	0.67	0.28	0.00	0.28	0.28	0.00	0.28
Volume/Cap:	0.47	0.47	0.14	0.47	0.54	0.54	0.34	0.00	0.34	0.17	0.00	0.06
Delay/Veh:	14.7	14.7	11.5	54.8	10.7	10.7	34.5	0.0	34.5	32.6	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	11.5	54.8	10.7	10.7	34.5	0.0	34.5	32.6	0.0	31.4
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	10	10	2	3	12	12	5	0	5	2	0	1

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

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

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec):	125	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	50.9
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	888	86	53	642	0	0	0	0	218	0	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:	0	888	86	53	642	0	0	0	0	218	0	54
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1402	86	53	1193	347	362	0	264	218	0	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	294	1549	95	59	1318	383	400	0	292	241	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1549	95	59	1318	383	400	0	292	241	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1549	95	59	1318	383	400	0	292	241	0	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.33	1.67	1.00	1.00	1.55	0.45	0.59	0.00	0.41	1.00	0.00	1.00
Final Sat.:	569	2998	1800	1700	2789	811	1007	0	734	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.05	0.03	0.47	0.47	0.40	0.00	0.40	0.14	0.00	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.49	0.49	0.49	0.08	0.57	0.57	0.38	0.00	0.38	0.38	0.00	0.38
Volume/Cap:	1.05	1.05	0.11	0.43	0.82	0.82	1.05	0.00	1.05	0.37	0.00	0.09
Delay/Veh:	67.1	67.1	17.0	57.0	24.5	24.5	87.2	0.0	87.2	28.4	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	17.0	57.0	24.5	24.5	87.2	0.0	87.2	28.4	0.0	25.0
LOS by Move:	E	E	B	E	C	C	F	A	F	C	A	C
HCM2kAvgQ:	46	46	2	3	28	28	37	0	37	7	0	1

****

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	69	122	207	118	866	32	293	121	41	36	898	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:	69	122	207	118	866	32	293	121	41	36	898	61
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	379	577	286	935	217	402	344	173	125	1119	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	474	440	670	332	1086	252	467	400	201	145	1300	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	440	670	332	1086	252	467	400	201	145	1300	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:	474	440	670	332	1086	252	467	400	201	145	1300	153
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.37	0.10	0.20	0.14	0.15	0.07	0.11	0.05	0.24	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.17	0.39	0.39	0.11	0.33	0.33	0.15	0.34	0.51	0.10	0.28	0.39
Volume/Cap:	0.87	0.21	0.96	0.96	0.62	0.43	0.96	0.22	0.22	0.46	0.85	0.22
Delay/Veh:	62.2	24.4	59.5	90.1	34.7	32.1	80.4	28.6	16.5	52.1	45.3	24.4
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:	62.2	24.4	59.5	90.1	34.7	32.1	80.4	28.6	16.5	52.1	45.3	24.4
LOS by Move:	E	C	E	F	C	C	F	C	B	D	D	C
HCM2kAvgQ:	12	4	29	11	12	7	14	3	4	3	18	4

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

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	110	197	177	171	930	47	114	160	57	41	967	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	197	177	171	930	47	114	160	57	41	967	82
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	458	435	376	1350	237	352	457	647	528	1318	363
User Adj:	1.00	1.00	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:	539	499	474	410	1472	258	384	498	706	576	1437	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	499	474	410	1472	258	384	498	706	576	1437	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	499	474	410	1472	258	384	498	706	576	1437	396
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.26	0.13	0.27	0.14	0.12	0.09	0.39	0.18	0.27	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.32	0.32	0.14	0.29	0.29	0.14	0.28	0.46	0.19	0.33	0.48
Volume/Cap:	0.96	0.29	0.83	0.89	0.96	0.50	0.85	0.33	0.85	0.96	0.80	0.46
Delay/Veh:	76.0	30.9	47.7	69.5	55.9	36.6	65.2	34.1	37.4	74.1	39.3	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:	76.0	30.9	47.7	69.5	55.9	36.6	65.2	34.1	37.4	74.1	39.3	21.6
LOS by Move:	E	C	D	E	E	D	E	C	D	E	D	C
HCM2kAvgQ:	15	5	18	11	23	8	10	5	25	16	18	10

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	6	413	0	0	701	755	0	0	0	11	0	620
Growth Adj:	1.00	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	413	0	0	701	755	0	0	0	11	0	620
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	676	0	0	916	830	0	0	0	11	0	1323
User Adj:	1.00	1.00	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:	8	849	0	0	1151	1043	0	0	0	14	0	1662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	849	0	0	1151	1043	0	0	0	14	0	1662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	849	0	0	1151	1043	0	0	0	14	0	1662
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	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1700	3600	0	0	3600	3600	0	0	0	29	0	3569
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.32	0.29	0.00	0.00	0.00	0.47	0.00	0.47
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.44	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.04	0.53	0.00	0.00	0.95	0.86	0.00	0.00	0.00	0.95	0.00	0.94
Delay/Veh:	38.3	19.7	0.0	0.0	46.0	35.9	0.0	0.0	0.0	34.5	0.0	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	19.7	0.0	0.0	46.0	35.9	0.0	0.0	0.0	34.5	0.0	33.2
LOS by Move:	D	B	A	A	D	D	A	A	A	C	A	C
HCM2kAvgQ:	0	9	0	0	22	17	0	0	0	29	0	28

****

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

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Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	597	0	0	633	561	0	0	0	6	0	587
Growth Adj:	1.00	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	597	0	0	633	561	0	0	0	6	0	587
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	869	0	0	1702	988	0	0	0	6	0	1216
User Adj:	1.00	1.00	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:	1	947	0	0	1854	1076	0	0	0	7	0	1325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	947	0	0	1854	1076	0	0	0	7	0	1325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	947	0	0	1854	1076	0	0	0	7	0	1325
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	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	1700	3600	0	0	3600	3600	0	0	0	18	0	3581
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.52	0.30	0.00	0.00	0.00	0.37	0.00	0.37
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.59	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.01	0.45	0.00	0.00	1.02	0.59	0.00	0.00	0.00	1.02	0.00	1.01
Delay/Veh:	53.0	14.7	0.0	0.0	56.3	22.2	0.0	0.0	0.0	68.8	0.0	67.4
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:	53.0	14.7	0.0	0.0	56.3	22.2	0.0	0.0	0.0	68.8	0.0	67.4
LOS by Move:	D	B	A	A	E	C	A	A	A	E	A	E
HCM2kAvgQ:	0	10	0	0	44	15	0	0	0	33	0	33

****

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

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Morning Peak Hour - With Improvements

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

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

Cycle (sec): 80 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	18	17	687	19	0	449	0	11	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	18	17	687	19	0	449	0	11	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	18	17	902	19	0	712	0	11	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	24	0	1201	25	0	948	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	0	1201	25	0	948	0	15	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	24	0	1201	25	0	948	0	15	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	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.94	0.06	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	4712	99	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.25	0.25	0.00	0.30	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.24	0.00	0.32	0.56	0.00	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.03	0.00	0.80	0.46	0.00	0.80	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	0.0	23.4	0.0	28.1	10.7	0.0	26.6	0.0	16.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.4	0.0	28.1	10.7	0.0	26.6	0.0	16.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	0	0	17	1	0	14	0	0	0	0	0

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

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Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	19	19	10	19	0	7	0	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	67	97	631	17	0	549	0	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	67	97	631	17	0	549	0	3	0	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	67	97	1700	17	0	821	0	3	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	73	0	1864	19	0	900	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	0	1864	19	0	900	0	3	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	0	1864	19	0	900	0	3	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	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.97	0.03	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	4758	48	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.39	0.39	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.18	0.00	0.44	0.62	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.11	0.00	0.88	0.63	0.00	0.88	0.00	0.01	0.00	0.00	0.00
Delay/Veh:	0.0	36.0	0.0	31.5	12.6	0.0	43.2	0.0	24.4	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	36.0	0.0	31.5	12.6	0.0	43.2	0.0	24.4	0.0	0.0	0.0
LOS by Move:	A	D	A	C	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	1	0	24	14	0	19	0	0	0	0	0

****

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

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Morning Peak Hour - With Improvements

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

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	60	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	67	8	9	227	39	24	57	53	19	52	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:	37	67	8	9	227	39	24	57	53	19	52	11
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	74	20	9	270	139	40	105	67	81	212	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	70	85	23	10	309	159	46	120	77	93	242	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	85	23	10	309	159	46	120	77	93	242	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:	70	85	23	10	309	159	46	120	77	93	242	13
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	0.79	0.21	1.00	0.66	0.34	1.00	0.61	0.39	0.28	0.69	0.03
Final Sat.:	1700	1417	383	1700	1188	612	1700	1099	701	472	1236	64
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.26	0.26	0.03	0.11	0.11	0.20	0.20	0.20
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.08	0.11	0.11	0.01	0.49	0.49	0.07	0.27	0.27	0.49	0.49	0.49
Delay/Veh:	6.9	7.0	7.0	6.6	9.3	9.3	11.1	12.3	12.3	13.9	13.9	13.9
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:	6.9	7.0	7.0	6.6	9.3	9.3	11.1	12.3	12.3	13.9	13.9	13.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	0	6	6	1	3	3	5	5	5

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	66	280	22	13	130	54	68	157	59	9	94	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	280	22	13	130	54	68	157	59	9	94	29
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	319	88	13	139	75	156	357	108	34	204	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	124	378	104	15	165	89	185	423	128	40	242	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	378	104	15	165	89	185	423	128	40	242	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:	124	378	104	15	165	89	185	423	128	40	242	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	0.78	0.22	1.00	0.65	0.35	1.00	0.77	0.23	0.13	0.76	0.11
Final Sat.:	1700	1411	389	1700	1169	631	1700	1382	418	228	1365	194
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.01	0.14	0.14	0.11	0.31	0.31	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.14	0.52	0.52	0.02	0.27	0.27	0.26	0.73	0.73	0.42	0.42	0.42
Delay/Veh:	7.6	10.1	10.1	7.1	8.3	8.3	11.7	18.5	18.5	12.8	12.8	12.8
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:	7.6	10.1	10.1	7.1	8.3	8.3	11.7	18.5	18.5	12.8	12.8	12.8
LOS by Move:	A	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	0	3	3	2	10	10	4	4	4

****

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

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

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

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

Cycle (sec):	120	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 2	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	181	0	162	59	103	0	0	126	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	181	0	162	59	103	0	0	126	126
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	0	302	706	169	0	0	339	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	244	0	372	871	208	0	0	418	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	372	871	208	0	0	418	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	372	871	208	0	0	418	259
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	3600	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.10	0.51	0.06	0.00	0.00	0.12	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.53	0.69	0.00	0.00	0.16	0.16
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.40	0.96	0.08	0.00	0.00	0.73	0.91
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	37.1	47.5	6.1	0.0	0.0	53.0	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.1	0.0	37.1	47.5	6.1	0.0	0.0	53.0	80.3
LOS by Move:	A	A	A	D	A	D	D	A	A	A	D	F
HCM2kAvgQ:	0	0	0	9	0	6	38	1	0	0	9	13

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	2	0 0	0 2	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	207	0	95	137	269	0	0	189	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	95	137	269	0	0	189	101
Added Vol:	0	0	0	97	0	782	367	264	0	0	194	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	304	0	877	504	533	0	0	383	142
User Adj:	1.00	1.00	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:	0	0	0	392	0	1130	649	687	0	0	494	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	392	0	1130	649	687	0	0	494	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	392	0	1130	649	687	0	0	494	183
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	3600	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.31	0.38	0.19	0.00	0.00	0.14	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.40	0.60	0.00	0.00	0.20	0.20
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.94	0.94	0.32	0.00	0.00	0.69	0.51
Delay/Veh:	0.0	0.0	0.0	24.3	0.0	45.6	49.0	9.3	0.0	0.0	38.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.3	0.0	45.6	49.0	9.3	0.0	0.0	38.0	35.0
LOS by Move:	A	A	A	C	A	D	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	5	0	21	25	5	0	0	8	5

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street									
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0			1	0	0			0	0	58			1	2	66			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			1	0	0			0	0	58			1	2	66			0
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			0	0	58			1	2	66			0
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00
PHF Adj:	0.74	0.74			0.74	0.74	0.74			0.74	0.74	0.74			0.00	0.74	0.74			0.74
PHF Volume:	0	0			1	0	0			0	0	79			0	3	89			0
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			0	0	79			0	3	89			0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			39	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	79	xxxx			xxxxx
Potent Cap.:	xxxx	xxxx			1030	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1532	xxxx			xxxxx
Move Cap.:	xxxx	xxxx			1030	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1532	xxxx			xxxxx
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.00	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx
Control Del:	xxxxx	xxxx			8.5	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.4	xxxx			xxxxx
LOS by Move:	*	*			A	*	*			*	*	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	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:			8.5					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			A					*					*					*		

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.6]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound			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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	3	0	0	0	0	95	2		2	126	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	3	0	0	0	0	95	2		2	126	0							
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	0	0	3	0	0	0	0	95	2		2	126	0							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		1.00	1.00	1.00							
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00		0.79	0.79	0.79							
PHF Volume:	0	0	4	0	0	0	0	121	0		3	161	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
FinalVolume:	0	0	4	0	0	0	0	121	0		3	161	0							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	61	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		121	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	999	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1479	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	999	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1479	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.4	xxxx	xxxxx							
LOS by Move:	*	*	A	*	*	*	*	*	*		A	*	*							
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	8.6			xxxxxx			xxxxxx				xxxxxx									
ApproachLOS:	A			*			*				*									

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

Cycle (sec):	70	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	1 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	199	0	93	135	277	0	0	192	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:	0	0	0	199	0	93	135	277	0	0	192	103
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	199	0	93	135	360	0	0	489	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	258	0	121	175	468	0	0	635	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	121	175	468	0	0	635	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	258	0	121	175	468	0	0	635	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.10	0.13	0.00	0.00	0.18	0.07
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.50	0.50	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.15	0.21	0.26	0.00	0.00	0.35	0.15
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	11.7	9.9	10.1	0.0	0.0	10.7	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:	0.0	0.0	0.0	13.1	0.0	11.7	9.9	10.1	0.0	0.0	10.7	9.5
LOS by Move:	A	A	A	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	2	2	3	0	0	4	2

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	6.6
Optimal Cycle: OPTIMIZED		Level Of Service:	A

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	7	2	461	0	0	292	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	7	2	461	0	0	292	4
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	7	2	822	0	0	528	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	9	3	1068	0	0	686	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	9	3	1068	0	0	686	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	9	3	1068	0	0	686	5
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.30	0.00	0.00	0.19	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.41	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	6.8	0.0	0.0	5.9	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	6.8	0.0	0.0	5.9	4.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	0	0	4	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	30	176	38	9	495	29	20	37	25	27	27	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:	30	176	38	9	495	29	20	37	25	27	27	15
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	181	41	9	497	42	28	88	25	28	236	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	35	210	48	10	576	49	32	102	29	32	273	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	210	48	10	576	49	32	102	29	32	273	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:	35	210	48	10	576	49	32	102	29	32	273	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.84	0.16	0.21	0.62	0.17	0.11	0.84	0.05
Final Sat.:	1700	2935	665	1700	3319	281	353	1110	315	180	1514	96
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.17	0.17	0.09	0.09	0.09	0.18	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.05	0.17	0.17	0.01	0.42	0.42	0.18	0.18	0.18	0.35	0.35	0.35
Delay/Veh:	10.5	11.0	11.0	10.3	12.5	12.5	7.8	7.8	7.8	8.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.0	11.0	10.3	12.5	12.5	7.8	7.8	7.8	8.8	8.8	8.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	4	4	2	2	2	4	4	4

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	681	24	21	441	41	45	65	44	20	44	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:	89	681	24	21	441	41	45	65	44	20	44	19
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	684	26	21	446	82	90	287	44	23	138	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	97	742	28	23	484	89	98	311	48	25	150	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	742	28	23	484	89	98	311	48	25	150	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	742	28	23	484	89	98	311	48	25	150	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.69	0.31	0.22	0.68	0.10	0.13	0.77	0.10
Final Sat.:	1700	3468	132	1700	3041	559	380	1212	186	228	1370	189
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.01	0.16	0.16	0.26	0.26	0.26	0.11	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.14	0.51	0.51	0.03	0.38	0.38	0.50	0.50	0.50	0.21	0.21	0.21
Delay/Veh:	10.9	13.3	13.3	10.4	12.3	12.3	9.9	9.9	9.9	8.0	8.0	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:	10.9	13.3	13.3	10.4	12.3	12.3	9.9	9.9	9.9	8.0	8.0	8.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	6	6	0	4	4	6	6	6	2	2	2

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	190	428	183	52	532	16	26	174	275	117	175	132
Growth Adj:	1.00	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	428	183	52	532	16	26	174	275	117	175	132
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	428	183	52	532	43	38	210	310	117	281	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	435	524	224	64	651	53	47	257	379	143	344	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	524	224	64	651	53	47	257	379	143	344	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	524	224	64	651	53	47	257	379	143	344	162
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	1.40	0.60	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2522	1078	1700	3331	269	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.21	0.04	0.20	0.20	0.03	0.14	0.21	0.08	0.19	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.29	0.43	0.43	0.14	0.27	0.27	0.09	0.27	0.27	0.10	0.28	0.28
Volume/Cap:	0.87	0.49	0.49	0.27	0.73	0.73	0.31	0.53	0.78	0.87	0.69	0.32
Delay/Veh:	53.4	24.1	24.1	45.1	40.9	40.9	50.2	36.2	43.8	86.8	41.2	33.4
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:	53.4	24.1	24.1	45.1	40.9	40.9	50.2	36.2	43.8	86.8	41.2	33.4
LOS by Move:	D	C	C	D	D	D	D	D	D	F	D	C
HCM2kAvgQ:	18	10	10	2	13	13	2	8	14	8	12	5

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

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 110 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	253	706	143	58	452	31	32	199	252	113	216	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:	253	706	143	58	452	31	32	199	252	113	216	71
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	706	143	58	452	45	58	377	409	113	338	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	388	776	157	64	497	49	64	414	449	124	371	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	776	157	64	497	49	64	414	449	124	371	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	388	776	157	64	497	49	64	414	449	124	371	78
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	1.66	0.34	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2994	606	1700	3274	326	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.26	0.26	0.04	0.15	0.15	0.04	0.23	0.25	0.07	0.21	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.41	0.41	0.13	0.28	0.28	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.86	0.63	0.63	0.28	0.54	0.54	0.40	0.79	0.86	0.80	0.72	0.15
Delay/Veh:	54.1	26.4	26.4	43.6	34.0	34.0	48.7	40.2	44.7	74.4	39.9	29.3
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:	54.1	26.4	26.4	43.6	34.0	34.0	48.7	40.2	44.7	74.4	39.9	29.3
LOS by Move:	D	C	C	D	C	C	D	D	D	E	D	C
HCM2kAvgQ:	16	13	13	2	8	8	3	15	17	6	12	2

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	128	508	0	0	752	305	0	0	0	280	2	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	508	0	0	752	305	0	0	0	280	2	333
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	626	0	0	787	305	0	0	0	280	2	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	142	695	0	0	873	339	0	0	0	311	2	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	695	0	0	873	339	0	0	0	311	2	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	695	0	0	873	339	0	0	0	311	2	422
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.44	0.56	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2595	1005	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.18	0.18	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.60	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.30	0.30	0.30
Volume/Cap:	0.50	0.32	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.61	0.61	0.78
Delay/Veh:	24.1	6.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	20.1	20.1	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:	24.1	6.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	20.1	20.1	26.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	3	3	0	0	12	12	0	0	0	6	6	9

****

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

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Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	161	770	0	0	684	207	0	0	0	292	2	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	770	0	0	684	207	0	0	0	292	2	294
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	860	0	0	841	207	0	0	0	292	2	304
User Adj:	1.00	1.00	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:	177	944	0	0	923	227	0	0	0	321	2	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	944	0	0	923	227	0	0	0	321	2	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	944	0	0	923	227	0	0	0	321	2	334
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	0.00	0.00	1.60	0.40	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2889	711	0	0	0	1689	12	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.19	0.19	0.19
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.62	0.42	0.00	0.00	0.69	0.69	0.00	0.00	0.00	0.69	0.69	0.68
Delay/Veh:	27.5	5.8	0.0	0.0	14.2	14.2	0.0	0.0	0.0	24.1	24.1	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	5.8	0.0	0.0	14.2	14.2	0.0	0.0	0.0	24.1	24.1	23.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	5	0	0	10	10	0	0	0	7	7	7

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	463	117	354	679	0	178	1	269	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	463	117	354	679	0	178	1	269	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	581	117	354	714	0	178	1	269	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	624	126	380	767	0	191	1	289	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	624	126	380	767	0	191	1	289	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	624	126	380	767	0	191	1	289	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.66	0.34	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2997	603	1700	3600	0	1691	10	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.22	0.21	0.00	0.11	0.11	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.34	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.66	0.66	0.32	0.00	0.46	0.46	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	19.1	19.7	4.6	0.0	20.2	20.2	24.1	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	19.1	19.1	19.7	4.6	0.0	20.2	20.2	24.1	0.0	0.0	0.0
LOS by Move:	A	B	B	B	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	7	8	3	0	4	4	6	0	0	0

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	560	305	417	563	0	374	2	193	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	560	305	417	563	0	374	2	193	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	305	417	720	0	374	2	193	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	707	332	454	783	0	407	2	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	332	454	783	0	407	2	210	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	707	332	454	783	0	407	2	210	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.36	0.64	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2450	1150	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.27	0.22	0.00	0.24	0.24	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.33	0.33	0.30	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.88	0.88	0.35	0.00	0.88	0.88	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	27.4	27.4	36.6	5.4	0.0	39.0	39.0	18.6	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	27.4	27.4	36.6	5.4	0.0	39.0	39.0	18.6	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	13	13	12	4	0	12	12	4	0	0	0

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	53	332	4	30	387	163	129	12	46	4	21	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:	53	332	4	30	387	163	129	12	46	4	21	19
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	419	4	30	413	172	160	12	46	4	21	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	67	531	5	38	523	218	203	15	58	5	27	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	531	5	38	523	218	203	15	58	5	27	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	531	5	38	523	218	203	15	58	5	27	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.41	0.59	0.75	0.05	0.20	0.10	0.47	0.43
Final Sat.:	1700	3566	34	1700	2542	1058	1266	95	364	163	855	773
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.21	0.21	0.16	0.16	0.16	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.33	0.33	0.17	0.37	0.37	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.30	0.45	0.45	0.13	0.55	0.55	0.39	0.39	0.39	0.08	0.08	0.08
Delay/Veh:	30.1	19.9	19.9	26.3	19.0	19.0	15.7	15.7	15.7	13.4	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	19.9	19.9	26.3	19.0	19.0	15.7	15.7	15.7	13.4	13.4	13.4
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	5	5	1	7	7	5	5	5	1	1	1

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	38	378	4	20	338	91	335	51	68	10	16	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:	38	378	4	20	338	91	335	51	68	10	16	37
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	441	4	20	450	135	362	51	68	10	16	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	43	496	4	22	506	152	407	57	76	11	18	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	496	4	22	506	152	407	57	76	11	18	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	496	4	22	506	152	407	57	76	11	18	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	1.98	0.02	1.00	1.54	0.46	0.76	0.10	0.14	0.17	0.25	0.58
Final Sat.:	1700	3568	32	1700	2769	831	1297	183	244	283	453	1047
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.01	0.18	0.18	0.31	0.31	0.31	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.17	0.48	0.48	0.09	0.63	0.63	0.67	0.67	0.67	0.08	0.08	0.08
Delay/Veh:	24.7	19.8	19.8	24.2	21.8	21.8	15.7	15.7	15.7	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	19.8	19.8	24.2	21.8	21.8	15.7	15.7	15.7	9.7	9.7	9.7
LOS by Move:	C	B	B	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	1	5	5	0	7	7	10	10	10	1	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 (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.344
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	200	254	0	0	235	6	13	0	339	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:	200	254	0	0	235	6	13	0	339	0	0	0
Added Vol:	87	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	254	0	0	235	6	13	0	365	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	325	288	0	0	266	7	15	0	413	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	288	0	0	266	7	15	0	413	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:	325	288	0	0	266	7	15	0	413	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3510	90	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.08	0.00	0.00	0.08	0.08	0.01	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.45	0.62	0.00	0.00	0.18	0.18	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.43	0.13	0.00	0.00	0.43	0.43	0.02	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	11.8	4.6	0.0	0.0	22.4	22.4	6.5	0.0	8.7	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:	11.8	4.6	0.0	0.0	22.4	22.4	6.5	0.0	8.7	0.0	0.0	0.0
LOS by Move:	B	A	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	1	0	0	3	3	0	0	5	0	0	0

****

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

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Evening Peak Hour - With Improvements

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	299	340	0	0	433	6	10	0	505	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:	299	340	0	0	433	6	10	0	505	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	340	0	0	433	6	10	0	617	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	429	403	0	0	514	7	12	0	732	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	403	0	0	514	7	12	0	732	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:	429	403	0	0	514	7	12	0	732	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3551	49	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.11	0.00	0.00	0.14	0.14	0.01	0.00	0.41	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.45	0.00	0.00	0.16	0.16	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.88	0.25	0.00	0.00	0.88	0.88	0.02	0.00	0.88	0.00	0.00	0.00
Delay/Veh:	40.4	11.9	0.0	0.0	42.7	42.7	10.2	0.0	27.7	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:	40.4	11.9	0.0	0.0	42.7	42.7	10.2	0.0	27.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C	A	A	A
HCM2kAvgQ:	13	3	0	0	9	9	0	0	18	0	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 (Future Volume Alternative)

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

Cycle (sec):	60	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	1 0	0	0 1	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	368	0	0	137	0	121	0	309	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	368	0	0	137	0	121	0	309	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	423	0	0	148	0	153	0	309	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	503	0	0	176	0	182	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	503	0	0	176	0	182	0	367	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	503	0	0	176	0	182	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.10	0.00	0.11	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.48	0.00	0.00	0.17	0.00	0.25	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	7.8	0.0	0.0	6.0	0.0	11.4	0.0	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	7.8	0.0	0.0	6.0	0.0	11.4	0.0	13.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	6	0	0	2	0	2	0	5	0	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 (Future Volume Alternative)

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

Cycle (sec):	60	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	508	0	0	189	0	175	0	310	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	508	0	0	189	0	175	0	310	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	0	0	234	0	204	0	310	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:	0.89	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	610	0	0	264	0	230	0	349	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	0	0	264	0	230	0	349	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	610	0	0	264	0	230	0	349	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.15	0.00	0.14	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.59	0.00	0.00	0.59	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.00	0.25	0.00	0.40	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	8.2	0.0	0.0	5.9	0.0	15.6	0.0	17.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	5.9	0.0	15.6	0.0	17.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	4	0	6	0	0	0

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

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Morning Peak Hour - With Improvements

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

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle: OPTIMIZED		Level Of Service:	A

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	1	1	0 1	0 0	0 0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	158	260	112	333	0	0	0	0	18	0	204
Growth Adj:	1.00	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	158	260	112	333	0	0	0	0	18	0	204
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	158	260	123	333	0	0	0	0	18	0	259
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	178	0	139	376	0	0	0	0	20	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	178	0	139	376	0	0	0	0	20	0	292
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	178	0	139	376	0	0	0	0	20	0	292
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.08	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.16
Crit Moves:					****							****
Green/Cycle:	0.00	0.52	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.00	0.19	0.00	0.16	0.40	0.00	0.00	0.00	0.00	0.03	0.00	0.40
Delay/Veh:	0.0	7.6	0.0	7.5	8.8	0.0	0.0	0.0	0.0	10.6	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:	0.0	7.6	0.0	7.5	8.8	0.0	0.0	0.0	0.0	10.6	0.0	12.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	2	0	1	4	0	0	0	0	0	0	4

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

Cycle (sec):	60	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	1	0 1	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	311	489	154	352	0	0	0	0	16	0	179
Growth Adj:	1.00	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	311	489	154	352	0	0	0	0	16	0	179
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	311	489	199	352	0	0	0	0	16	0	213
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	360	0	230	407	0	0	0	0	18	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	0	230	407	0	0	0	0	18	0	246
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	0	230	407	0	0	0	0	18	0	246
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	1700	1800	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.14	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.14
Crit Moves:					****							****
Green/Cycle:	0.00	0.58	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.34	0.00	0.23	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.39
Delay/Veh:	0.0	6.8	0.0	6.2	7.0	0.0	0.0	0.0	0.0	12.8	0.0	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:	0.0	6.8	0.0	6.2	7.0	0.0	0.0	0.0	0.0	12.8	0.0	15.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	4	0	2	4	0	0	0	0	0	0	4

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	259	351	43	1	296	246	65	37	79	186	46	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:	259	351	43	1	296	246	65	37	79	186	46	32
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	370	43	1	323	270	69	37	111	186	46	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:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	412	447	52	1	390	326	83	45	134	225	56	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	447	52	1	390	326	83	45	134	225	56	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	412	447	52	1	390	326	83	45	134	225	56	39
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	0.94	1.00	1.00
Lanes:	2.00	1.79	0.21	1.00	1.09	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	3225	375	1700	1961	1639	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.14	0.00	0.20	0.20	0.05	0.02	0.07	0.13	0.03	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.35	0.35	0.11	0.30	0.30	0.11	0.30	0.30	0.17	0.35	0.35
Volume/Cap:	0.78	0.40	0.40	0.01	0.67	0.67	0.43	0.08	0.25	0.78	0.09	0.06
Delay/Veh:	49.6	26.2	26.2	41.4	34.3	34.3	45.0	26.8	28.4	54.8	22.9	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	26.2	26.2	41.4	34.3	34.3	45.0	26.8	28.4	54.8	22.9	22.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	9	6	6	0	11	11	3	1	3	9	1	1

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	336	530	29	12	410	254	79	71	108	212	159	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:	336	530	29	12	410	254	79	71	108	212	159	30
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	621	29	12	495	259	100	71	265	212	159	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	512	702	33	14	560	293	113	80	300	240	180	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	702	33	14	560	293	113	80	300	240	180	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:	512	702	33	14	560	293	113	80	300	240	180	34
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	0.94	1.00	1.00
Lanes:	2.00	1.91	0.09	1.00	1.31	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3200	3439	161	1700	2363	1237	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.01	0.24	0.24	0.07	0.04	0.17	0.14	0.10	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.19	0.36	0.36	0.12	0.28	0.28	0.11	0.28	0.28	0.17	0.34	0.34
Volume/Cap:	0.83	0.57	0.57	0.07	0.83	0.83	0.60	0.16	0.59	0.83	0.29	0.06
Delay/Veh:	52.3	28.9	28.9	43.5	42.9	42.9	52.2	29.8	35.9	62.7	26.8	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	28.9	28.9	43.5	42.9	42.9	52.2	29.8	35.9	62.7	26.8	24.4
LOS by Move:	D	C	C	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	12	10	10	0	16	16	5	2	9	11	4	1

****

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

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Colton's Hub City Center
Existing Plus Project
Morning Peak Hour - With Improvements

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	12	19	5	373	3	217	189	372	17	3	426	135
Growth Adj:	1.00	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	19	5	373	3	217	189	372	17	3	426	135
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	19	5	373	3	236	189	404	17	3	508	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	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	22	6	438	4	277	222	474	20	4	596	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	22	6	438	4	277	222	474	20	4	596	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	22	6	438	4	277	222	474	20	4	596	158
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.52	0.14	1.00	0.01	0.99	1.00	1.92	0.08	0.01	1.99	1.00
Final Sat.:	588	932	245	1700	23	1777	1700	3455	145	21	3578	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.26	0.16	0.16	0.13	0.14	0.14	0.17	0.17	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.20	0.20	0.20
Volume/Cap:	0.09	0.09	0.09	0.84	0.51	0.51	0.84	0.39	0.39	0.84	0.84	0.44
Delay/Veh:	28.1	28.1	28.1	44.1	29.3	29.3	61.8	24.4	24.4	47.4	47.4	36.1
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:	28.1	28.1	28.1	44.1	29.3	29.3	61.8	24.4	24.4	47.4	47.4	36.1
LOS by Move:	C	C	C	D	C	C	E	C	C	D	D	D
HCM2kAvgQ:	1	1	1	16	7	7	10	6	6	12	12	5

****

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

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Colton's Hub City Center
Existing Plus Project
Evening Peak Hour - With Improvements

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 50.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	11	6	5	420	0	232	189	509	12	3	691	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	6	5	420	0	232	189	509	12	3	691	310
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	6	5	420	0	323	189	666	12	3	808	310
User Adj:	1.00	1.00	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:	13	7	6	488	0	375	220	774	14	3	938	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	7	6	488	0	375	220	774	14	3	938	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	7	6	488	0	375	220	774	14	3	938	360
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.52	0.26	0.22	1.00	0.00	1.00	1.00	1.96	0.04	0.01	1.99	1.00
Final Sat.:	874	477	397	1700	0	1800	1700	3536	64	13	3586	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.29	0.00	0.21	0.13	0.22	0.22	0.26	0.26	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.20	0.20	0.31	0.00	0.31	0.14	0.43	0.43	0.29	0.29	0.29
Volume/Cap:	0.07	0.07	0.07	0.92	0.00	0.67	0.92	0.51	0.51	0.92	0.92	0.70
Delay/Veh:	42.3	42.3	42.3	64.0	0.0	41.8	91.8	27.7	27.7	57.7	57.7	45.9
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:	42.3	42.3	42.3	64.0	0.0	41.8	91.8	27.7	27.7	57.7	57.7	45.9
LOS by Move:	D	D	D	E	A	D	F	C	C	E	E	D
HCM2kAvgQ:	1	1	1	24	0	14	13	11	11	22	22	14

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Opening Year (2020) Without Project – Without Improvements

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 97 Level Of Service: C

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	516	128	92	770	68	74	420	96	103	537	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	516	128	92	770	68	74	420	96	103	537	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	127	572	142	102	854	75	82	466	106	114	595	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	572	142	102	854	75	82	466	106	114	595	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	572	142	102	854	75	82	466	106	114	595	78
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	1.60	0.40	1.00	1.84	0.16	1.00	2.44	0.56	1.00	2.65	0.35
Final Sat.:	1700	2884	716	1700	3308	292	1700	4395	1005	1700	4777	623
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.26	0.26	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.73	0.51	0.51	0.58	0.66	0.66	0.47	0.33	0.33	0.65	0.39	0.39
Delay/Veh:	56.4	22.7	22.7	46.4	25.3	25.3	43.0	25.2	25.2	50.3	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:	56.4	22.7	22.7	46.4	25.3	25.3	43.0	25.2	25.2	50.3	25.8	25.8
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	8	8	4	12	12	3	4	4	5	5	5

****

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	115	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	47.6
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	160	939	118	134	578	86	289	1017	111	201	794	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:	160	939	118	134	578	86	289	1017	111	201	794	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	183	1072	135	153	660	98	330	1161	127	229	906	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1072	135	153	660	98	330	1161	127	229	906	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1072	135	153	660	98	330	1161	127	229	906	128
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	1.78	0.22	1.00	1.74	0.26	1.00	2.70	0.30	1.00	2.63	0.37
Final Sat.:	1700	3198	402	1700	3134	466	1700	4869	531	1700	4732	668
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.09	0.21	0.21	0.19	0.24	0.24	0.13	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.09	0.33	0.33	0.21	0.32	0.32	0.16	0.27	0.27
Volume/Cap:	0.91	0.95	0.95	0.95	0.64	0.64	0.91	0.74	0.74	0.84	0.71	0.71
Delay/Veh:	90.1	50.8	50.8	107.3	33.8	33.8	70.8	36.5	36.5	66.7	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:	90.1	50.8	50.8	107.3	33.8	33.8	70.8	36.5	36.5	66.7	39.6	39.6
LOS by Move:	F	D	D	F	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	26	26	9	12	12	16	15	15	11	12	12

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: 90 Level Of Service: D

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	176	600	141	188	757	62	72	161	246	247	202	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	600	141	188	757	62	72	161	246	247	202	438
User Adj:	1.00	1.00	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:	201	685	161	215	864	71	82	184	281	282	231	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	685	161	215	864	71	82	184	281	282	231	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	685	161	215	864	71	82	184	281	282	231	500
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	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2915	685	1700	3327	273	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.13	0.26	0.26	0.05	0.10	0.16	0.17	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.12	0.30	0.30	0.19	0.37	0.37
Volume/Cap:	0.94	0.80	0.80	0.88	0.83	0.83	0.41	0.35	0.53	0.88	0.35	0.76
Delay/Veh:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.2	31.5	64.0	24.3	32.7
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:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.2	31.5	64.0	24.3	32.7
LOS by Move:	F	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	15	15	10	16	16	3	5	8	12	5	16

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	210	844	62	82	683	77	53	195	172	74	162	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:	210	844	62	82	683	77	53	195	172	74	162	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	230	923	68	90	747	84	58	213	188	81	177	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	923	68	90	747	84	58	213	188	81	177	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:	230	923	68	90	747	84	58	213	188	81	177	113
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	1.86	0.14	1.00	1.80	0.20	1.00	1.06	0.94	1.00	1.22	0.78
Final Sat.:	1700	3354	246	1700	3235	365	1700	1913	1687	1700	2201	1399
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.05	0.23	0.23	0.03	0.11	0.11	0.05	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.39	0.39	0.12	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.72	0.71	0.71	0.42	0.72	0.72	0.34	0.36	0.36	0.48	0.26	0.26
Delay/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.0	27.0	44.6	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.0	27.0	44.6	26.0	26.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	14	14	3	12	12	2	5	5	3	3	3

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 82 Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	53	657	10	90	1080	41	20	120	49	51	156	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	657	10	90	1080	41	20	120	49	51	156	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	61	762	12	104	1253	48	23	139	57	59	181	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	762	12	104	1253	48	23	139	57	59	181	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:	61	762	12	104	1253	48	23	139	57	59	181	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	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	1.36	0.64
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2452	1148
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.06	0.35	0.03	0.01	0.08	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.44	0.44	0.17	0.53	0.53	0.08	0.25	0.25	0.08	0.25	0.25
Volume/Cap:	0.45	0.48	0.01	0.37	0.66	0.05	0.17	0.31	0.13	0.44	0.30	0.30
Delay/Veh:	57.3	25.0	19.6	47.0	22.2	14.3	54.2	38.7	36.6	57.0	38.3	38.3
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:	57.3	25.0	19.6	47.0	22.2	14.3	54.2	38.7	36.6	57.0	38.3	38.3
LOS by Move:	E	C	B	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	3	10	0	4	18	1	1	4	2	3	4	4

****

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

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Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	115	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	36	965	61	59	724	23	45	200	46	30	141	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:	36	965	61	59	724	23	45	200	46	30	141	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	1064	67	65	798	25	50	221	51	33	155	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1064	67	65	798	25	50	221	51	33	155	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1064	67	65	798	25	50	221	51	33	155	88
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	1.28	0.72
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2297	1303
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.04	0.04	0.22	0.01	0.03	0.12	0.03	0.02	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.49	0.49	0.09	0.41	0.41	0.09	0.27	0.27	0.09	0.27	0.27
Volume/Cap:	0.14	0.61	0.08	0.44	0.54	0.03	0.34	0.45	0.10	0.22	0.25	0.25
Delay/Veh:	41.6	22.1	15.8	51.9	25.9	20.2	50.7	35.6	31.7	49.7	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	22.1	15.8	51.9	25.9	20.2	50.7	35.6	31.7	49.7	33.0	33.0
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	14	1	3	11	1	2	7	1	1	3	3

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

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	95	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	85	Level Of Service:	B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	564	226	54	1026	0	0	0	0	434	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	226	54	1026	0	0	0	0	434	0	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	649	0	62	1181	0	0	0	0	499	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	0	62	1181	0	0	0	0	499	0	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	649	0	62	1181	0	0	0	0	499	0	64
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.04	0.33	0.00	0.00	0.00	0.00	0.16	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.43	0.00	0.11	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.42	0.00	0.35	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.09
Delay/Veh:	0.0	18.9	0.0	40.6	15.7	0.0	0.0	0.0	0.0	20.5	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	0.0	40.6	15.7	0.0	0.0	0.0	0.0	20.5	0.0	17.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	7	0	2	12	0	0	0	0	6	0	1

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

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Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	115	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1129	625	85	742	0	0	0	0	368	0	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:	0	1129	625	85	742	0	0	0	0	368	0	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1248	0	94	820	0	0	0	0	407	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1248	0	94	820	0	0	0	0	407	0	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1248	0	94	820	0	0	0	0	407	0	45
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.06	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.00	0.09	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.65	0.00	0.64	0.37	0.00	0.00	0.00	0.00	0.38	0.00	0.08
Delay/Veh:	0.0	20.2	0.0	59.5	11.0	0.0	0.0	0.0	0.0	29.8	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	0.0	59.5	11.0	0.0	0.0	0.0	0.0	29.8	0.0	26.5
LOS by Move:	A	C	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	16	0	5	7	0	0	0	0	6	0	1

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

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

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Cycle (sec):	125	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	97	Level Of Service:	D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	343	984	228	48	1369	26	43	144	674	347	161	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:	343	984	228	48	1369	26	43	144	674	347	161	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	392	1126	261	55	1566	30	49	165	771	397	184	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1126	261	55	1566	30	49	165	771	397	184	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:	392	1126	261	55	1566	30	49	165	771	397	184	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5299	101	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.14	0.02	0.30	0.30	0.02	0.09	0.21	0.12	0.05	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.39	0.53	0.10	0.34	0.34	0.09	0.30	0.45	0.14	0.36	0.36
Volume/Cap:	0.86	0.81	0.27	0.17	0.86	0.86	0.16	0.30	0.48	0.86	0.14	0.06
Delay/Veh:	67.2	37.6	16.1	51.9	42.4	42.4	52.4	33.6	24.6	67.0	27.4	26.6
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:	67.2	37.6	16.1	51.9	42.4	42.4	52.4	33.6	24.6	67.0	27.4	26.6
LOS by Move:	E	D	B	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	21	5	1	22	22	1	5	10	11	2	1

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

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	130	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.8
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	514	1512	326	94	919	77	234	291	585	236	240	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:	514	1512	326	94	919	77	234	291	585	236	240	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	571	1680	362	104	1021	86	260	323	650	262	267	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1680	362	104	1021	86	260	323	650	262	267	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:	571	1680	362	104	1021	86	260	323	650	262	267	83
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4983	417	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.20	0.03	0.20	0.20	0.08	0.18	0.18	0.08	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.48	0.57	0.08	0.32	0.32	0.08	0.29	0.53	0.09	0.30	0.30
Volume/Cap:	0.74	0.96	0.35	0.42	0.64	0.64	0.99	0.61	0.34	0.96	0.25	0.16
Delay/Veh:	49.6	46.4	15.3	58.4	38.5	38.5	112.2	41.9	17.4	103.7	35.0	34.0
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:	49.6	46.4	15.3	58.4	38.5	38.5	112.2	41.9	17.4	103.7	35.0	34.0
LOS by Move:	D	D	B	E	D	D	F	D	B	F	C	C
HCM2kAvgQ:	13	38	8	3	13	13	9	12	7	9	4	2

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

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Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

Cycle (sec):	75	Critical Vol./Cap.(X):	1.142
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.9
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	353	886	0	0	1135	906	0	0	0	175	1	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:	353	886	0	0	1135	906	0	0	0	175	1	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:	404	1014	0	0	1299	1037	0	0	0	200	1	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1014	0	0	1299	1037	0	0	0	200	1	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:	404	1014	0	0	1299	1037	0	0	0	200	1	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	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.49	0.01	1.50
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	844	5	2702
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.00	0.00	0.24	0.58	0.00	0.00	0.00	0.24	0.24	0.16
Crit Moves:	****					****					****	
Green/Cycle:	0.21	0.71	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	1.14	0.40	0.00	0.00	0.48	1.14	0.00	0.00	0.00	1.14	1.14	0.76
Delay/Veh:	122.0	4.4	0.0	0.0	12.3	95.8	0.0	0.0	0.0	113.7	114	32.2
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:	122.0	4.4	0.0	0.0	12.3	95.8	0.0	0.0	0.0	113.7	114	32.2
LOS by Move:	F	A	A	A	B	F	A	A	A	F	F	C
HCM2kAvgQ:	20	5	0	0	7	44	0	0	0	20	20	8

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 130 Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 3	0 1		0 0 0	0 0		0 0 1!	0 1	
Volume Module:												
Base Vol:	341	1597	0	0	1148	584	0	0	0	272	5	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	1597	0	0	1148	584	0	0	0	272	5	553
User Adj:	1.00	1.00	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:	365	1708	0	0	1228	625	0	0	0	291	5	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1708	0	0	1228	625	0	0	0	291	5	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1708	0	0	1228	625	0	0	0	291	5	591
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.51	0.01	1.48
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	860	16	2674
Capacity Analysis Module:												
Vol/Sat:	0.21	0.47	0.00	0.00	0.23	0.35	0.00	0.00	0.00	0.34	0.34	0.22
Crit Moves:	****					****					****	
Green/Cycle:	0.21	0.56	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.34	0.34	0.34
Volume/Cap:	1.00	0.84	0.00	0.00	0.66	1.00	0.00	0.00	0.00	1.00	1.00	0.65
Delay/Veh:	70.7	14.4	0.0	0.0	17.4	55.6	0.0	0.0	0.0	50.0	50.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	14.4	0.0	0.0	17.4	55.6	0.0	0.0	0.0	50.0	50.0	18.0
LOS by Move:	E	B	A	A	B	E	A	A	A	D	D	B
HCM2kAvgQ:	13	16	0	0	8	19	0	0	0	19	19	7

****

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

****

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	80	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	776	230	490	807	0	434	0	313	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	776	230	490	807	0	434	0	313	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	852	252	538	886	0	476	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	852	252	538	886	0	476	0	344	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	852	252	538	886	0	476	0	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2420	0	1038	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.14	0.32	0.25	0.00	0.20	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.24	0.24	0.34	0.57	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.59	0.94	0.43	0.00	0.56	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	28.9	29.2	49.9	9.8	0.0	21.4	0.0	43.1	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	28.9	29.2	49.9	9.8	0.0	21.4	0.0	43.1	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	8	6	19	6	0	8	0	19	0	0	0

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

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	80	Critical Vol./Cap.(X):	1.060
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.6
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0	1	1 0 2	0	0	1 0 1!	0	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	1043	167	491	909	0	907	2	271	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	1043	167	491	909	0	907	2	271	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	1136	182	535	990	0	988	2	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1136	182	535	990	0	988	2	295	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	1136	182	535	990	0	988	2	295	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.63	0.01	0.36	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2784	5	648	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.10	0.31	0.28	0.00	0.35	0.46	0.46	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.28	0.52	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	0.43	1.12	0.53	0.00	0.87	1.12	1.12	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	26.6	107.3	13.1	0.0	27.9	90.0	90.0	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	37.2	26.6	107.3	13.1	0.0	27.9	90.0	90.0	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	C	F	F	A	A	A
HCM2kAvgQ:	0	13	4	26	8	0	18	35	35	0	0	0

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

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	110	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.9
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	841	29	145	1029	153	272	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	841	29	145	1029	153	272	116	95	27	114	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	841	29	145	1029	153	272	116	95	27	114	116
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	1.93	0.07	1.00	2.00	1.00	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3480	120	1700	3600	1800	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.09	0.29	0.09	0.16	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.12	0.34	0.34	0.19	0.36	0.36	0.12	0.28	0.28
Volume/Cap:	0.83	0.73	0.73	0.69	0.83	0.25	0.83	0.33	0.33	0.14	0.22	0.23
Delay/Veh:	73.9	35.0	35.0	55.4	38.3	26.2	59.4	26.0	26.0	44.0	30.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	35.0	35.0	55.4	38.3	26.2	59.4	26.0	26.0	44.0	30.5	30.6
LOS by Move:	E	C	C	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	14	14	6	18	4	12	5	5	1	3	3

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	902	28	94	971	126	216	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	902	28	94	971	126	216	145	133	14	149	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	902	28	94	971	126	216	145	133	14	149	124
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	1.94	0.06	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3493	107	1700	3600	1800	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.06	0.27	0.07	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.12	0.35	0.35	0.16	0.36	0.36	0.12	0.31	0.31
Volume/Cap:	0.74	0.80	0.80	0.45	0.78	0.20	0.78	0.43	0.43	0.07	0.27	0.22
Delay/Veh:	59.2	35.1	35.1	42.1	32.4	23.1	53.1	24.9	24.9	39.6	26.2	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:	59.2	35.1	35.1	42.1	32.4	23.1	53.1	24.9	24.9	39.6	26.2	25.8
LOS by Move:	E	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	15	15	3	15	3	9	7	7	0	3	3

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

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec):	105	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	109	420	43	258	679	86	105	570	77	64	615	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:	109	420	43	258	679	86	105	570	77	64	615	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	136	524	54	322	847	107	131	711	96	80	767	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	524	54	322	847	107	131	711	96	80	767	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	524	54	322	847	107	131	711	96	80	767	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	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	1.78	0.22	1.00	1.76	0.24	1.00	2.43	0.57
Final Sat.:	1700	3266	334	1700	3195	405	1700	3172	428	1700	4375	1025
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.19	0.26	0.26	0.08	0.22	0.22	0.05	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.65	0.54	0.54	0.90	0.69	0.69	0.81	0.69	0.69	0.49	0.54	0.54
Delay/Veh:	50.9	31.6	31.6	65.7	28.9	28.9	71.8	32.7	32.7	47.4	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	31.6	31.6	65.7	28.9	28.9	71.8	32.7	32.7	47.4	29.5	29.5
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	8	8	14	14	14	7	12	12	3	9	9

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec):	105	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	118	577	105	213	632	105	183	492	86	102	507	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	577	105	213	632	105	183	492	86	102	507	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	629	115	232	689	115	200	537	94	111	553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	629	115	232	689	115	200	537	94	111	553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	629	115	232	689	115	200	537	94	111	553	186
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	1.69	0.31	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3046	554	1700	3087	513	1700	3064	536	1700	4038	1362
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.14	0.22	0.22	0.12	0.18	0.18	0.07	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.68	0.70	0.70	0.83	0.64	0.64	0.83	0.49	0.49	0.62	0.42	0.42
Delay/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	51.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	51.4	28.0	28.0
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	12	12	10	12	12	9	8	8	5	6	6

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	75	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	25	460	34	72	739	19	23	133	24	37	116	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:	25	460	34	72	739	19	23	133	24	37	116	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	30	557	41	87	895	23	28	161	29	45	140	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	557	41	87	895	23	28	161	29	45	140	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:	30	557	41	87	895	23	28	161	29	45	140	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	1.86	0.14	1.00	1.95	0.05	0.15	0.85	1.00	0.25	0.75	1.00
Final Sat.:	1700	3352	248	1700	3510	90	263	1521	1800	429	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.25	0.25	0.11	0.11	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.31	0.31	0.10	0.48	0.48	0.26	0.26	0.04	0.25	0.25	0.09
Delay/Veh:	8.3	9.9	9.9	8.7	11.1	11.1	14.6	14.6	13.1	14.6	14.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.9	9.9	8.7	11.1	11.1	14.6	14.6	13.1	14.6	14.6	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	95	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	817	38	39	750	18	45	103	32	18	83	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	817	38	39	750	18	45	103	32	18	83	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	898	42	43	824	20	49	113	35	20	91	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	898	42	43	824	20	49	113	35	20	91	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	898	42	43	824	20	49	113	35	20	91	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	1.91	0.09	1.00	1.95	0.05	0.32	0.68	1.00	0.19	0.81	1.00
Final Sat.:	1700	3440	160	1700	3516	84	538	1231	1800	317	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.03	0.23	0.23	0.09	0.09	0.02	0.06	0.06	0.02
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.41	0.41	0.04	0.37	0.37	0.28	0.28	0.06	0.19	0.19	0.07
Delay/Veh:	6.6	8.8	8.8	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	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:	6.6	8.8	8.8	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	22.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	6	6	4	4	1	2	2	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec):	110	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.0
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	97	318	135	251	515	74	70	733	68	116	619	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	318	135	251	515	74	70	733	68	116	619	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	116	380	161	300	615	88	84	876	81	139	740	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	380	161	300	615	88	84	876	81	139	740	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	380	161	300	615	88	84	876	81	139	740	159
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	1.75	0.25	1.00	2.75	0.25	1.00	2.47	0.53
Final Sat.:	1700	3600	1800	1700	3148	452	1700	4942	458	1700	4445	955
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.09	0.18	0.20	0.20	0.05	0.18	0.18	0.08	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.59	0.31	0.26	0.86	0.45	0.45	0.54	0.63	0.63	0.86	0.58	0.58
Delay/Veh:	51.1	26.5	26.1	61.1	22.0	22.0	51.3	35.3	35.3	83.4	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	26.5	26.1	61.1	22.0	22.0	51.3	35.3	35.3	83.4	34.3	34.3
LOS by Move:	D	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	5	4	13	8	8	4	10	10	7	9	9

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 97 Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	197	588	156	272	480	61	127	872	46	114	932	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	588	156	272	480	61	127	872	46	114	932	175
User Adj:	1.00	1.00	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:	212	634	168	293	517	66	137	940	50	123	1004	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	634	168	293	517	66	137	940	50	123	1004	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	634	168	293	517	66	137	940	50	123	1004	189
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	1.77	0.23	1.00	2.85	0.15	1.00	2.53	0.47
Final Sat.:	1700	3600	1800	1700	3194	406	1700	5129	271	1700	4546	854
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.17	0.16	0.16	0.08	0.18	0.18	0.07	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.51	0.27	0.84	0.40	0.40	0.84	0.64	0.64	0.79	0.78	0.78
Delay/Veh:	69.9	28.9	26.2	58.9	23.5	23.5	79.9	35.3	35.3	71.4	39.2	39.2
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:	69.9	28.9	26.2	58.9	23.5	23.5	79.9	35.3	35.3	71.4	39.2	39.2
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	9	4	13	7	7	7	10	10	6	14	14

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec):	120	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	64	485	60	12	638	21	7	148	65	108	145	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	485	60	12	638	21	7	148	65	108	145	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	74	559	69	14	736	24	8	171	75	125	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	559	69	14	736	24	8	171	75	125	167	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:	74	559	69	14	736	24	8	171	75	125	167	8
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	1.78	0.22	1.00	1.94	0.06	0.07	1.34	0.59	0.86	1.09	0.05
Final Sat.:	1700	3204	396	1700	3485	115	114	2417	1062	1460	1960	95
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.01	0.21	0.21	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.30	0.30	0.12	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.52	0.58	0.58	0.07	0.63	0.63	0.27	0.27	0.27	0.33	0.33	0.33
Delay/Veh:	56.2	36.3	36.3	47.5	34.9	34.9	35.7	35.7	35.7	36.3	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	36.3	36.3	47.5	34.9	34.9	35.7	35.7	35.7	36.3	36.3	36.3
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	10	10	1	12	12	4	4	4	5	5	5

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec):	130	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	96	882	43	33	732	16	72	148	105	72	148	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:	96	882	43	33	732	16	72	148	105	72	148	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	976	48	37	810	18	80	164	116	80	164	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	976	48	37	810	18	80	164	116	80	164	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	976	48	37	810	18	80	164	116	80	164	10
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	1.91	0.09	1.00	1.96	0.04	0.46	0.90	0.64	0.65	1.27	0.08
Final Sat.:	1700	3433	167	1700	3523	77	787	1618	1148	1111	2284	139
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.02	0.23	0.23	0.10	0.10	0.10	0.07	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.54	0.74	0.74	0.28	0.66	0.66	0.42	0.42	0.42	0.30	0.30	0.30
Delay/Veh:	57.2	36.5	36.5	57.8	37.5	37.5	42.3	42.3	42.3	40.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	36.5	36.5	57.8	37.5	37.5	42.3	42.3	42.3	40.8	40.8	40.8
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	18	18	2	15	15	6	6	6	4	4	4

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	80	251	17	88	290	50	47	497	233	230	427	102
Growth Adj:	1.00	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	251	17	88	290	50	47	497	233	230	427	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	264	18	93	305	53	49	523	245	242	449	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	264	18	93	305	53	49	523	245	242	449	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:	84	264	18	93	305	53	49	523	245	242	449	107
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	1.87	0.13	1.00	1.71	0.29	1.00	3.40	1.60	1.00	1.61	0.39
Final Sat.:	1700	3372	228	1700	3071	529	1700	6127	2873	1700	2906	694
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.05	0.10	0.10	0.03	0.09	0.09	0.14	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.42	0.17	0.17	0.46	0.22	0.22	0.09	0.26	0.26	0.43	0.47	0.47
Delay/Veh:	36.2	13.6	13.6	36.7	13.9	13.9	19.7	20.9	20.9	22.8	22.9	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:	36.2	13.6	13.6	36.7	13.9	13.9	19.7	20.9	20.9	22.8	22.9	22.9
LOS by Move:	D	B	B	D	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	2	2	3	3	3	1	3	3	5	6	6

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 85 Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	130	548	38	121	364	112	95	574	228	254	433	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	548	38	121	364	112	95	574	228	254	433	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	577	40	127	383	118	100	604	240	267	456	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	577	40	127	383	118	100	604	240	267	456	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:	137	577	40	127	383	118	100	604	240	267	456	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	1.87	0.13	1.00	1.53	0.47	1.00	3.58	1.42	1.00	1.62	0.38
Final Sat.:	1700	3367	233	1700	2753	847	1700	6441	2559	1700	2919	681
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.07	0.14	0.14	0.06	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.37	0.37	0.64	0.30	0.30	0.18	0.28	0.28	0.48	0.47	0.47
Delay/Veh:	45.4	15.2	15.2	42.4	14.6	14.6	20.3	21.1	21.1	23.3	22.9	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:	45.4	15.2	15.2	42.4	14.6	14.6	20.3	21.1	21.1	23.3	22.9	22.9
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	5	4	4	2	3	3	6	6	6

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec): 105 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 78 Level Of Service: D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	43	498	116	117	771	48	33	167	119	240	149	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	498	116	117	771	48	33	167	119	240	149	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	51	587	137	138	908	57	39	197	140	283	176	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	587	137	138	908	57	39	197	140	283	176	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:	51	587	137	138	908	57	39	197	140	283	176	93
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	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2920	680	1700	3389	211	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.08	0.27	0.27	0.02	0.11	0.08	0.17	0.10	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.14	0.33	0.33	0.12	0.30	0.30	0.20	0.38	0.38
Volume/Cap:	0.31	0.70	0.70	0.59	0.81	0.81	0.19	0.37	0.26	0.81	0.26	0.14
Delay/Veh:	45.4	35.4	35.4	46.7	36.7	36.7	41.9	29.7	28.5	53.6	22.7	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	35.4	35.4	46.7	36.7	36.7	41.9	29.7	28.5	53.6	22.7	21.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	11	11	5	16	16	1	5	3	12	4	2

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	125	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	129	1027	317	61	684	23	44	152	74	152	148	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:	129	1027	317	61	684	23	44	152	74	152	148	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	1116	345	66	743	25	48	165	80	165	161	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1116	345	66	743	25	48	165	80	165	161	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:	140	1116	345	66	743	25	48	165	80	165	161	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	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2751	849	1700	3483	117	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.04	0.21	0.21	0.03	0.09	0.04	0.10	0.09	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.49	0.49	0.08	0.41	0.41	0.09	0.25	0.25	0.12	0.28	0.28
Volume/Cap:	0.52	0.83	0.83	0.49	0.52	0.52	0.32	0.37	0.18	0.83	0.32	0.09
Delay/Veh:	50.0	30.7	30.7	57.8	27.8	27.8	54.6	39.4	37.2	77.8	36.3	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	30.7	30.7	57.8	27.8	27.8	54.6	39.4	37.2	77.8	36.3	33.6
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	C
HCM2kAvgQ:	6	26	26	3	11	11	2	5	2	9	5	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec):	110	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.0
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	216	537	154	56	796	19	40	200	341	242	155	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:	216	537	154	56	796	19	40	200	341	242	155	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	250	622	178	65	922	22	46	232	395	280	180	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	622	178	65	922	22	46	232	395	280	180	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	622	178	65	922	22	46	232	395	280	180	16
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	0.94	1.00	1.00
Lanes:	2.00	2.33	0.67	1.00	2.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4197	1203	1700	5274	126	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.04	0.17	0.17	0.03	0.06	0.22	0.16	0.05	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.29	0.29	0.09	0.28	0.28	0.11	0.35	0.35	0.20	0.43	0.43
Volume/Cap:	0.81	0.52	0.52	0.41	0.62	0.62	0.24	0.19	0.64	0.81	0.11	0.02
Delay/Veh:	63.5	33.2	33.2	48.9	35.2	35.2	45.0	25.3	32.4	55.2	18.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	33.2	33.2	48.9	35.2	35.2	45.0	25.3	32.4	55.2	18.5	17.8
LOS by Move:	E	C	C	D	D	D	D	C	C	E	B	B
HCM2kAvgQ:	7	8	8	3	10	10	2	3	12	12	2	0

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 97 Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	364	1178	152	73	816	64	92	245	435	219	363	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1178	152	73	816	64	92	245	435	219	363	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	401	1297	167	80	899	70	101	270	479	241	400	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1297	167	80	899	70	101	270	479	241	400	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:	401	1297	167	80	899	70	101	270	479	241	400	55
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	0.94	1.00	1.00
Lanes:	2.00	2.66	0.34	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4783	617	1700	5007	393	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.05	0.18	0.18	0.06	0.07	0.27	0.14	0.11	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.10	0.28	0.28	0.11	0.35	0.35	0.16	0.40	0.40
Volume/Cap:	0.89	0.85	0.85	0.46	0.64	0.64	0.57	0.22	0.77	0.89	0.28	0.08
Delay/Veh:	65.7	39.2	39.2	48.3	35.5	35.5	51.0	25.6	38.0	73.6	22.4	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	39.2	39.2	48.3	35.5	35.5	51.0	25.6	38.0	73.6	22.4	20.5
LOS by Move:	E	D	D	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	11	18	18	3	10	10	4	3	16	12	5	1

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec):	60	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0 3	0 0		0 0 4	0 1		0 0 0	0 0		1 0 1!	0 1	
Volume Module:												
Base Vol:	301	622	0	0	1102	533	0	0	0	428	6	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	622	0	0	1102	533	0	0	0	428	6	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	350	723	0	0	1281	620	0	0	0	498	7	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	723	0	0	1281	620	0	0	0	498	7	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	723	0	0	1281	620	0	0	0	498	7	265
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.65	0.02	1.33
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2811	31	2392
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.18	0.34	0.00	0.00	0.00	0.18	0.22	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.66	0.22	0.00	0.00	0.40	0.77	0.00	0.00	0.00	0.61	0.77	0.38
Delay/Veh:	26.4	5.3	0.0	0.0	11.3	18.9	0.0	0.0	0.0	19.3	23.4	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:	26.4	5.3	0.0	0.0	11.3	18.9	0.0	0.0	0.0	19.3	23.4	17.2
LOS by Move:	C	A	A	A	B	B	A	A	A	B	C	B
HCM2kAvgQ:	5	2	0	0	4	12	0	0	0	6	9	3

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	390	1539	0	0	883	408	0	0	0	377	2	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1539	0	0	883	408	0	0	0	377	2	431
User Adj:	1.00	1.00	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:	497	1963	0	0	1126	520	0	0	0	481	3	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1963	0	0	1126	520	0	0	0	481	3	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	1963	0	0	1126	520	0	0	0	481	3	550
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.48	0.01	1.51
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2513	9	2730
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.00	0.00	0.16	0.29	0.00	0.00	0.00	0.19	0.30	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.52	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.77	0.70	0.00	0.00	0.49	0.91	0.00	0.00	0.00	0.50	0.77	0.53
Delay/Veh:	28.5	11.8	0.0	0.0	16.8	38.9	0.0	0.0	0.0	14.3	19.1	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	11.8	0.0	0.0	16.8	38.9	0.0	0.0	0.0	14.3	19.1	14.6
LOS by Move:	C	B	A	A	B	D	A	A	A	B	B	B
HCM2kAvgQ:	7	10	0	0	5	14	0	0	0	5	11	6

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0 2	0 0		1 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	621	422	515	1030	0	299	3	470	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	621	422	515	1030	0	299	3	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	689	468	572	1143	0	332	3	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	689	468	572	1143	0	332	3	522	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	689	468	572	1143	0	332	3	522	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3368	34	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.26	0.18	0.32	0.00	0.10	0.10	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.82	0.80	0.59	0.00	0.27	0.27	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	22.9	28.7	9.8	0.0	13.7	13.7	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	22.9	28.7	9.8	0.0	13.7	13.7	24.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	6	11	8	8	0	2	2	11	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1176	464	443	837	0	624	3	413	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	1176	464	443	837	0	624	3	413	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	1298	512	489	924	0	689	3	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1298	512	489	924	0	689	3	456	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	1298	512	489	924	0	689	3	456	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.15	0.85	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3872	1528	3200	3600	0	3385	16	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.15	0.26	0.00	0.20	0.20	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.41	0.41	0.19	0.59	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.82	0.43	0.00	0.66	0.66	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	18.5	32.6	6.8	0.0	19.7	19.7	29.0	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	18.5	18.5	32.6	6.8	0.0	19.7	19.7	29.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	13	13	8	5	0	7	7	11	0	0	0

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

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Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 76 Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0 0		0 0 2	0 1		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	78	821	0	0	1089	22	19	0	101	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:	78	821	0	0	1089	22	19	0	101	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	90	945	0	0	1253	25	22	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	945	0	0	1253	25	22	0	116	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:	90	945	0	0	1253	25	22	0	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.35	0.01	0.01	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.58	0.38	0.00	0.00	0.58	0.02	0.05	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	62.1	8.4	0.0	0.0	16.3	10.5	36.0	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	8.4	0.0	0.0	16.3	10.5	36.0	0.0	38.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	15	0	1	0	4	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec):	125	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle:	76	Level Of Service:	B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	135	1194	0	0	965	65	56	0	125	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:	135	1194	0	0	965	65	56	0	125	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	157	1390	0	0	1123	76	65	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1390	0	0	1123	76	65	0	146	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:	157	1390	0	0	1123	76	65	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.00	0.00	0.31	0.04	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.68	0.00	0.00	0.52	0.52	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.59	0.57	0.00	0.00	0.59	0.08	0.14	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	52.8	10.7	0.0	0.0	21.1	14.8	34.6	0.0	36.4	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:	52.8	10.7	0.0	0.0	21.1	14.8	34.6	0.0	36.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	B	C	A	D	A	A	A
HCM2kAvgQ:	7	14	0	0	15	1	2	0	4	0	0	0

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

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Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	66	314	18	32	577	183	114	31	55	8	80	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	314	18	32	577	183	114	31	55	8	80	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	82	392	22	40	719	228	142	39	69	10	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	392	22	40	719	228	142	39	69	10	100	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:	82	392	22	40	719	228	142	39	69	10	100	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3405	195	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.20	0.13	0.08	0.02	0.04	0.01	0.06	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.44	0.33	0.33	0.21	0.58	0.37	0.75	0.06	0.11	0.05	0.16	0.04
Delay/Veh:	39.0	22.0	22.0	37.0	24.9	22.5	54.4	19.8	20.2	35.9	20.6	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	22.0	22.0	37.0	24.9	22.5	54.4	19.8	20.2	35.9	20.6	19.7
LOS by Move:	D	C	C	D	C	C	D	B	C	D	C	B
HCM2kAvgQ:	3	4	4	1	9	5	6	1	1	0	2	1

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec):	115	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	55	645	0	27	607	86	395	153	62	11	49	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:	55	645	0	27	607	86	395	153	62	11	49	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	682	0	29	642	91	418	162	66	12	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	682	0	29	642	91	418	162	66	12	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	682	0	29	642	91	418	162	66	12	52	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.00	0.02	0.18	0.05	0.25	0.09	0.04	0.01	0.03	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.00	0.09	0.27	0.27	0.30	0.43	0.43	0.14	0.27	0.27
Volume/Cap:	0.39	0.70	0.00	0.19	0.66	0.19	0.81	0.21	0.08	0.05	0.11	0.04
Delay/Veh:	51.4	40.2	0.0	49.4	39.0	32.5	46.0	20.4	19.2	42.9	31.7	31.1
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:	51.4	40.2	0.0	49.4	39.0	32.5	46.0	20.4	19.2	42.9	31.7	31.1
LOS by Move:	D	D	A	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	2	12	0	1	11	2	16	3	1	0	1	1

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 60 Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	636	107	246	674	13	19	67	44	62	35	275
Growth Adj:	1.00	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	636	107	246	674	13	19	67	44	62	35	275
User Adj:	1.00	1.00	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:	15	811	136	314	860	17	24	85	56	79	45	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	811	136	314	860	17	24	85	56	79	45	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	811	136	314	860	17	24	85	56	79	45	351
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.08	0.18	0.24	0.01	0.01	0.05	0.03	0.05	0.02	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.28	0.46	0.23	0.34	0.34	0.12	0.18	0.18	0.18	0.24	0.24
Volume/Cap:	0.05	0.81	0.17	0.81	0.70	0.03	0.12	0.26	0.17	0.26	0.10	0.81
Delay/Veh:	21.1	25.0	9.6	33.6	18.9	13.1	24.0	21.7	21.1	21.7	17.8	32.0
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:	21.1	25.0	9.6	33.6	18.9	13.1	24.0	21.7	21.1	21.7	17.8	32.0
LOS by Move:	C	C	A	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	10	2	8	8	0	1	2	1	2	1	9

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	70	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	40	700	119	376	760	27	38	85	27	143	83	312
Growth Adj:	1.00	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	700	119	376	760	27	38	85	27	143	83	312
User Adj:	1.00	1.00	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:	46	811	138	436	881	31	44	98	31	166	96	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	811	138	436	881	31	44	98	31	166	96	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	811	138	436	881	31	44	98	31	166	96	362
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.08	0.26	0.24	0.02	0.03	0.05	0.02	0.10	0.05	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.26	0.43	0.30	0.39	0.39	0.10	0.17	0.17	0.17	0.23	0.23
Volume/Cap:	0.17	0.87	0.18	0.87	0.62	0.04	0.26	0.33	0.10	0.59	0.23	0.87
Delay/Veh:	25.6	33.5	12.6	38.3	17.9	13.1	29.9	26.4	25.0	30.2	22.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	33.5	12.6	38.3	17.9	13.1	29.9	26.4	25.0	30.2	22.1	43.3
LOS by Move:	C	C	B	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	1	12	2	13	8	0	1	2	1	4	2	11

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	426	516	0	0	431	84	0	0	0	259	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	516	0	0	431	84	0	0	0	259	0	164
User Adj:	1.00	1.00	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:	510	617	0	0	516	100	0	0	0	310	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	617	0	0	516	100	0	0	0	310	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	617	0	0	516	100	0	0	0	310	0	196
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	0.00	0.00	1.67	0.33	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	3013	587	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.17	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.65	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.73	0.26	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.43
Delay/Veh:	18.5	4.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	26.7	0.0	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:	18.5	4.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	26.7	0.0	19.6
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	10	3	0	0	7	7	0	0	0	7	0	3

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	71	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	196	639	0	0	882	260	0	0	0	48	64	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	639	0	0	882	260	0	0	0	48	64	421
User Adj:	1.00	1.00	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:	234	763	0	0	1054	311	0	0	0	57	76	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	763	0	0	1054	311	0	0	0	57	76	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	763	0	0	1054	311	0	0	0	57	76	503
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	0.00	0.00	1.54	0.46	0.00	0.00	0.00	0.44	0.56	1.00
Final Sat.:	1700	3600	0	0	2780	820	0	0	0	752	1003	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.08	0.08	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.58	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.88	0.36	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.24	0.24	0.88
Delay/Veh:	52.5	6.7	0.0	0.0	22.3	22.3	0.0	0.0	0.0	15.4	15.4	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	6.7	0.0	0.0	22.3	22.3	0.0	0.0	0.0	15.4	15.4	34.8
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	C
HCM2kAvgQ:	8	4	0	0	16	16	0	0	0	2	2	13

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	60	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0	2	0 0	0 1	0	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	341	209	601	299	0	249	0	201	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	341	209	601	299	0	249	0	201	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	408	250	719	358	0	298	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	250	719	358	0	298	0	240	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	408	250	719	358	0	298	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.42	0.10	0.00	0.18	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.17	0.17	0.52	0.69	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.82	0.82	0.14	0.00	0.82	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	39.9	18.3	3.3	0.0	30.5	0.0	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	39.9	18.3	3.3	0.0	30.5	0.0	22.8	0.0	0.0	0.0
LOS by Move:	A	C	D	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	7	14	1	0	8	0	5	0	0	0

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	91	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	665	194	638	403	0	185	8	387	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	665	194	638	403	0	185	8	387	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	722	211	693	438	0	201	9	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	211	693	438	0	201	9	420	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	722	211	693	438	0	201	9	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1633	71	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.12	0.41	0.12	0.00	0.12	0.12	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.21	0.21	0.44	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.55	0.93	0.19	0.00	0.49	0.49	0.93	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	22.6	35.1	4.2	0.0	19.6	19.6	42.4	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	41.6	22.6	35.1	4.2	0.0	19.6	19.6	42.4	0.0	0.0	0.0
LOS by Move:	A	D	C	D	A	A	B	B	D	A	A	A
HCM2kAvgQ:	0	11	4	19	2	0	4	4	13	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec):	75	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	78	Level Of Service:	B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	70	0	150	40	200	0	0	230	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:	0	0	0	70	0	150	40	200	0	0	230	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	85	0	183	49	244	0	0	281	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	183	49	244	0	0	281	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	85	0	183	49	244	0	0	281	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.02	0.07	0.00	0.00	0.08	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.26	0.12	0.13	0.00	0.00	0.20	0.05
Delay/Veh:	0.0	0.0	0.0	14.6	0.0	16.0	30.2	9.4	0.0	0.0	15.4	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	0.0	16.0	30.2	9.4	0.0	0.0	15.4	14.5
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	3	1	1	0	0	2	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec):	80	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	64	0	75	156	416	0	0	295	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	75	156	416	0	0	295	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	75	156	416	0	0	295	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	70	0	82	170	453	0	0	321	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	82	170	453	0	0	321	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:	0	0	0	70	0	82	170	453	0	0	321	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.13	0.00	0.00	0.09	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.15	0.54	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.12	0.35	0.23	0.00	0.00	0.23	0.16
Delay/Veh:	0.0	0.0	0.0	15.4	0.0	15.8	31.0	9.8	0.0	0.0	16.6	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:	0.0	0.0	0.0	15.4	0.0	15.8	31.0	9.8	0.0	0.0	16.6	16.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	2	3	0	0	3	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	1	7	15	3	31	7	157	11	36	168	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	7	15	3	31	7	157	11	36	168	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	2	1	8	18	4	37	8	188	13	43	201	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	8	18	4	37	8	188	13	43	201	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	8	18	4	37	8	188	13	43	201	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.31	0.06	0.63	1.00	1.87	0.13	0.18	0.82	1.00
Final Sat.:	375	187	670	196	39	405	617	1276	90	126	588	844
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.09	0.01	0.15	0.15	0.34	0.34	0.00
Crit Moves:			****		****			****			****	
Delay/Veh:	8.7	8.7	7.7	8.8	8.8	8.8	8.5	8.7	8.7	10.1	10.1	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	7.7	8.8	8.8	8.8	8.5	8.7	8.7	10.1	10.1	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:		8.0			8.8			8.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.0			8.8			8.7			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.5	0.5	0.0

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	3	11	27	10	3	17	28	263	2	4	290	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:	3	11	27	10	3	17	28	263	2	4	290	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	4	13	32	12	4	20	33	308	2	5	340	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	32	12	4	20	33	308	2	5	340	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:	4	13	32	12	4	20	33	308	2	5	340	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:	0.21	0.79	1.00	0.33	0.10	0.57	1.00	1.98	0.02	0.01	0.99	1.00
Final Sat.:	113	415	599	186	56	317	585	1270	10	9	685	798
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.06	0.06	0.06	0.06	0.24	0.24	0.50	0.50	0.02
Crit Moves:			****		****			****			****	
Delay/Veh:	9.2	9.2	8.4	9.3	9.3	9.3	9.1	9.9	9.9	12.5	12.5	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	8.4	9.3	9.3	9.3	9.1	9.9	9.9	12.5	12.5	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:		8.7			9.3			9.8			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.3			9.8			12.3	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.3	0.3	0.9	0.9	0.0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[10.9]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	69	0	61	29	161	0	0	139	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	61	29	161	0	0	139	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	79	0	70	33	184	0	0	158	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	70	33	184	0	0	158	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	414	86	171	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	651	531	963	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	640	519	963	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.07	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	759	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.1]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	37	0	44	92	223	0	0	196	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	37	0	44	92	223	0	0	196	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	46	0	54	113	275	0	0	241	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	46	0	54	113	275	0	0	241	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	647	784	163	325	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	408	327	860	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	380	297	860	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.06	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	545	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 61 Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	63	313	15	253	238	158	177	262	71	11	379	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	313	15	253	238	158	177	262	71	11	379	320
User Adj:	1.00	1.00	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:	74	367	18	296	279	185	207	307	83	13	444	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	367	18	296	279	185	207	307	83	13	444	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	367	18	296	279	185	207	307	83	13	444	375
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	1.91	0.09	1.00	1.20	0.80	1.00	1.57	0.43	1.00	1.08	0.92
Final Sat.:	1700	3435	165	1700	2164	1436	1700	2832	768	1700	1952	1648
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.17	0.13	0.13	0.12	0.11	0.11	0.01	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.09	0.21	0.21	0.34	0.25	0.25	0.29	0.25	0.25	0.02	0.53	0.53
Delay/Veh:	7.8	8.3	8.3	9.2	8.5	8.5	11.7	11.3	11.3	10.1	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	8.3	8.3	9.2	8.5	8.5	11.7	11.3	11.3	10.1	13.4	13.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	4	3	3	3	2	2	0	6	6

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	61	Level Of Service:	B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	238	281	92	104	218	67	80	384	145	67	495	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	281	92	104	218	67	80	384	145	67	495	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	280	331	108	122	256	79	94	452	171	79	582	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	331	108	122	256	79	94	452	171	79	582	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:	280	331	108	122	256	79	94	452	171	79	582	93
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	1.53	0.47	1.00	1.45	0.55	1.00	1.72	0.28
Final Sat.:	1700	2712	888	1700	2754	846	1700	2613	987	1700	3105	495
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.07	0.09	0.09	0.06	0.17	0.17	0.05	0.19	0.19
Crit Moves:	****										****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.32	0.24	0.24	0.14	0.18	0.18	0.13	0.41	0.41	0.11	0.44	0.44
Delay/Veh:	9.1	8.5	8.5	8.0	8.2	8.2	10.7	12.3	12.3	10.6	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.5	8.5	8.0	8.2	8.2	10.7	12.3	12.3	10.6	12.6	12.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	2	2	1	2	2	1	4	4	1	5	5

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 95 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	104	242	102	59	348	61	57	488	160	113	356	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:	104	242	102	59	348	61	57	488	160	113	356	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	242	102	59	348	61	57	488	160	113	356	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	115	268	113	65	385	68	63	540	177	125	394	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	268	113	65	385	68	63	540	177	125	394	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:	115	268	113	65	385	68	63	540	177	125	394	23
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	1.41	0.59	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2533	1067	1700	3063	537	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.04	0.13	0.13	0.04	0.15	0.10	0.07	0.11	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.17	0.26	0.26	0.10	0.31	0.31	0.30	0.42	0.27	0.42	0.26	0.03
Delay/Veh:	18.5	19.2	19.2	17.8	19.7	19.7	38.9	23.1	21.8	35.7	18.4	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:	18.5	19.2	19.2	17.8	19.7	19.7	38.9	23.1	21.8	35.7	18.4	16.5
LOS by Move:	B	B	B	B	B	B	D	C	C	D	B	B
HCM2kAvgQ:	2	4	4	1	5	5	2	6	4	4	4	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 90 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	197	489	144	39	284	97	123	637	208	138	706	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:	197	489	144	39	284	97	123	637	208	138	706	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	489	144	39	284	97	123	637	208	138	706	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	217	540	159	43	313	107	136	703	230	152	779	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	540	159	43	313	107	136	703	230	152	779	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:	217	540	159	43	313	107	136	703	230	152	779	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	0.94	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2781	819	1700	2683	917	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.03	0.12	0.12	0.08	0.20	0.13	0.09	0.22	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.13	0.39	0.39	0.12	0.38	0.38
Volume/Cap:	0.30	0.46	0.46	0.06	0.28	0.28	0.60	0.49	0.32	0.77	0.57	0.12
Delay/Veh:	17.5	18.9	18.9	15.4	17.1	17.1	41.1	20.7	19.1	55.5	22.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	18.9	18.9	15.4	17.1	17.1	41.1	20.7	19.1	55.5	22.8	18.4
LOS by Move:	B	B	B	B	B	B	D	C	B	E	C	B
HCM2kAvgQ:	4	7	7	1	4	4	5	8	4	6	9	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	95	Critical Vol./Cap.(X):	1.310
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	100	586	128	117	739	66	94	254	123	198	325	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	586	128	117	739	66	94	254	123	198	325	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	117	685	150	137	864	77	110	297	144	232	380	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	685	150	137	864	77	110	297	144	232	380	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:	117	685	150	137	864	77	110	297	144	232	380	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	1.64	0.36	1.00	1.84	0.16	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:	1700	2955	645	1700	3305	295	1700	2425	1175	1700	3047	553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.26	0.26	0.00	0.12	0.12	0.00	0.12	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.11	0.31	0.31	0.12	0.32	0.32	0.12	0.33	0.33	0.17	0.37	0.37
Volume/Cap:	0.65	0.76	0.76	0.68	0.82	0.82	0.54	0.38	0.38	0.82	0.34	0.34
Delay/Veh:	49.2	32.9	32.9	49.6	34.8	34.8	42.2	24.8	24.8	55.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	32.9	32.9	49.6	34.8	34.8	42.2	24.8	24.8	55.5	21.5	21.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	13	13	5	15	15	4	5	5	9	5	5

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	90	Critical Vol./Cap.(X):	1.390
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	100	718	129	99	594	36	83	292	67	129	305	119
Growth Adj:	1.00	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	718	129	99	594	36	83	292	67	129	305	119
User Adj:	1.00	1.00	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:	110	790	142	109	653	40	91	321	74	142	336	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	790	142	109	653	40	91	321	74	142	336	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:	110	790	142	109	653	40	91	321	74	142	336	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	1.70	0.30	1.00	1.89	0.11	1.00	1.63	0.37	1.00	1.44	0.56
Final Sat.:	1700	3052	548	1700	3394	206	1700	2928	672	1700	2590	1010
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.19	0.19	0.00	0.11	0.11	0.00	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.34	0.34	0.11	0.33	0.33	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.51	0.75	0.75	0.58	0.59	0.59	0.48	0.32	0.32	0.75	0.38	0.38
Delay/Veh:	38.8	28.7	28.7	42.3	25.9	25.9	39.5	21.9	21.9	54.3	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	28.7	28.7	42.3	25.9	25.9	39.5	21.9	21.9	54.3	22.4	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	13	13	4	9	9	3	4	4	6	5	5

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec):	95	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	395	19	62	606	16	22	129	38	66	99	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	19	62	606	16	22	129	38	66	99	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	29	469	23	74	720	19	26	153	45	78	118	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	469	23	74	720	19	26	153	45	78	118	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	469	23	74	720	19	26	153	45	78	118	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3435	165	1700	3507	93	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.04	0.21	0.21	0.02	0.04	0.03	0.05	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.37	0.37	0.12	0.38	0.38	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.16	0.37	0.37	0.37	0.54	0.54	0.15	0.13	0.08	0.44	0.10	0.11
Delay/Veh:	39.1	22.3	22.3	39.8	23.5	23.5	39.0	22.6	22.2	41.6	22.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	22.3	22.3	39.8	23.5	23.5	39.0	22.6	22.2	41.6	22.3	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	2	9	9	1	2	1	3	1	1

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

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Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	41	628	69	88	489	29	45	244	40	41	220	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:	41	628	69	88	489	29	45	244	40	41	220	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	48	733	81	103	571	34	53	285	47	48	257	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	733	81	103	571	34	53	285	47	48	257	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	733	81	103	571	34	53	285	47	48	257	102
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	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3244	356	1700	3398	202	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.06	0.17	0.17	0.03	0.08	0.03	0.03	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.25	0.66	0.66	0.54	0.49	0.49	0.28	0.23	0.08	0.25	0.21	0.16
Delay/Veh:	37.3	26.3	26.3	41.1	23.5	23.5	37.5	21.1	19.9	37.3	20.9	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.3	26.3	41.1	23.5	23.5	37.5	21.1	19.9	37.3	20.9	20.6
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	1	10	10	4	7	7	2	3	1	1	3	2

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec):	90	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	78	Level Of Service:	B

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	54	459	20	18	793	44	43	82	137	30	62	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:	54	459	20	18	793	44	43	82	137	30	62	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	64	546	24	21	943	52	51	98	163	36	74	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	546	24	21	943	52	51	98	163	36	74	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:	64	546	24	21	943	52	51	98	163	36	74	23
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	3200	3600	1800	1700	3411	189	1700	1800	1800	1700	1378	422
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.01	0.01	0.28	0.28	0.03	0.05	0.09	0.02	0.05	0.05
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.45	0.45	0.14	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.18	0.34	0.03	0.09	0.58	0.58	0.09	0.16	0.26	0.06	0.16	0.16
Delay/Veh:	36.5	16.5	14.0	33.6	17.5	17.5	20.0	20.6	21.5	19.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	16.5	14.0	33.6	17.5	17.5	20.0	20.6	21.5	19.8	20.5	20.5
LOS by Move:	D	B	B	C	B	B	C	C	C	B	C	C
HCM2kAvgQ:	1	5	0	1	10	10	1	2	3	1	2	2

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	78	Level Of Service:	B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	143	829	74	49	532	61	91	138	92	35	136	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	829	74	49	532	61	91	138	92	35	136	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	157	912	81	54	585	67	100	152	101	39	150	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	912	81	54	585	67	100	152	101	39	150	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	912	81	54	585	67	100	152	101	39	150	11
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	3200	3600	1800	1700	3230	370	1700	1800	1800	1700	1677	123
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.05	0.03	0.18	0.18	0.06	0.08	0.06	0.02	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.13	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.37	0.61	0.11	0.25	0.45	0.45	0.15	0.22	0.15	0.06	0.23	0.23
Delay/Veh:	32.3	19.3	14.5	32.3	17.4	17.4	16.1	16.5	16.0	15.4	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	19.3	14.5	32.3	17.4	17.4	16.1	16.5	16.0	15.4	16.6	16.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	9	1	1	6	6	2	3	2	1	3	3

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec):	115	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	77	Level Of Service:	B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	435	115	85	875	0	0	0	0	45	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	115	85	875	0	0	0	0	45	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	540	143	106	1087	0	0	0	0	56	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	143	106	1087	0	0	0	0	56	0	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:	0	540	143	106	1087	0	0	0	0	56	0	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4271	1129	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.41	0.41	0.20	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.31	0.31	0.31	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Delay/Veh:	0.0	22.7	22.7	39.4	10.6	0.0	0.0	0.0	0.0	26.7	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	22.7	39.4	10.6	0.0	0.0	0.0	0.0	26.7	0.0	26.9
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	3	6	0	0	0	0	1	0	2

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	77	Level Of Service:	B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1	0	1 0 3	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	993	23	37	617	0	0	0	0	73	0	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	993	23	37	617	0	0	0	0	73	0	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:	0.89	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	1113	26	41	692	0	0	0	0	82	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	26	41	692	0	0	0	0	82	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1113	26	41	692	0	0	0	0	82	0	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5278	122	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.02	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.36	0.36	0.32	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.19
Delay/Veh:	0.0	14.3	14.3	58.2	8.6	0.0	0.0	0.0	0.0	34.4	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	14.3	58.2	8.6	0.0	0.0	0.0	0.0	34.4	0.0	34.6
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	8	2	3	0	0	0	0	3	0	3

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

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Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 81 Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	556	156	64	894	0	0	0	0	76	0	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:	0	556	156	64	894	0	0	0	0	76	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	0	556	156	77	894	0	0	0	0	91	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	556	156	77	894	0	0	0	0	91	0	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:	0	556	156	77	894	0	0	0	0	91	0	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:	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.05	0.25	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.15	0.65	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.31	0.17	0.31	0.38	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Delay/Veh:	0.0	16.8	15.5	44.4	9.4	0.0	0.0	0.0	0.0	30.3	0.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	15.5	44.4	9.4	0.0	0.0	0.0	0.0	30.3	0.0	29.1
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	3	3	7	0	0	0	0	3	0	1

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

Cycle (sec): 115 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 81 Level Of Service: B

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	920	89	61	653	0	0	0	0	217	0	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:	0	920	89	61	653	0	0	0	0	217	0	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:	0.91	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	1017	98	67	722	0	0	0	0	240	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1017	98	67	722	0	0	0	0	240	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1017	98	67	722	0	0	0	0	240	0	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.05	0.04	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.09	0.65	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.50	0.10	0.46	0.31	0.00	0.00	0.00	0.00	0.48	0.00	0.12
Delay/Veh:	0.0	15.3	11.5	52.1	8.8	0.0	0.0	0.0	0.0	33.9	0.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	11.5	52.1	8.8	0.0	0.0	0.0	0.0	33.9	0.0	29.7
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	2	3	5	0	0	0	0	8	0	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	84	136	222	132	917	40	315	126	40	32	956	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:	84	136	222	132	917	40	315	126	40	32	956	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	98	158	258	153	1065	46	366	146	46	37	1110	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	158	258	153	1065	46	366	146	46	37	1110	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	158	258	153	1065	46	366	146	46	37	1110	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3387	213
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.14	0.05	0.30	0.03	0.11	0.04	0.03	0.01	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.12	0.37	0.37	0.11	0.36	0.36
Volume/Cap:	0.30	0.13	0.42	0.48	0.87	0.08	0.92	0.11	0.07	0.11	0.92	0.92
Delay/Veh:	42.3	22.8	25.9	43.7	37.9	22.4	69.8	20.7	20.4	40.3	41.8	41.8
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:	42.3	22.8	25.9	43.7	37.9	22.4	69.8	20.7	20.4	40.3	41.8	41.8
LOS by Move:	D	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	2	2	6	3	18	1	10	1	1	1	22	22

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 96 Level Of Service: C

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	148	237	197	59	952	59	134	175	61	36	1043	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	237	197	59	952	59	134	175	61	36	1043	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	161	258	215	64	1038	64	146	191	67	39	1137	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	258	215	64	1038	64	146	191	67	39	1137	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:	161	258	215	64	1038	64	146	191	67	39	1137	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	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3347	253
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.12	0.02	0.29	0.04	0.05	0.05	0.04	0.01	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.10	0.37	0.37	0.11	0.38	0.38
Volume/Cap:	0.50	0.21	0.35	0.20	0.85	0.11	0.46	0.14	0.10	0.11	0.89	0.89
Delay/Veh:	43.9	23.6	25.1	41.6	36.3	22.7	43.5	20.9	20.6	40.3	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	23.6	25.1	41.6	36.3	22.7	43.5	20.9	20.6	40.3	37.1	37.1
LOS by Move:	D	C	C	D	D	C	D	C	C	D	D	D
HCM2kAvgQ:	3	3	5	1	17	1	3	2	1	1	21	21

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

Cycle (sec):	110	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.6
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	444	0	0	740	807	0	0	0	13	3	636
Growth Adj:	1.00	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	444	0	0	740	807	0	0	0	13	3	636
User Adj:	1.00	1.00	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:	9	558	0	0	930	1014	0	0	0	16	4	799
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	558	0	0	930	1014	0	0	0	16	4	799
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	558	0	0	930	1014	0	0	0	16	4	799
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.04	0.01	1.95
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	70	16	3510
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.00	0.00	0.52	0.56	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:	****					****					****	
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.06	0.45	0.00	0.00	0.86	0.93	0.00	0.00	0.00	0.93	0.93	0.91
Delay/Veh:	45.8	7.7	0.0	0.0	24.6	33.7	0.0	0.0	0.0	56.7	56.7	52.9
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:	45.8	7.7	0.0	0.0	24.6	33.7	0.0	0.0	0.0	56.7	56.7	52.9
LOS by Move:	D	A	A	A	C	C	A	A	A	E	E	D
HCM2kAvgQ:	0	8	0	0	28	36	0	0	0	18	18	17

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	609	0	0	660	668	0	0	0	1	0	609
Growth Adj:	1.00	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	609	0	0	660	668	0	0	0	1	0	609
User Adj:	1.00	1.00	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:	1	663	0	0	719	728	0	0	0	1	0	663
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	663	0	0	719	728	0	0	0	1	0	663
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	663	0	0	719	728	0	0	0	1	0	663
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	6	0	3594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.15	0.67	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.55	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.00	0.77
Delay/Veh:	23.3	6.2	0.0	0.0	16.9	17.3	0.0	0.0	0.0	27.6	0.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	6.2	0.0	0.0	16.9	17.3	0.0	0.0	0.0	27.6	0.0	27.5
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	14	14	0	0	0	8	0	8

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 103.4
Optimal Cycle: 130 Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	44	713	25	0	441	0	30	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	37	44	713	25	0	441	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	49	0	949	33	0	587	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	0	949	33	0	587	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	0	949	33	0	587	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.56	0.02	0.00	0.35	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.50	0.65	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.00	1.12	0.03	0.00	1.12	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	49.1	0.0	101.6	8.3	0.0	121.2	0.0	31.8	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	49.1	0.0	101.6	8.3	0.0	121.2	0.0	31.8	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	F	A	C	A	A	A
HCM2kAvgQ:	0	2	0	56	0	0	36	0	1	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

Cycle (sec): 125 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 57.5
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1	0 1	0 0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	52	125	648	29	0	536	0	30	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	52	125	648	29	0	536	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	125	648	29	0	536	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	57	0	711	32	0	588	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	57	0	711	32	0	588	0	33	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	57	0	711	32	0	588	0	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.42	0.02	0.00	0.35	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.44	0.59	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.21	0.00	0.95	0.03	0.00	0.95	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	46.8	0.0	56.4	10.7	0.0	64.3	0.0	25.9	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	46.8	0.0	56.4	10.7	0.0	64.3	0.0	25.9	0.0	0.0	0.0
LOS by Move:	A	D	A	E	B	A	E	A	C	A	A	A
HCM2kAvgQ:	0	2	0	33	0	0	28	0	1	0	0	0

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	66	8	9	237	44	24	63	63	20	60	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	66	8	9	237	44	24	63	63	20	60	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	53	75	9	10	271	50	27	72	72	23	69	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	75	9	10	271	50	27	72	72	23	69	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	75	9	10	271	50	27	72	72	23	69	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	1.00	0.84	0.16	1.00	0.50	0.50	0.22	0.67	0.11
Final Sat.:	561	550	67	588	555	103	533	306	306	125	376	63
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.02	0.49	0.49	0.05	0.24	0.24	0.18	0.18	0.18
Crit Moves:		****			****			****			****	
Delay/Veh:	9.4	9.1	9.1	8.7	12.7	12.7	9.4	9.8	9.8	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.1	9.1	8.7	12.7	12.7	9.4	9.8	9.8	10.2	10.2	10.2
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	B
ApproachDel:		9.2			12.6			9.7			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.2			12.6			9.7			10.2	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.9	0.9	0.0	0.3	0.3	0.2	0.2	0.2

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	72	302	23	14	136	59	78	174	65	9	99	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:	72	302	23	14	136	59	78	174	65	9	99	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	85	358	27	17	161	70	92	206	77	11	117	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	358	27	17	161	70	92	206	77	11	117	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:	85	358	27	17	161	70	92	206	77	11	117	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:	1.00	0.93	0.07	1.00	0.70	0.30	1.00	0.73	0.27	0.06	0.72	0.22
Final Sat.:	489	495	38	454	351	152	463	372	139	30	328	99
Capacity Analysis Module:												
Vol/Sat:	0.17	0.72	0.72	0.04	0.46	0.46	0.20	0.55	0.55	0.36	0.36	0.36
Crit Moves:		****			****			****			****	
Delay/Veh:	11.3	23.6	23.6	10.5	14.7	14.7	11.9	16.8	16.8	13.8	13.8	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	23.6	23.6	10.5	14.7	14.7	11.9	16.8	16.8	13.8	13.8	13.8
LOS by Move:	B	C	C	B	B	B	B	C	C	B	B	B
ApproachDel:		21.3			14.4			15.6			13.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.3			14.4			15.6			13.8	
LOS by Appr:		C			B			C			B	
AllWayAvgQ:	0.2	2.1	2.1	0.0	0.7	0.7	0.2	1.0	1.0	0.5	0.5	0.5

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 7.4 Worst Case Level Of Service: C[15.0]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	194	0	170	67	116	0	0	130	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	170	67	116	0	0	130	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	239	0	210	83	143	0	0	160	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	239	0	210	83	143	0	0	160	164
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	479	xxxx	162	324	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	521	xxxx	860	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	494	xxxx	860	1247	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.48	xxxx	0.24	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.6	xxxx	1.0	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	18.9	xxxx	10.5	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

Average Delay (sec/veh): 32.4 Worst Case Level Of Service: F[109.9]

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	218	0	92	138	292	0	0	228	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	92	138	292	0	0	228	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	281	0	119	178	376	0	0	294	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	281	0	119	178	376	0	0	294	157
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	916	xxxx	226	451	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	275	xxxx	784	1120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	242	xxxx	784	1120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.16	xxxx	0.15	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	13.0	xxxx	0.5	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	151.9	xxxx	10.4	8.8	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			109.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

Street Name:	Hermosa Avenue								C Street							
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	1			0	0	0			0	70	1			2	80	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	1			0	0	0			0	70	1			2	80	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.74	0.74	0.74			0.74	0.74	0.74			0.74	0.74	0.00			0.74	0.74	0.74		
PHF Volume:	0	0	1			0	0	0			0	95	0			3	108	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	1			0	0	0			0	95	0			3	108	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	47			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			95	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1018			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1512	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1018			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1512	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.5					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue						C Street					
Approach:	North Bound			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			Ignore			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	110	2	2	140	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	3	0	0	0	0	110	2	2	140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00	0.79	0.79	0.79
PHF Volume:	0	0	4	0	0	0	0	140	0	3	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	0	0	140	0	3	178	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 37.2 Worst Case Level Of Service: F[127.3]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	209	0	94	143	311	0	0	206	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:	0	0	0	209	0	94	143	311	0	0	206	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	271	0	122	186	404	0	0	268	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	271	0	122	186	404	0	0	268	139
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	841	1043	134	406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	308	231	897	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	270	194	897	1163	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.01	0.00	0.14	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	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.:	xxxx	xxxx	xxxxx	xxxx	345	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	127	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			127.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[11.0]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 2	0 0		0 0 2	0 1	
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	488	0	0	352	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	488	0	0	352	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	10	4	634	0	0	457	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	10	4	634	0	0	457	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	782	1099	229	466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	335	214	780	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	334	214	780	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	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	616	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	178	33	9	579	32	24	38	29	32	30	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:	28	178	33	9	579	32	24	38	29	32	30	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	32	206	38	10	671	37	28	44	34	37	35	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	206	38	10	671	37	28	44	34	37	35	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	206	38	10	671	37	28	44	34	37	35	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.90	0.10	0.27	0.42	0.31	0.41	0.37	0.22
Final Sat.:	1700	3037	563	1700	3411	189	467	740	565	703	659	396
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.20	0.20	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.03	0.11	0.11	0.01	0.32	0.32	0.17	0.17	0.17	0.15	0.15	0.15
Delay/Veh:	7.0	7.3	7.3	6.9	8.6	8.6	20.7	20.7	20.7	20.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.3	7.3	6.9	8.6	8.6	20.7	20.7	20.7	20.5	20.5	20.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	5	5	2	2	2	2	2	2

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec):	90	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	726	31	25	459	38	42	74	44	26	51	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	726	31	25	459	38	42	74	44	26	51	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	787	34	27	498	41	46	80	48	28	55	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	787	34	27	498	41	46	80	48	28	55	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:	99	787	34	27	498	41	46	80	48	28	55	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	1.92	0.08	1.00	1.85	0.15	0.27	0.46	0.27	0.27	0.50	0.23
Final Sat.:	1700	3453	147	1700	3325	275	465	820	487	461	904	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.15	0.15	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.10	0.37	0.37	0.03	0.25	0.25	0.28	0.28	0.28	0.18	0.18	0.18
Delay/Veh:	7.3	8.9	8.9	6.9	8.1	8.1	21.7	21.7	21.7	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	8.9	8.9	6.9	8.1	8.1	21.7	21.7	21.7	20.7	20.7	20.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	0	3	3	4	4	4	2	2	2

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 105 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	112	439	176	66	655	21	32	198	303	112	180	140
Growth Adj:	1.00	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	439	176	66	655	21	32	198	303	112	180	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	439	176	66	655	21	32	198	303	112	180	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	137	537	215	81	802	26	39	242	371	137	220	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	537	215	81	802	26	39	242	371	137	220	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	537	215	81	802	26	39	242	371	137	220	171
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	1.43	0.57	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2570	1030	1700	3488	112	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.05	0.23	0.23	0.02	0.13	0.21	0.08	0.12	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.36	0.36	0.12	0.36	0.36	0.11	0.32	0.32	0.12	0.34	0.34
Volume/Cap:	0.65	0.58	0.58	0.41	0.65	0.65	0.21	0.42	0.65	0.65	0.37	0.28
Delay/Veh:	50.5	27.6	27.6	44.3	29.5	29.5	43.3	28.4	32.2	50.5	26.8	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	27.6	27.6	44.3	29.5	29.5	43.3	28.4	32.2	50.5	26.8	25.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	10	10	3	12	12	1	6	11	6	5	4

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 90 Level Of Service: C

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	273	745	115	66	464	47	48	229	261	95	269	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:	273	745	115	66	464	47	48	229	261	95	269	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	300	819	126	73	510	52	53	252	287	104	296	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	819	126	73	510	52	53	252	287	104	296	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:	300	819	126	73	510	52	53	252	287	104	296	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	1.73	0.27	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3119	481	1700	3269	331	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.26	0.04	0.16	0.16	0.03	0.14	0.16	0.06	0.16	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.74	0.65	0.65	0.33	0.53	0.53	0.33	0.47	0.54	0.64	0.56	0.18
Delay/Veh:	44.2	26.4	26.4	42.4	31.4	31.4	45.5	30.6	31.6	54.4	32.5	27.7
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:	44.2	26.4	26.4	42.4	31.4	31.4	45.5	30.6	31.6	54.4	32.5	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	11	13	13	3	8	8	2	7	8	5	8	2

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	139	519	0	0	836	329	0	0	0	314	2	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:	139	519	0	0	836	329	0	0	0	314	2	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	576	0	0	928	365	0	0	0	349	2	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	576	0	0	928	365	0	0	0	349	2	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	576	0	0	928	365	0	0	0	349	2	378
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	0.00	0.00	1.44	0.56	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2583	1017	0	0	0	1690	11	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.54	0.25	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.77	0.77	0.79
Delay/Veh:	25.1	4.9	0.0	0.0	15.6	15.6	0.0	0.0	0.0	28.2	28.2	28.7
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:	25.1	4.9	0.0	0.0	15.6	15.6	0.0	0.0	0.0	28.2	28.2	28.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	2	0	0	12	12	0	0	0	9	9	9

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1	0 0 1	
Volume Module:												
Base Vol:	210	820	0	0	693	218	0	0	0	327	2	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	820	0	0	693	218	0	0	0	327	2	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	231	900	0	0	761	239	0	0	0	359	2	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	900	0	0	761	239	0	0	0	359	2	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	900	0	0	761	239	0	0	0	359	2	307
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	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2739	861	0	0	0	1690	10	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.21	0.21	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.59	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.70	0.42	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.70	0.70	0.56
Delay/Veh:	28.8	6.7	0.0	0.0	16.5	16.5	0.0	0.0	0.0	22.5	22.5	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	6.7	0.0	0.0	16.5	16.5	0.0	0.0	0.0	22.5	22.5	18.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	6	5	0	0	9	9	0	0	0	8	8	6

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	475	115	374	786	0	185	1	294	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	475	115	374	786	0	185	1	294	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	510	124	402	844	0	199	1	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	510	124	402	844	0	199	1	316	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	510	124	402	844	0	199	1	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.61	0.39	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2898	702	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.24	0.23	0.00	0.12	0.12	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.33	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.56	0.71	0.36	0.00	0.47	0.47	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	17.6	21.4	4.9	0.0	20.0	20.0	25.6	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	17.6	17.6	21.4	4.9	0.0	20.0	20.0	25.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	6	8	4	0	4	4	7	0	0	0

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	75	Level Of Service:	C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	642	325	414	593	0	388	2	197	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	642	325	414	593	0	388	2	197	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	699	354	450	645	0	422	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	699	354	450	645	0	422	2	214	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	699	354	450	645	0	422	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.33	0.67	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2390	1210	1700	3600	0	1692	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.26	0.18	0.00	0.25	0.25	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.33	0.33	0.30	0.62	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.90	0.90	0.29	0.00	0.90	0.90	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	28.5	28.5	38.8	5.3	0.0	40.2	40.2	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	28.5	38.8	5.3	0.0	40.2	40.2	18.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	14	14	13	3	0	12	12	4	0	0	0

****

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

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	80	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	96	347	5	30	482	221	131	15	74	4	24	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:	96	347	5	30	482	221	131	15	74	4	24	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	122	440	6	38	611	280	166	19	94	5	30	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	440	6	38	611	280	166	19	94	5	30	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	440	6	38	611	280	166	19	94	5	30	15
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	1.97	0.03	1.00	1.37	0.63	0.61	0.07	0.32	0.10	0.60	0.30
Final Sat.:	1700	3549	51	1700	2468	1132	1036	119	585	179	1074	537
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.02	0.25	0.25	0.16	0.16	0.16	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.35	0.35	0.19	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.57	0.35	0.35	0.12	0.60	0.60	0.41	0.41	0.41	0.07	0.07	0.07
Delay/Veh:	36.7	19.3	19.3	27.3	19.0	19.0	18.3	18.3	18.3	15.5	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:	36.7	19.3	19.3	27.3	19.0	19.0	18.3	18.3	18.3	15.5	15.5	15.5
LOS by Move:	D	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	1	9	9	5	5	5	1	1	1

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	65	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.0
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	82	467	6	12	369	88	367	62	147	14	20	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:	82	467	6	12	369	88	367	62	147	14	20	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	525	7	13	415	99	412	70	165	16	22	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	525	7	13	415	99	412	70	165	16	22	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	525	7	13	415	99	412	70	165	16	22	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.61	0.39	0.65	0.10	0.25	0.24	0.33	0.43
Final Sat.:	1700	3554	46	1700	2907	693	1105	187	443	414	592	769
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.01	0.14	0.14	0.37	0.37	0.37	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.36	0.51	0.51	0.05	0.50	0.50	0.79	0.79	0.79	0.08	0.08	0.08
Delay/Veh:	26.0	20.1	20.1	24.0	19.9	19.9	20.2	20.2	20.2	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	20.1	20.1	24.0	19.9	19.9	20.2	20.2	20.2	9.7	9.7	9.7
LOS by Move:	C	C	C	C	B	B	C	C	C	A	A	A
HCM2kAvgQ:	2	5	5	0	5	5	14	14	14	1	1	1

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: C[17.8]

****

Street Name:	La Cadena Drive								Rancho Avenue							
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:	1	0	2	0 0	0	0	1	1 0	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	206	270		0	0	400		54	60		0	290	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:	206	270		0	0	400		54	60		0	290	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:	0.88	0.88		0.88	0.88	0.88		0.88	0.88		0.88	0.88	0.88		0.88	0.88
PHF Volume:	233	306		0	0	453		61	68		0	328	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
FinalVolume:	233	306		0	0	453		61	68		0	328	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.8	xxxx		6.9	xxxxx	xxxx		xxxxx	
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3	xxxxx	xxxx		xxxxx	
Capacity Module:																
Cnflict Vol:	514	xxxx	xxxxx	xxxx	xxxx	xxxxx		1103	xxxx		257	xxxx	xxxx		xxxxx	
Potent Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx		209	xxxx		748	xxxx	xxxx		xxxxx	
Move Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx		173	xxxx		748	xxxx	xxxx		xxxxx	
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx		0.39	xxxx		0.44	xxxx	xxxx		xxxx	
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx		1.7	xxxx		2.3	xxxx	xxxx		xxxxx	
Control Del:	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx		38.5	xxxx		13.5	xxxxx	xxxx		xxxxx	
LOS by Move:	A	*		*	*		*	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				17.8			xxxxxx					
ApproachLOS:	*			*				C			*					

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 19.9 Worst Case Level Of Service: F[52.9]

****

Street Name:	La Cadena Drive								Rancho Avenue							
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:	1	0	2	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	343	443		0		0	436		7		17		0		614	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:	343	443		0		0	436		7		17		0		614	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:	0.84	0.84		0.84		0.84	0.84		0.84		0.84		0.84		0.84	0.84		0.84		0.84
PHF Volume:	407	526		0		0	517		8		20		0		728	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	407	526		0		0	517		8		20		0		728	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8	xxxx		6.9	xxxxx	xxxx	xxxxx			
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5	xxxx		3.3	xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	526	xxxx	xxxxx	xxxx	xxxx	xxxxx					1598	xxxx		263	xxxx	xxxx	xxxxx			
Potent Cap.:	1052	xxxx	xxxxx	xxxx	xxxx	xxxxx					99	xxxx		742	xxxx	xxxx	xxxxx			
Move Cap.:	1052	xxxx	xxxxx	xxxx	xxxx	xxxxx					69	xxxx		742	xxxx	xxxx	xxxxx			
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx					0.29	xxxx		0.98	xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx					1.1	xxxx		15.7	xxxx	xxxx	xxxxx			
Control Del:	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx					77.1	xxxx		52.2	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*		*		*	*		*		F	*		F	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx			
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*			
ApproachDel:	xxxxxx			xxxxxx					52.9					xxxxxx						
ApproachLOS:	*			*					F					*						

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: C[17.8]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0	0	1	0 0	0	0
Volume Module:												
Base Vol:	0	381	0	0	170	0	209	0	400	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	381	0	0	170	0	209	0	400	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	453	0	0	202	0	249	0	476	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	453	0	0	202	0	249	0	476	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	655	xxxx	202	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	xxxx	844	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	434	xxxx	844	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.57	xxxx	0.56	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.5	xxxx	3.6	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	23.8	xxxx	14.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.8			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 82.0 Worst Case Level Of Service: F[159.9]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	551	0	0	199	0	449	0	341	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	551	0	0	199	0	449	0	341	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:	0.89	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	620	0	0	224	0	506	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	620	0	0	224	0	506	0	384	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	845	xxxx	224	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	336	xxxx	820	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	336	xxxx	820	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.50	xxxx	0.47	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	28.0	xxxx	2.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	271.3	xxxx	13.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			159.9			xxxxxx		
ApproachLOS:	*			*			F			*		

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[11.8]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	174	275	115	457	0	0	0	0	23	0	206
Growth Adj:	1.00	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	174	275	115	457	0	0	0	0	23	0	206
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	196	0	130	516	0	0	0	0	26	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	196	0	130	516	0	0	0	0	26	0	233
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	972	xxxx	196
Potent Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	xxxx	850
Move Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	850
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.27
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.1
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.3	xxxx	10.8
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B[14.5]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	335	531	159	391	0	0	0	0	19	0	195
Growth Adj:	1.00	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	335	531	159	391	0	0	0	0	19	0	195
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	387	0	184	452	0	0	0	0	22	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	387	0	184	452	0	0	0	0	22	0	225
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	1207	xxxx	387
Potent Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	204	xxxx	665
Move Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	665
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	0.34
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	28.2	xxxx	13.2
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			14.5		
ApproachLOS:	*			*			*			B		

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec):	125	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	55.7
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	240	371	52	1	400	284	73	48	91	219	46	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:	240	371	52	1	400	284	73	48	91	219	46	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	290	448	63	1	483	343	88	58	110	264	56	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	448	63	1	483	343	88	58	110	264	56	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	448	63	1	483	343	88	58	110	264	56	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.75	1.10	0.15	1.00	1.17	0.83	1.00	0.35	0.65	1.00	0.55	0.45
Final Sat.:	1276	1972	276	1700	2105	1495	1700	622	1178	1700	998	802
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.00	0.23	0.23	0.05	0.09	0.09	0.16	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.10	0.25	0.25	0.17	0.32	0.32
Volume/Cap:	0.89	0.89	0.89	0.00	0.89	0.89	0.50	0.38	0.38	0.89	0.17	0.17
Delay/Veh:	55.8	55.8	55.8	34.4	55.3	55.3	55.3	39.5	39.5	76.7	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	55.8	55.8	34.4	55.3	55.3	55.3	39.5	39.5	76.7	30.8	30.8
LOS by Move:	E	E	E	C	E	E	E	D	D	E	C	C
HCM2kAvgQ:	18	18	18	0	18	18	4	5	5	14	3	3

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

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Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	81.8
Optimal Cycle:	122	Level Of Service:	F

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	326	609	36	16	488	266	91	88	120	271	179	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:	326	609	36	16	488	266	91	88	120	271	179	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	369	689	41	18	552	301	103	100	136	307	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	689	41	18	552	301	103	100	136	307	202	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	689	41	18	552	301	103	100	136	307	202	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.70	1.23	0.07	1.00	1.29	0.71	1.00	0.42	0.58	1.00	0.82	0.18
Final Sat.:	1185	2214	131	1700	2330	1270	1700	762	1038	1700	1471	329
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.01	0.24	0.24	0.06	0.13	0.13	0.18	0.14	0.14
Crit Moves:			****		****			****			****	
Green/Cycle:	0.29	0.29	0.29	0.24	0.24	0.24	0.10	0.24	0.24	0.17	0.31	0.31
Volume/Cap:	1.06	1.06	1.06	0.04	0.99	0.99	0.61	0.55	0.55	1.06	0.45	0.45
Delay/Veh:	93.0	93.0	93.0	38.1	78.4	78.4	62.4	44.9	44.9	125.2	36.6	36.6
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:	93.0	93.0	93.0	38.1	78.4	78.4	62.4	44.9	44.9	125.2	36.6	36.6
LOS by Move:	F	F	F	D	E	E	E	D	D	F	D	D
HCM2kAvgQ:	31	31	31	1	23	23	5	9	9	19	8	8

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour

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

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.4
Optimal Cycle:	89	Level Of Service:	D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	23	36	11	396	2	212	201	444	15	3	465	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	11	396	2	212	201	444	15	3	465	143
User Adj:	1.00	1.00	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:	27	42	13	465	2	249	236	521	18	4	546	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	42	13	465	2	249	236	521	18	4	546	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	42	13	465	2	249	236	521	18	4	546	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.51	0.15	0.99	0.01	1.00	1.00	0.97	0.03	0.01	1.99	1.00
Final Sat.:	580	908	277	1692	9	1800	1700	1741	59	23	3576	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.14	0.14	0.30	0.30	0.15	0.15	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.19	0.19	0.19
Volume/Cap:	0.18	0.18	0.18	0.88	0.88	0.44	0.88	0.86	0.86	0.80	0.80	0.49
Delay/Veh:	28.9	28.9	28.9	48.2	48.2	28.0	67.8	42.0	42.0	45.6	45.6	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.9	48.2	48.2	28.0	67.8	42.0	42.0	45.6	45.6	37.3
LOS by Move:	C	C	C	D	D	C	E	D	D	D	D	D
HCM2kAvgQ:	2	2	2	18	18	6	11	18	18	10	10	5

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour

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

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	76.5
Optimal Cycle:	130	Level Of Service:	E

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	45	23	22	438	0	232	194	590	16	4	753	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	23	22	438	0	232	194	590	16	4	753	313
User Adj:	1.00	1.00	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:	52	27	26	509	0	269	225	685	19	5	875	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	26	509	0	269	225	685	19	5	875	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	27	26	509	0	269	225	685	19	5	875	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	0.25	0.24	1.00	0.00	1.00	1.00	0.97	0.03	0.01	1.99	1.00
Final Sat.:	874	447	427	1700	0	1800	1700	1752	48	19	3580	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.30	0.00	0.15	0.13	0.39	0.39	0.24	0.24	0.20
Crit Moves:	****			****				****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.00	0.26	0.17	0.40	0.40	0.23	0.23	0.23
Volume/Cap:	0.23	0.23	0.23	1.15	0.00	0.58	0.76	0.98	0.98	1.08	1.08	0.89
Delay/Veh:	29.4	29.4	29.4	128.1	0.0	34.0	50.4	57.5	57.5	94.4	94.4	58.8
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:	29.4	29.4	29.4	128.1	0.0	34.0	50.4	57.5	57.5	94.4	94.4	58.8
LOS by Move:	C	C	C	F	A	C	D	E	E	F	F	E
HCM2kAvgQ:	3	3	3	29	0	8	9	28	28	22	22	14

****

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

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Opening Year (2020) Without Project – With Improvements

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.0
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	516	128	92	770	68	74	420	96	103	537	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	516	128	92	770	68	74	420	96	103	537	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	127	572	142	102	854	75	82	466	106	114	595	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	572	142	102	854	75	82	466	106	114	595	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	572	142	102	854	75	82	466	106	114	595	78
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	1.60	0.40	1.00	1.84	0.16	1.00	2.44	0.56	1.00	2.65	0.35
Final Sat.:	1700	2884	716	1700	3308	292	1700	4395	1005	1700	4777	623
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.26	0.26	0.05	0.11	0.11	0.07	0.12	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.73	0.51	0.51	0.58	0.66	0.66	0.47	0.33	0.33	0.65	0.39	0.39
Delay/Veh:	56.4	22.7	22.7	46.4	25.3	25.3	43.0	25.2	25.2	50.3	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:	56.4	22.7	22.7	46.4	25.3	25.3	43.0	25.2	25.2	50.3	25.8	25.8
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	8	8	4	12	12	3	4	4	5	5	5

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	47.6
Optimal Cycle:	97	Level Of Service:	D

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	939	118	134	578	86	289	1017	111	201	794	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:	160	939	118	134	578	86	289	1017	111	201	794	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	183	1072	135	153	660	98	330	1161	127	229	906	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1072	135	153	660	98	330	1161	127	229	906	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1072	135	153	660	98	330	1161	127	229	906	128
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	1.78	0.22	1.00	1.74	0.26	1.00	2.70	0.30	1.00	2.63	0.37
Final Sat.:	1700	3198	402	1700	3134	466	1700	4869	531	1700	4732	668
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.09	0.21	0.21	0.19	0.24	0.24	0.13	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.09	0.33	0.33	0.21	0.32	0.32	0.16	0.27	0.27
Volume/Cap:	0.91	0.95	0.95	0.95	0.64	0.64	0.91	0.74	0.74	0.84	0.71	0.71
Delay/Veh:	90.1	50.8	50.8	107.3	33.8	33.8	70.8	36.5	36.5	66.7	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:	90.1	50.8	50.8	107.3	33.8	33.8	70.8	36.5	36.5	66.7	39.6	39.6
LOS by Move:	F	D	D	F	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	26	26	9	12	12	16	15	15	11	12	12

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	105	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	176	600	141	188	757	62	72	161	246	247	202	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	600	141	188	757	62	72	161	246	247	202	438
User Adj:	1.00	1.00	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:	201	685	161	215	864	71	82	184	281	282	231	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	685	161	215	864	71	82	184	281	282	231	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	685	161	215	864	71	82	184	281	282	231	500
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	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2915	685	1700	3327	273	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.13	0.26	0.26	0.05	0.10	0.16	0.17	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.12	0.30	0.30	0.19	0.37	0.37
Volume/Cap:	0.94	0.80	0.80	0.88	0.83	0.83	0.41	0.35	0.53	0.88	0.35	0.76
Delay/Veh:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.2	31.5	64.0	24.3	32.7
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:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.2	31.5	64.0	24.3	32.7
LOS by Move:	F	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	15	15	10	16	16	3	5	8	12	5	16

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	210	844	62	82	683	77	53	195	172	74	162	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:	210	844	62	82	683	77	53	195	172	74	162	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	230	923	68	90	747	84	58	213	188	81	177	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	923	68	90	747	84	58	213	188	81	177	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:	230	923	68	90	747	84	58	213	188	81	177	113
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	1.86	0.14	1.00	1.80	0.20	1.00	1.06	0.94	1.00	1.22	0.78
Final Sat.:	1700	3354	246	1700	3235	365	1700	1913	1687	1700	2201	1399
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.05	0.23	0.23	0.03	0.11	0.11	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.39	0.39	0.12	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.72	0.71	0.71	0.42	0.72	0.72	0.34	0.36	0.36	0.48	0.26	0.26
Delay/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.0	27.0	44.6	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.0	27.0	44.6	26.0	26.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	14	14	3	12	12	2	5	5	3	3	3

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	125	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.2
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	53	657	10	90	1080	41	20	120	49	51	156	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	657	10	90	1080	41	20	120	49	51	156	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	61	762	12	104	1253	48	23	139	57	59	181	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	762	12	104	1253	48	23	139	57	59	181	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:	61	762	12	104	1253	48	23	139	57	59	181	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	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	1.36	0.64
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2452	1148
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.06	0.35	0.03	0.01	0.08	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.44	0.44	0.17	0.53	0.53	0.08	0.25	0.25	0.08	0.25	0.25
Volume/Cap:	0.45	0.48	0.01	0.37	0.66	0.05	0.17	0.31	0.13	0.44	0.30	0.30
Delay/Veh:	57.3	25.0	19.6	47.0	22.2	14.3	54.2	38.7	36.6	57.0	38.3	38.3
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:	57.3	25.0	19.6	47.0	22.2	14.3	54.2	38.7	36.6	57.0	38.3	38.3
LOS by Move:	E	C	B	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	3	10	0	4	18	1	1	4	2	3	4	4

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	115	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	36	965	61	59	724	23	45	200	46	30	141	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:	36	965	61	59	724	23	45	200	46	30	141	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	1064	67	65	798	25	50	221	51	33	155	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1064	67	65	798	25	50	221	51	33	155	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1064	67	65	798	25	50	221	51	33	155	88
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	1.28	0.72
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2297	1303
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.04	0.04	0.22	0.01	0.03	0.12	0.03	0.02	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.49	0.49	0.09	0.41	0.41	0.09	0.27	0.27	0.09	0.27	0.27
Volume/Cap:	0.14	0.61	0.08	0.44	0.54	0.03	0.34	0.45	0.10	0.22	0.25	0.25
Delay/Veh:	41.6	22.1	15.8	51.9	25.9	20.2	50.7	35.6	31.7	49.7	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	22.1	15.8	51.9	25.9	20.2	50.7	35.6	31.7	49.7	33.0	33.0
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	14	1	3	11	1	2	7	1	1	3	3

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	95	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	85	Level Of Service:	B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	564	226	54	1026	0	0	0	0	434	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	226	54	1026	0	0	0	0	434	0	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	649	0	62	1181	0	0	0	0	499	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	649	0	62	1181	0	0	0	0	499	0	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	649	0	62	1181	0	0	0	0	499	0	64
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.04	0.33	0.00	0.00	0.00	0.00	0.16	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.43	0.00	0.11	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.42	0.00	0.35	0.61	0.00	0.00	0.00	0.00	0.39	0.00	0.09
Delay/Veh:	0.0	18.9	0.0	40.6	15.7	0.0	0.0	0.0	0.0	20.5	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	0.0	40.6	15.7	0.0	0.0	0.0	0.0	20.5	0.0	17.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	7	0	2	12	0	0	0	0	6	0	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

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Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.3
Optimal Cycle:	85	Level Of Service:	C

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1129	625	85	742	0	0	0	0	368	0	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:	0	1129	625	85	742	0	0	0	0	368	0	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1248	0	94	820	0	0	0	0	407	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1248	0	94	820	0	0	0	0	407	0	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1248	0	94	820	0	0	0	0	407	0	45
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.06	0.23	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.00	0.09	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.65	0.00	0.64	0.37	0.00	0.00	0.00	0.00	0.38	0.00	0.08
Delay/Veh:	0.0	20.2	0.0	59.5	11.0	0.0	0.0	0.0	0.0	29.8	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	0.0	59.5	11.0	0.0	0.0	0.0	0.0	29.8	0.0	26.5
LOS by Move:	A	C	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	16	0	5	7	0	0	0	0	6	0	1

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec):	125	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	97	Level Of Service:	D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	343	984	228	48	1369	26	43	144	674	347	161	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:	343	984	228	48	1369	26	43	144	674	347	161	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	392	1126	261	55	1566	30	49	165	771	397	184	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1126	261	55	1566	30	49	165	771	397	184	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:	392	1126	261	55	1566	30	49	165	771	397	184	38
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5299	101	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.14	0.02	0.30	0.30	0.02	0.09	0.21	0.12	0.05	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.39	0.53	0.10	0.34	0.34	0.09	0.30	0.45	0.14	0.36	0.36
Volume/Cap:	0.86	0.81	0.27	0.17	0.86	0.86	0.16	0.30	0.48	0.86	0.14	0.06
Delay/Veh:	67.2	37.6	16.1	51.9	42.4	42.4	52.4	33.6	24.6	67.0	27.4	26.6
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:	67.2	37.6	16.1	51.9	42.4	42.4	52.4	33.6	24.6	67.0	27.4	26.6
LOS by Move:	E	D	B	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	21	5	1	22	22	1	5	10	11	2	1

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	130	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.8
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	514	1512	326	94	919	77	234	291	585	236	240	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:	514	1512	326	94	919	77	234	291	585	236	240	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	571	1680	362	104	1021	86	260	323	650	262	267	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1680	362	104	1021	86	260	323	650	262	267	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:	571	1680	362	104	1021	86	260	323	650	262	267	83
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4983	417	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.20	0.03	0.20	0.20	0.08	0.18	0.18	0.08	0.07	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.48	0.57	0.08	0.32	0.32	0.08	0.29	0.53	0.09	0.30	0.30
Volume/Cap:	0.74	0.96	0.35	0.42	0.64	0.64	0.99	0.61	0.34	0.96	0.25	0.16
Delay/Veh:	49.6	46.4	15.3	58.4	38.5	38.5	112.2	41.9	17.4	103.7	35.0	34.0
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:	49.6	46.4	15.3	58.4	38.5	38.5	112.2	41.9	17.4	103.7	35.0	34.0
LOS by Move:	D	D	B	E	D	D	F	D	B	F	C	C
HCM2kAvgQ:	13	38	8	3	13	13	9	12	7	9	4	2

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	353	886	0	0	1135	906	0	0	0	175	1	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:	353	886	0	0	1135	906	0	0	0	175	1	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	886	0	0	1135	906	0	0	0	175	1	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:	404	1014	0	0	1299	1037	0	0	0	200	1	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1014	0	0	1299	1037	0	0	0	200	1	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:	404	1014	0	0	1299	1037	0	0	0	200	1	428
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	2.00	0.00	0.00	0.00	0.49	0.01	1.50
Final Sat.:	3200	3600	0	0	5400	3600	0	0	0	844	5	2702
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.00	0.00	0.24	0.29	0.00	0.00	0.00	0.24	0.24	0.16
Crit Moves:	****				****						****	
Green/Cycle:	0.19	0.55	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.35	0.35	0.35
Volume/Cap:	0.67	0.52	0.00	0.00	0.67	0.80	0.00	0.00	0.00	0.67	0.67	0.45
Delay/Veh:	25.6	8.8	0.0	0.0	17.2	21.1	0.0	0.0	0.0	18.3	18.3	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	8.8	0.0	0.0	17.2	21.1	0.0	0.0	0.0	18.3	18.3	15.1
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	5	6	0	0	8	11	0	0	0	8	8	4

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	341	1597	0	0	1148	584	0	0	0	272	5	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	1597	0	0	1148	584	0	0	0	272	5	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1597	0	0	1148	584	0	0	0	272	5	553
User Adj:	1.00	1.00	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:	365	1708	0	0	1228	625	0	0	0	291	5	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1708	0	0	1228	625	0	0	0	291	5	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1708	0	0	1228	625	0	0	0	291	5	591
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	2.00	0.00	0.00	0.00	0.51	0.01	1.48
Final Sat.:	3200	3600	0	0	5400	3600	0	0	0	860	16	2674
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.00	0.00	0.23	0.17	0.00	0.00	0.00	0.34	0.34	0.22
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.48	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.68	0.98	0.00	0.00	0.72	0.55	0.00	0.00	0.00	0.81	0.81	0.53
Delay/Veh:	27.2	32.6	0.0	0.0	19.6	17.5	0.0	0.0	0.0	20.1	20.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	32.6	0.0	0.0	19.6	17.5	0.0	0.0	0.0	20.1	20.1	13.4
LOS by Move:	C	C	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	5	23	0	0	8	5	0	0	0	13	13	6

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	776	230	490	807	0	434	0	313	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	776	230	490	807	0	434	0	313	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	230	490	807	0	434	0	313	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	852	252	538	886	0	476	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	852	252	538	886	0	476	0	344	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	852	252	538	886	0	476	0	344	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	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.14	0.32	0.25	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.29	0.29	0.38	0.68	0.00	0.23	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.48	0.82	0.36	0.00	0.64	0.00	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	19.6	26.5	4.6	0.0	24.5	0.0	36.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	19.6	26.5	4.6	0.0	24.5	0.0	36.3	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	5	13	4	0	6	0	9	0	0	0

****

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	75	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1043	167	491	909	0	907	2	271	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	1043	167	491	909	0	907	2	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1043	167	491	909	0	907	2	271	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	1136	182	535	990	0	988	2	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1136	182	535	990	0	988	2	295	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	1136	182	535	990	0	988	2	295	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	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	3200	13	1787	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.10	0.31	0.28	0.00	0.31	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.25	0.34	0.59	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.83	0.40	0.94	0.47	0.00	0.94	0.50	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	30.9	23.8	46.9	8.9	0.0	39.0	20.8	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.9	23.8	46.9	8.9	0.0	39.0	20.8	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	C	C	A	A	A
HCM2kAvgQ:	0	11	4	18	7	0	17	6	6	0	0	0

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

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 78 Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	841	29	145	1029	153	272	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	841	29	145	1029	153	272	116	95	27	114	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	841	29	145	1029	153	272	116	95	27	114	116
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	1.93	0.07	1.00	2.00	1.00	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3480	120	1700	3600	1800	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.09	0.29	0.09	0.16	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.12	0.34	0.34	0.19	0.36	0.36	0.12	0.28	0.28
Volume/Cap:	0.83	0.73	0.73	0.69	0.83	0.25	0.83	0.33	0.33	0.14	0.22	0.23
Delay/Veh:	73.9	35.0	35.0	55.4	38.3	26.2	59.4	26.0	26.0	44.0	30.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	35.0	35.0	55.4	38.3	26.2	59.4	26.0	26.0	44.0	30.5	30.6
LOS by Move:	E	C	C	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	14	14	6	18	4	12	5	5	1	3	3

****

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

****

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	78	Level Of Service:	C

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	902	28	94	971	126	216	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	902	28	94	971	126	216	145	133	14	149	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	902	28	94	971	126	216	145	133	14	149	124
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	1.94	0.06	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3493	107	1700	3600	1800	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.06	0.27	0.07	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.32	0.32	0.12	0.35	0.35	0.16	0.36	0.36	0.12	0.31	0.31
Volume/Cap:	0.74	0.80	0.80	0.45	0.78	0.20	0.78	0.43	0.43	0.07	0.27	0.22
Delay/Veh:	59.2	35.1	35.1	42.1	32.4	23.1	53.1	24.9	24.9	39.6	26.2	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:	59.2	35.1	35.1	42.1	32.4	23.1	53.1	24.9	24.9	39.6	26.2	25.8
LOS by Move:	E	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	15	15	3	15	3	9	7	7	0	3	3

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec):	105	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	93	Level Of Service:	D

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	109	420	43	258	679	86	105	570	77	64	615	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:	109	420	43	258	679	86	105	570	77	64	615	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	136	524	54	322	847	107	131	711	96	80	767	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	524	54	322	847	107	131	711	96	80	767	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	524	54	322	847	107	131	711	96	80	767	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	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	1.78	0.22	1.00	1.76	0.24	1.00	2.43	0.57
Final Sat.:	1700	3266	334	1700	3195	405	1700	3172	428	1700	4375	1025
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.19	0.26	0.26	0.08	0.22	0.22	0.05	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.65	0.54	0.54	0.90	0.69	0.69	0.81	0.69	0.69	0.49	0.54	0.54
Delay/Veh:	50.9	31.6	31.6	65.7	28.9	28.9	71.8	32.7	32.7	47.4	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	31.6	31.6	65.7	28.9	28.9	71.8	32.7	32.7	47.4	29.5	29.5
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	8	8	14	14	14	7	12	12	3	9	9

****

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

****

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec):	105	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.5
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	118	577	105	213	632	105	183	492	86	102	507	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	577	105	213	632	105	183	492	86	102	507	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	629	115	232	689	115	200	537	94	111	553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	629	115	232	689	115	200	537	94	111	553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	629	115	232	689	115	200	537	94	111	553	186
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	1.69	0.31	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3046	554	1700	3087	513	1700	3064	536	1700	4038	1362
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.14	0.22	0.22	0.12	0.18	0.18	0.07	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.68	0.70	0.70	0.83	0.64	0.64	0.83	0.49	0.49	0.62	0.42	0.42
Delay/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	51.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	51.4	28.0	28.0
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	12	12	10	12	12	9	8	8	5	6	6

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

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	25	460	34	72	739	19	23	133	24	37	116	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:	25	460	34	72	739	19	23	133	24	37	116	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	30	557	41	87	895	23	28	161	29	45	140	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	557	41	87	895	23	28	161	29	45	140	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:	30	557	41	87	895	23	28	161	29	45	140	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	1.86	0.14	1.00	1.95	0.05	0.15	0.85	1.00	0.25	0.75	1.00
Final Sat.:	1700	3352	248	1700	3510	90	263	1521	1800	429	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.25	0.25	0.11	0.11	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.31	0.31	0.10	0.48	0.48	0.26	0.26	0.04	0.25	0.25	0.09
Delay/Veh:	8.3	9.9	9.9	8.7	11.1	11.1	14.6	14.6	13.1	14.6	14.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.9	9.9	8.7	11.1	11.1	14.6	14.6	13.1	14.6	14.6	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

****

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

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	817	38	39	750	18	45	103	32	18	83	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	817	38	39	750	18	45	103	32	18	83	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	898	42	43	824	20	49	113	35	20	91	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	898	42	43	824	20	49	113	35	20	91	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	898	42	43	824	20	49	113	35	20	91	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	1.91	0.09	1.00	1.95	0.05	0.32	0.68	1.00	0.19	0.81	1.00
Final Sat.:	1700	3440	160	1700	3516	84	538	1231	1800	317	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.03	0.23	0.23	0.09	0.09	0.02	0.06	0.06	0.02
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.41	0.41	0.04	0.37	0.37	0.28	0.28	0.06	0.19	0.19	0.07
Delay/Veh:	6.6	8.8	8.8	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	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:	6.6	8.8	8.8	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	22.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	6	6	4	4	1	2	2	1

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: 97 Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	97	318	135	251	515	74	70	733	68	116	619	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	318	135	251	515	74	70	733	68	116	619	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	116	380	161	300	615	88	84	876	81	139	740	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	380	161	300	615	88	84	876	81	139	740	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	380	161	300	615	88	84	876	81	139	740	159
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	1.75	0.25	1.00	2.75	0.25	1.00	2.47	0.53
Final Sat.:	1700	3600	1800	1700	3148	452	1700	4942	458	1700	4445	955
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.09	0.18	0.20	0.20	0.05	0.18	0.18	0.08	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.59	0.31	0.26	0.86	0.45	0.45	0.54	0.63	0.63	0.86	0.58	0.58
Delay/Veh:	51.1	26.5	26.1	61.1	22.0	22.0	51.3	35.3	35.3	83.4	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	26.5	26.1	61.1	22.0	22.0	51.3	35.3	35.3	83.4	34.3	34.3
LOS by Move:	D	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	5	4	13	8	8	4	10	10	7	9	9

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 97 Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	197	588	156	272	480	61	127	872	46	114	932	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	588	156	272	480	61	127	872	46	114	932	175
User Adj:	1.00	1.00	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:	212	634	168	293	517	66	137	940	50	123	1004	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	634	168	293	517	66	137	940	50	123	1004	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	634	168	293	517	66	137	940	50	123	1004	189
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	1.77	0.23	1.00	2.85	0.15	1.00	2.53	0.47
Final Sat.:	1700	3600	1800	1700	3194	406	1700	5129	271	1700	4546	854
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.17	0.16	0.16	0.08	0.18	0.18	0.07	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.51	0.27	0.84	0.40	0.40	0.84	0.64	0.64	0.79	0.78	0.78
Delay/Veh:	69.9	28.9	26.2	58.9	23.5	23.5	79.9	35.3	35.3	71.4	39.2	39.2
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:	69.9	28.9	26.2	58.9	23.5	23.5	79.9	35.3	35.3	71.4	39.2	39.2
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	9	4	13	7	7	7	10	10	6	14	14

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 106 Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	64	485	60	12	638	21	7	148	65	108	145	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	485	60	12	638	21	7	148	65	108	145	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	74	559	69	14	736	24	8	171	75	125	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	559	69	14	736	24	8	171	75	125	167	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:	74	559	69	14	736	24	8	171	75	125	167	8
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	1.78	0.22	1.00	1.94	0.06	0.07	1.34	0.59	0.86	1.09	0.05
Final Sat.:	1700	3204	396	1700	3485	115	114	2417	1062	1460	1960	95
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.01	0.21	0.21	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.30	0.30	0.12	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.52	0.58	0.58	0.07	0.63	0.63	0.27	0.27	0.27	0.33	0.33	0.33
Delay/Veh:	56.2	36.3	36.3	47.5	34.9	34.9	35.7	35.7	35.7	36.3	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	36.3	36.3	47.5	34.9	34.9	35.7	35.7	35.7	36.3	36.3	36.3
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	10	10	1	12	12	4	4	4	5	5	5

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	39.2
Optimal Cycle:	106	Level Of Service:	D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	96	882	43	33	732	16	72	148	105	72	148	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:	96	882	43	33	732	16	72	148	105	72	148	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	976	48	37	810	18	80	164	116	80	164	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	976	48	37	810	18	80	164	116	80	164	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	976	48	37	810	18	80	164	116	80	164	10
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	1.91	0.09	1.00	1.96	0.04	0.46	0.90	0.64	0.65	1.27	0.08
Final Sat.:	1700	3433	167	1700	3523	77	787	1618	1148	1111	2284	139
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.02	0.23	0.23	0.10	0.10	0.10	0.07	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.54	0.74	0.74	0.28	0.66	0.66	0.42	0.42	0.42	0.30	0.30	0.30
Delay/Veh:	57.2	36.5	36.5	57.8	37.5	37.5	42.3	42.3	42.3	40.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	36.5	36.5	57.8	37.5	37.5	42.3	42.3	42.3	40.8	40.8	40.8
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	5	18	18	2	15	15	6	6	6	4	4	4

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.8
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	80	251	17	88	290	50	47	497	233	230	427	102
Growth Adj:	1.00	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	251	17	88	290	50	47	497	233	230	427	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	264	18	93	305	53	49	523	245	242	449	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	264	18	93	305	53	49	523	245	242	449	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:	84	264	18	93	305	53	49	523	245	242	449	107
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	1.87	0.13	1.00	1.71	0.29	1.00	3.40	1.60	1.00	1.61	0.39
Final Sat.:	1700	3372	228	1700	3071	529	1700	6127	2873	1700	2906	694
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.05	0.10	0.10	0.03	0.09	0.09	0.14	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.42	0.17	0.17	0.46	0.22	0.22	0.09	0.26	0.26	0.43	0.47	0.47
Delay/Veh:	36.2	13.6	13.6	36.7	13.9	13.9	19.7	20.9	20.9	22.8	22.9	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:	36.2	13.6	13.6	36.7	13.9	13.9	19.7	20.9	20.9	22.8	22.9	22.9
LOS by Move:	D	B	B	D	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	2	2	3	3	3	1	3	3	5	6	6

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

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec):	85	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1	1	2 1	1	0 1	1 0
Volume Module:												
Base Vol:	130	548	38	121	364	112	95	574	228	254	433	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	548	38	121	364	112	95	574	228	254	433	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	577	40	127	383	118	100	604	240	267	456	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	577	40	127	383	118	100	604	240	267	456	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:	137	577	40	127	383	118	100	604	240	267	456	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	1.87	0.13	1.00	1.53	0.47	1.00	3.58	1.42	1.00	1.62	0.38
Final Sat.:	1700	3367	233	1700	2753	847	1700	6441	2559	1700	2919	681
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.07	0.14	0.14	0.06	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.68	0.37	0.37	0.64	0.30	0.30	0.18	0.28	0.28	0.48	0.47	0.47
Delay/Veh:	45.4	15.2	15.2	42.4	14.6	14.6	20.3	21.1	21.1	23.3	22.9	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:	45.4	15.2	15.2	42.4	14.6	14.6	20.3	21.1	21.1	23.3	22.9	22.9
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	5	5	5	4	4	2	3	3	6	6	6

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	105	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	43	498	116	117	771	48	33	167	119	240	149	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	498	116	117	771	48	33	167	119	240	149	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	51	587	137	138	908	57	39	197	140	283	176	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	587	137	138	908	57	39	197	140	283	176	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:	51	587	137	138	908	57	39	197	140	283	176	93
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	1.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2920	680	1700	3389	211	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.08	0.27	0.27	0.02	0.11	0.08	0.17	0.10	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.29	0.29	0.14	0.33	0.33	0.12	0.30	0.30	0.20	0.38	0.38
Volume/Cap:	0.31	0.70	0.70	0.59	0.81	0.81	0.19	0.37	0.26	0.81	0.26	0.14
Delay/Veh:	45.4	35.4	35.4	46.7	36.7	36.7	41.9	29.7	28.5	53.6	22.7	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	35.4	35.4	46.7	36.7	36.7	41.9	29.7	28.5	53.6	22.7	21.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	11	11	5	16	16	1	5	3	12	4	2

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec): 125 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 78 Level Of Service: D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	129	1027	317	61	684	23	44	152	74	152	148	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:	129	1027	317	61	684	23	44	152	74	152	148	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	140	1116	345	66	743	25	48	165	80	165	161	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1116	345	66	743	25	48	165	80	165	161	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:	140	1116	345	66	743	25	48	165	80	165	161	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	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2751	849	1700	3483	117	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.04	0.21	0.21	0.03	0.09	0.04	0.10	0.09	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.49	0.49	0.08	0.41	0.41	0.09	0.25	0.25	0.12	0.28	0.28
Volume/Cap:	0.52	0.83	0.83	0.49	0.52	0.52	0.32	0.37	0.18	0.83	0.32	0.09
Delay/Veh:	50.0	30.7	30.7	57.8	27.8	27.8	54.6	39.4	37.2	77.8	36.3	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	30.7	30.7	57.8	27.8	27.8	54.6	39.4	37.2	77.8	36.3	33.6
LOS by Move:	D	C	C	E	C	C	D	D	D	E	D	C
HCM2kAvgQ:	6	26	26	3	11	11	2	5	2	9	5	1

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

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

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Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 97 Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	216	537	154	56	796	19	40	200	341	242	155	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:	216	537	154	56	796	19	40	200	341	242	155	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	250	622	178	65	922	22	46	232	395	280	180	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	622	178	65	922	22	46	232	395	280	180	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	622	178	65	922	22	46	232	395	280	180	16
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	0.94	1.00	1.00
Lanes:	2.00	2.33	0.67	1.00	2.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4197	1203	1700	5274	126	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.04	0.17	0.17	0.03	0.06	0.22	0.16	0.05	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.29	0.29	0.09	0.28	0.28	0.11	0.35	0.35	0.20	0.43	0.43
Volume/Cap:	0.81	0.52	0.52	0.41	0.62	0.62	0.24	0.19	0.64	0.81	0.11	0.02
Delay/Veh:	63.5	33.2	33.2	48.9	35.2	35.2	45.0	25.3	32.4	55.2	18.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	33.2	33.2	48.9	35.2	35.2	45.0	25.3	32.4	55.2	18.5	17.8
LOS by Move:	E	C	C	D	D	D	D	C	C	E	B	B
HCM2kAvgQ:	7	8	8	3	10	10	2	3	12	12	2	0

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

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec):	110	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	364	1178	152	73	816	64	92	245	435	219	363	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1178	152	73	816	64	92	245	435	219	363	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	401	1297	167	80	899	70	101	270	479	241	400	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1297	167	80	899	70	101	270	479	241	400	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:	401	1297	167	80	899	70	101	270	479	241	400	55
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	0.94	1.00	1.00
Lanes:	2.00	2.66	0.34	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	4783	617	1700	5007	393	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.05	0.18	0.18	0.06	0.07	0.27	0.14	0.11	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.10	0.28	0.28	0.11	0.35	0.35	0.16	0.40	0.40
Volume/Cap:	0.89	0.85	0.85	0.46	0.64	0.64	0.57	0.22	0.77	0.89	0.28	0.08
Delay/Veh:	65.7	39.2	39.2	48.3	35.5	35.5	51.0	25.6	38.0	73.6	22.4	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	39.2	39.2	48.3	35.5	35.5	51.0	25.6	38.0	73.6	22.4	20.5
LOS by Move:	E	D	D	D	D	D	D	C	D	E	C	C
HCM2kAvgQ:	11	18	18	3	10	10	4	3	16	12	5	1

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec):	60	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.3
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	301	622	0	0	1102	533	0	0	0	428	6	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	622	0	0	1102	533	0	0	0	428	6	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	350	723	0	0	1281	620	0	0	0	498	7	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	723	0	0	1281	620	0	0	0	498	7	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	723	0	0	1281	620	0	0	0	498	7	265
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.65	0.02	1.33
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2811	31	2392
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.18	0.34	0.00	0.00	0.00	0.18	0.22	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.66	0.22	0.00	0.00	0.40	0.77	0.00	0.00	0.00	0.61	0.77	0.38
Delay/Veh:	26.4	5.3	0.0	0.0	11.3	18.9	0.0	0.0	0.0	19.3	23.4	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:	26.4	5.3	0.0	0.0	11.3	18.9	0.0	0.0	0.0	19.3	23.4	17.2
LOS by Move:	C	A	A	A	B	B	A	A	A	B	C	B
HCM2kAvgQ:	5	2	0	0	4	12	0	0	0	6	9	3

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec):	60	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	390	1539	0	0	883	408	0	0	0	377	2	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1539	0	0	883	408	0	0	0	377	2	431
User Adj:	1.00	1.00	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:	497	1963	0	0	1126	520	0	0	0	481	3	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1963	0	0	1126	520	0	0	0	481	3	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	1963	0	0	1126	520	0	0	0	481	3	550
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.48	0.01	1.51
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2513	9	2730
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.00	0.00	0.16	0.29	0.00	0.00	0.00	0.19	0.30	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.52	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.77	0.70	0.00	0.00	0.49	0.91	0.00	0.00	0.00	0.50	0.77	0.53
Delay/Veh:	28.5	11.8	0.0	0.0	16.8	38.9	0.0	0.0	0.0	14.3	19.1	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	11.8	0.0	0.0	16.8	38.9	0.0	0.0	0.0	14.3	19.1	14.6
LOS by Move:	C	B	A	A	B	D	A	A	A	B	B	B
HCM2kAvgQ:	7	10	0	0	5	14	0	0	0	5	11	6

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

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	621	422	515	1030	0	299	3	470	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	621	422	515	1030	0	299	3	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	689	468	572	1143	0	332	3	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	689	468	572	1143	0	332	3	522	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	689	468	572	1143	0	332	3	522	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3368	34	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.26	0.18	0.32	0.00	0.10	0.10	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.82	0.80	0.59	0.00	0.27	0.27	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	22.9	28.7	9.8	0.0	13.7	13.7	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	22.9	28.7	9.8	0.0	13.7	13.7	24.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	6	11	8	8	0	2	2	11	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0 2	0 0		1 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	1176	464	443	837	0	624	3	413	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	1176	464	443	837	0	624	3	413	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	1298	512	489	924	0	689	3	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1298	512	489	924	0	689	3	456	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	1298	512	489	924	0	689	3	456	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.15	0.85	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3872	1528	3200	3600	0	3385	16	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.15	0.26	0.00	0.20	0.20	0.25	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.41	0.41	0.19	0.59	0.00	0.31	0.31	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.82	0.43	0.00	0.66	0.66	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	18.5	18.5	32.6	6.8	0.0	19.7	19.7	29.0	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	18.5	18.5	32.6	6.8	0.0	19.7	19.7	29.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	B	C	A	A	A
HCM2kAvgQ:	0	13	13	8	5	0	7	7	11	0	0	0

****

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

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

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec): 130 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 76 Level Of Service: B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	78	821	0	0	1089	22	19	0	101	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:	78	821	0	0	1089	22	19	0	101	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	90	945	0	0	1253	25	22	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	945	0	0	1253	25	22	0	116	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:	90	945	0	0	1253	25	22	0	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.35	0.01	0.01	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.58	0.38	0.00	0.00	0.58	0.02	0.05	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	62.1	8.4	0.0	0.0	16.3	10.5	36.0	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	8.4	0.0	0.0	16.3	10.5	36.0	0.0	38.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	4	8	0	0	15	0	1	0	4	0	0	0

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

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

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

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 76 Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0 0		0 0 2	0 1		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	135	1194	0	0	965	65	56	0	125	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:	135	1194	0	0	965	65	56	0	125	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	157	1390	0	0	1123	76	65	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1390	0	0	1123	76	65	0	146	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:	157	1390	0	0	1123	76	65	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.00	0.00	0.31	0.04	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.68	0.00	0.00	0.52	0.52	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.59	0.57	0.00	0.00	0.59	0.08	0.14	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	52.8	10.7	0.0	0.0	21.1	14.8	34.6	0.0	36.4	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:	52.8	10.7	0.0	0.0	21.1	14.8	34.6	0.0	36.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	B	C	A	D	A	A	A
HCM2kAvgQ:	7	14	0	0	15	1	2	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec):	90	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	26.5
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	66	314	18	32	577	183	114	31	55	8	80	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	314	18	32	577	183	114	31	55	8	80	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	82	392	22	40	719	228	142	39	69	10	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	392	22	40	719	228	142	39	69	10	100	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:	82	392	22	40	719	228	142	39	69	10	100	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3405	195	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.02	0.20	0.13	0.08	0.02	0.04	0.01	0.06	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.44	0.33	0.33	0.21	0.58	0.37	0.75	0.06	0.11	0.05	0.16	0.04
Delay/Veh:	39.0	22.0	22.0	37.0	24.9	22.5	54.4	19.8	20.2	35.9	20.6	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	22.0	22.0	37.0	24.9	22.5	54.4	19.8	20.2	35.9	20.6	19.7
LOS by Move:	D	C	C	D	C	C	D	B	C	D	C	B
HCM2kAvgQ:	3	4	4	1	9	5	6	1	1	0	2	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec):	115	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.7
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	55	645	0	27	607	86	395	153	62	11	49	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:	55	645	0	27	607	86	395	153	62	11	49	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	682	0	29	642	91	418	162	66	12	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	682	0	29	642	91	418	162	66	12	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	682	0	29	642	91	418	162	66	12	52	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.00	0.02	0.18	0.05	0.25	0.09	0.04	0.01	0.03	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.00	0.09	0.27	0.27	0.30	0.43	0.43	0.14	0.27	0.27
Volume/Cap:	0.39	0.70	0.00	0.19	0.66	0.19	0.81	0.21	0.08	0.05	0.11	0.04
Delay/Veh:	51.4	40.2	0.0	49.4	39.0	32.5	46.0	20.4	19.2	42.9	31.7	31.1
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:	51.4	40.2	0.0	49.4	39.0	32.5	46.0	20.4	19.2	42.9	31.7	31.1
LOS by Move:	D	D	A	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	2	12	0	1	11	2	16	3	1	0	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 60 Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	636	107	246	674	13	19	67	44	62	35	275
Growth Adj:	1.00	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	636	107	246	674	13	19	67	44	62	35	275
User Adj:	1.00	1.00	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:	15	811	136	314	860	17	24	85	56	79	45	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	811	136	314	860	17	24	85	56	79	45	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	811	136	314	860	17	24	85	56	79	45	351
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.08	0.18	0.24	0.01	0.01	0.05	0.03	0.05	0.02	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.17	0.28	0.46	0.23	0.34	0.34	0.12	0.18	0.18	0.18	0.24	0.24
Volume/Cap:	0.05	0.81	0.17	0.81	0.70	0.03	0.12	0.26	0.17	0.26	0.10	0.81
Delay/Veh:	21.1	25.0	9.6	33.6	18.9	13.1	24.0	21.7	21.1	21.7	17.8	32.0
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:	21.1	25.0	9.6	33.6	18.9	13.1	24.0	21.7	21.1	21.7	17.8	32.0
LOS by Move:	C	C	A	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	10	2	8	8	0	1	2	1	2	1	9

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec):	70	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	60	Level Of Service:	C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	40	700	119	376	760	27	38	85	27	143	83	312
Growth Adj:	1.00	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	700	119	376	760	27	38	85	27	143	83	312
User Adj:	1.00	1.00	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:	46	811	138	436	881	31	44	98	31	166	96	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	811	138	436	881	31	44	98	31	166	96	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	811	138	436	881	31	44	98	31	166	96	362
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.08	0.26	0.24	0.02	0.03	0.05	0.02	0.10	0.05	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.26	0.43	0.30	0.39	0.39	0.10	0.17	0.17	0.17	0.23	0.23
Volume/Cap:	0.17	0.87	0.18	0.87	0.62	0.04	0.26	0.33	0.10	0.59	0.23	0.87
Delay/Veh:	25.6	33.5	12.6	38.3	17.9	13.1	29.9	26.4	25.0	30.2	22.1	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	33.5	12.6	38.3	17.9	13.1	29.9	26.4	25.0	30.2	22.1	43.3
LOS by Move:	C	C	B	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	1	12	2	13	8	0	1	2	1	4	2	11

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 60 Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	426	516	0	0	431	84	0	0	0	259	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	516	0	0	431	84	0	0	0	259	0	164
User Adj:	1.00	1.00	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:	510	617	0	0	516	100	0	0	0	310	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	617	0	0	516	100	0	0	0	310	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	617	0	0	516	100	0	0	0	310	0	196
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	0.00	0.00	1.67	0.33	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	3013	587	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.17	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.18	0.00	0.11
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.65	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.73	0.26	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.43
Delay/Veh:	18.5	4.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	26.7	0.0	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:	18.5	4.5	0.0	0.0	24.3	24.3	0.0	0.0	0.0	26.7	0.0	19.6
LOS by Move:	B	A	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	10	3	0	0	7	7	0	0	0	7	0	3

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.5
Optimal Cycle:	71	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	196	639	0	0	882	260	0	0	0	48	64	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	639	0	0	882	260	0	0	0	48	64	421
User Adj:	1.00	1.00	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:	234	763	0	0	1054	311	0	0	0	57	76	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	763	0	0	1054	311	0	0	0	57	76	503
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	763	0	0	1054	311	0	0	0	57	76	503
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	0.00	0.00	1.54	0.46	0.00	0.00	0.00	0.44	0.56	1.00
Final Sat.:	1700	3600	0	0	2780	820	0	0	0	752	1003	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.08	0.08	0.28
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.58	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	0.88	0.36	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.24	0.24	0.88
Delay/Veh:	52.5	6.7	0.0	0.0	22.3	22.3	0.0	0.0	0.0	15.4	15.4	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	6.7	0.0	0.0	22.3	22.3	0.0	0.0	0.0	15.4	15.4	34.8
LOS by Move:	D	A	A	A	C	C	A	A	A	B	B	C
HCM2kAvgQ:	8	4	0	0	16	16	0	0	0	2	2	13

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.8
Optimal Cycle:	60	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0	2	0 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	341	209	601	299	0	249	0	201	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	341	209	601	299	0	249	0	201	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	408	250	719	358	0	298	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	250	719	358	0	298	0	240	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	408	250	719	358	0	298	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.14	0.42	0.10	0.00	0.18	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.17	0.17	0.52	0.69	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.82	0.82	0.14	0.00	0.82	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	39.9	18.3	3.3	0.0	30.5	0.0	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	39.9	18.3	3.3	0.0	30.5	0.0	22.8	0.0	0.0	0.0
LOS by Move:	A	C	D	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	7	14	1	0	8	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.8
Optimal Cycle:	91	Level Of Service:	C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0	2	0 0	0 1	0	1 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	665	194	638	403	0	185	8	387	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	665	194	638	403	0	185	8	387	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	722	211	693	438	0	201	9	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	211	693	438	0	201	9	420	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	722	211	693	438	0	201	9	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1633	71	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.12	0.41	0.12	0.00	0.12	0.12	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.21	0.21	0.44	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.55	0.93	0.19	0.00	0.49	0.49	0.93	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	22.6	35.1	4.2	0.0	19.6	19.6	42.4	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	41.6	22.6	35.1	4.2	0.0	19.6	19.6	42.4	0.0	0.0	0.0
LOS by Move:	A	D	C	D	A	A	B	B	D	A	A	A
HCM2kAvgQ:	0	11	4	19	2	0	4	4	13	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.211
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	78	Level Of Service:	B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	70	0	150	40	200	0	0	230	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:	0	0	0	70	0	150	40	200	0	0	230	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:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	0	0	0	85	0	183	49	244	0	0	281	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	183	49	244	0	0	281	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	85	0	183	49	244	0	0	281	37
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.02	0.07	0.00	0.00	0.08	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.26	0.12	0.13	0.00	0.00	0.20	0.05
Delay/Veh:	0.0	0.0	0.0	14.6	0.0	16.0	30.2	9.4	0.0	0.0	15.4	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	0.0	16.0	30.2	9.4	0.0	0.0	15.4	14.5
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	3	1	1	0	0	2	1

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 80 Critical Vol./Cap.(X): 0.203
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2	0 0	0 1	2	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	64	0	75	156	416	0	0	295	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	75	156	416	0	0	295	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	75	156	416	0	0	295	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	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	0	0	70	0	82	170	453	0	0	321	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	82	170	453	0	0	321	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:	0	0	0	70	0	82	170	453	0	0	321	113
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1800	3200	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.05	0.05	0.13	0.00	0.00	0.09	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.39	0.00	0.39	0.15	0.54	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.12	0.35	0.23	0.00	0.00	0.23	0.16
Delay/Veh:	0.0	0.0	0.0	15.4	0.0	15.8	31.0	9.8	0.0	0.0	16.6	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:	0.0	0.0	0.0	15.4	0.0	15.8	31.0	9.8	0.0	0.0	16.6	16.1
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	2	3	0	0	3	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	1	7	15	3	31	7	157	11	36	168	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	7	15	3	31	7	157	11	36	168	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	2	1	8	18	4	37	8	188	13	43	201	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	8	18	4	37	8	188	13	43	201	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	8	18	4	37	8	188	13	43	201	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.31	0.06	0.63	1.00	1.87	0.13	0.18	0.82	1.00
Final Sat.:	375	187	670	196	39	405	617	1276	90	126	588	844
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.09	0.01	0.15	0.15	0.34	0.34	0.00
Crit Moves:			****		****			****		****		
Delay/Veh:	8.7	8.7	7.7	8.8	8.8	8.8	8.5	8.7	8.7	10.1	10.1	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	7.7	8.8	8.8	8.8	8.5	8.7	8.7	10.1	10.1	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:	8.0			8.8			8.7			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.0			8.8			8.7			10.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.5	0.5	0.0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	3	11	27	10	3	17	28	263	2	4	290	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:	3	11	27	10	3	17	28	263	2	4	290	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	4	13	32	12	4	20	33	308	2	5	340	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	13	32	12	4	20	33	308	2	5	340	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:	4	13	32	12	4	20	33	308	2	5	340	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:	0.21	0.79	1.00	0.33	0.10	0.57	1.00	1.98	0.02	0.01	0.99	1.00
Final Sat.:	113	415	599	186	56	317	585	1270	10	9	685	798
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.06	0.06	0.06	0.06	0.24	0.24	0.50	0.50	0.02
Crit Moves:			****		****			****			****	
Delay/Veh:	9.2	9.2	8.4	9.3	9.3	9.3	9.1	9.9	9.9	12.5	12.5	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	8.4	9.3	9.3	9.3	9.1	9.9	9.9	12.5	12.5	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:		8.7			9.3			9.8			12.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.7			9.3			9.8			12.3	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.3	0.3	0.9	0.9	0.0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[10.9]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	0 0	1! 0	0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	69	0	61	29	161	0	0	139	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	61	29	161	0	0	139	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	0	79	0	70	33	184	0	0	158	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	79	0	70	33	184	0	0	158	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	323	414	86	171	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	651	531	963	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	640	519	963	1418	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.07	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	759	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[13.1]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 2	0 0		0 0 1	1 0	
Volume Module:												
Base Vol:	0	0	0	37	0	44	92	223	0	0	196	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	37	0	44	92	223	0	0	196	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:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	46	0	54	113	275	0	0	241	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	46	0	54	113	275	0	0	241	84
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	647	784	163	325	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	408	327	860	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	380	297	860	1246	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.06	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	545	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			13.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 61 Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	63	313	15	253	238	158	177	262	71	11	379	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	313	15	253	238	158	177	262	71	11	379	320
User Adj:	1.00	1.00	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:	74	367	18	296	279	185	207	307	83	13	444	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	367	18	296	279	185	207	307	83	13	444	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	367	18	296	279	185	207	307	83	13	444	375
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	1.91	0.09	1.00	1.20	0.80	1.00	1.57	0.43	1.00	1.08	0.92
Final Sat.:	1700	3435	165	1700	2164	1436	1700	2832	768	1700	1952	1648
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.17	0.13	0.13	0.12	0.11	0.11	0.01	0.23	0.23
Crit Moves:				****							****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.09	0.21	0.21	0.34	0.25	0.25	0.29	0.25	0.25	0.02	0.53	0.53
Delay/Veh:	7.8	8.3	8.3	9.2	8.5	8.5	11.7	11.3	11.3	10.1	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	8.3	8.3	9.2	8.5	8.5	11.7	11.3	11.3	10.1	13.4	13.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	4	3	3	3	2	2	0	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	61	Level Of Service:	B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	238	281	92	104	218	67	80	384	145	67	495	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	281	92	104	218	67	80	384	145	67	495	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	280	331	108	122	256	79	94	452	171	79	582	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	331	108	122	256	79	94	452	171	79	582	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:	280	331	108	122	256	79	94	452	171	79	582	93
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	1.53	0.47	1.00	1.45	0.55	1.00	1.72	0.28
Final Sat.:	1700	2712	888	1700	2754	846	1700	2613	987	1700	3105	495
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.07	0.09	0.09	0.06	0.17	0.17	0.05	0.19	0.19
Crit Moves:	****										****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.32	0.24	0.24	0.14	0.18	0.18	0.13	0.41	0.41	0.11	0.44	0.44
Delay/Veh:	9.1	8.5	8.5	8.0	8.2	8.2	10.7	12.3	12.3	10.6	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	8.5	8.5	8.0	8.2	8.2	10.7	12.3	12.3	10.6	12.6	12.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	3	2	2	1	2	2	1	4	4	1	5	5

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 95 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	104	242	102	59	348	61	57	488	160	113	356	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:	104	242	102	59	348	61	57	488	160	113	356	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	242	102	59	348	61	57	488	160	113	356	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	115	268	113	65	385	68	63	540	177	125	394	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	268	113	65	385	68	63	540	177	125	394	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:	115	268	113	65	385	68	63	540	177	125	394	23
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	1.41	0.59	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2533	1067	1700	3063	537	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.04	0.13	0.13	0.04	0.15	0.10	0.07	0.11	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.17	0.26	0.26	0.10	0.31	0.31	0.30	0.42	0.27	0.42	0.26	0.03
Delay/Veh:	18.5	19.2	19.2	17.8	19.7	19.7	38.9	23.1	21.8	35.7	18.4	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:	18.5	19.2	19.2	17.8	19.7	19.7	38.9	23.1	21.8	35.7	18.4	16.5
LOS by Move:	B	B	B	B	B	B	D	C	C	D	B	B
HCM2kAvgQ:	2	4	4	1	5	5	2	6	4	4	4	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 90 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	197	489	144	39	284	97	123	637	208	138	706	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:	197	489	144	39	284	97	123	637	208	138	706	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	489	144	39	284	97	123	637	208	138	706	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	217	540	159	43	313	107	136	703	230	152	779	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	540	159	43	313	107	136	703	230	152	779	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:	217	540	159	43	313	107	136	703	230	152	779	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	0.94	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2781	819	1700	2683	917	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.03	0.12	0.12	0.08	0.20	0.13	0.09	0.22	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.13	0.39	0.39	0.12	0.38	0.38
Volume/Cap:	0.30	0.46	0.46	0.06	0.28	0.28	0.60	0.49	0.32	0.77	0.57	0.12
Delay/Veh:	17.5	18.9	18.9	15.4	17.1	17.1	41.1	20.7	19.1	55.5	22.8	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	18.9	18.9	15.4	17.1	17.1	41.1	20.7	19.1	55.5	22.8	18.4
LOS by Move:	B	B	B	B	B	B	D	C	B	E	C	B
HCM2kAvgQ:	4	7	7	1	4	4	5	8	4	6	9	2

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	85	Level Of Service:	C

****

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	100	586	128	117	739	66	94	254	123	198	325	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	586	128	117	739	66	94	254	123	198	325	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	117	685	150	137	864	77	110	297	144	232	380	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	685	150	137	864	77	110	297	144	232	380	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:	117	685	150	137	864	77	110	297	144	232	380	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	1.64	0.36	1.00	1.84	0.16	1.00	1.35	0.65	1.00	1.69	0.31
Final Sat.:	1700	2955	645	1700	3305	295	1700	2425	1175	1700	3047	553
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.08	0.26	0.26	0.06	0.12	0.12	0.14	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.12	0.32	0.32	0.12	0.33	0.33	0.17	0.37	0.37
Volume/Cap:	0.65	0.76	0.76	0.68	0.82	0.82	0.54	0.38	0.38	0.82	0.34	0.34
Delay/Veh:	49.2	32.9	32.9	49.6	34.8	34.8	42.2	24.8	24.8	55.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	32.9	32.9	49.6	34.8	34.8	42.2	24.8	24.8	55.5	21.5	21.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	13	13	5	15	15	4	5	5	9	5	5

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	90	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.6
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	100	718	129	99	594	36	83	292	67	129	305	119
Growth Adj:	1.00	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	718	129	99	594	36	83	292	67	129	305	119
User Adj:	1.00	1.00	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:	110	790	142	109	653	40	91	321	74	142	336	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	790	142	109	653	40	91	321	74	142	336	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:	110	790	142	109	653	40	91	321	74	142	336	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	1.70	0.30	1.00	1.89	0.11	1.00	1.63	0.37	1.00	1.44	0.56
Final Sat.:	1700	3052	548	1700	3394	206	1700	2928	672	1700	2590	1010
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.06	0.19	0.19	0.05	0.11	0.11	0.08	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.34	0.34	0.11	0.33	0.33	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.51	0.75	0.75	0.58	0.59	0.59	0.48	0.32	0.32	0.75	0.38	0.38
Delay/Veh:	38.8	28.7	28.7	42.3	25.9	25.9	39.5	21.9	21.9	54.3	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	28.7	28.7	42.3	25.9	25.9	39.5	21.9	21.9	54.3	22.4	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	13	13	4	9	9	3	4	4	6	5	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.9
Optimal Cycle:	90	Level Of Service:	C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	395	19	62	606	16	22	129	38	66	99	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	19	62	606	16	22	129	38	66	99	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	29	469	23	74	720	19	26	153	45	78	118	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	469	23	74	720	19	26	153	45	78	118	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	469	23	74	720	19	26	153	45	78	118	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3435	165	1700	3507	93	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.04	0.21	0.21	0.02	0.04	0.03	0.05	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.37	0.37	0.12	0.38	0.38	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.16	0.37	0.37	0.37	0.54	0.54	0.15	0.13	0.08	0.44	0.10	0.11
Delay/Veh:	39.1	22.3	22.3	39.8	23.5	23.5	39.0	22.6	22.2	41.6	22.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	22.3	22.3	39.8	23.5	23.5	39.0	22.6	22.2	41.6	22.3	22.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	5	5	2	9	9	1	2	1	3	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec):	90	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	41	628	69	88	489	29	45	244	40	41	220	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:	41	628	69	88	489	29	45	244	40	41	220	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	48	733	81	103	571	34	53	285	47	48	257	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	733	81	103	571	34	53	285	47	48	257	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	733	81	103	571	34	53	285	47	48	257	102
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	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3244	356	1700	3398	202	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.06	0.17	0.17	0.03	0.08	0.03	0.03	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.25	0.66	0.66	0.54	0.49	0.49	0.28	0.23	0.08	0.25	0.21	0.16
Delay/Veh:	37.3	26.3	26.3	41.1	23.5	23.5	37.5	21.1	19.9	37.3	20.9	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	26.3	26.3	41.1	23.5	23.5	37.5	21.1	19.9	37.3	20.9	20.6
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	1	10	10	4	7	7	2	3	1	1	3	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	78	Level Of Service:	B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	54	459	20	18	793	44	43	82	137	30	62	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:	54	459	20	18	793	44	43	82	137	30	62	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	64	546	24	21	943	52	51	98	163	36	74	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	546	24	21	943	52	51	98	163	36	74	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:	64	546	24	21	943	52	51	98	163	36	74	23
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	3200	3600	1800	1700	3411	189	1700	1800	1800	1700	1378	422
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.01	0.01	0.28	0.28	0.03	0.05	0.09	0.02	0.05	0.05
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.45	0.45	0.14	0.48	0.48	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.18	0.34	0.03	0.09	0.58	0.58	0.09	0.16	0.26	0.06	0.16	0.16
Delay/Veh:	36.5	16.5	14.0	33.6	17.5	17.5	20.0	20.6	21.5	19.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	16.5	14.0	33.6	17.5	17.5	20.0	20.6	21.5	19.8	20.5	20.5
LOS by Move:	D	B	B	C	B	B	C	C	C	B	C	C
HCM2kAvgQ:	1	5	0	1	10	10	1	2	3	1	2	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.1
Optimal Cycle:	78	Level Of Service:	B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	143	829	74	49	532	61	91	138	92	35	136	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	829	74	49	532	61	91	138	92	35	136	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	157	912	81	54	585	67	100	152	101	39	150	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	912	81	54	585	67	100	152	101	39	150	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	912	81	54	585	67	100	152	101	39	150	11
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	3200	3600	1800	1700	3230	370	1700	1800	1800	1700	1677	123
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.05	0.03	0.18	0.18	0.06	0.08	0.06	0.02	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.13	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.37	0.61	0.11	0.25	0.45	0.45	0.15	0.22	0.15	0.06	0.23	0.23
Delay/Veh:	32.3	19.3	14.5	32.3	17.4	17.4	16.1	16.5	16.0	15.4	16.6	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	19.3	14.5	32.3	17.4	17.4	16.1	16.5	16.0	15.4	16.6	16.6
LOS by Move:	C	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	9	1	1	6	6	2	3	2	1	3	3

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	77	Level Of Service:	B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1 0		1 0 3	0 0		0 0 0	0 0		1 0	0 0	1
Volume Module:												
Base Vol:	0	435	115	85	875	0	0	0	0	45	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	115	85	875	0	0	0	0	45	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	540	143	106	1087	0	0	0	0	56	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	143	106	1087	0	0	0	0	56	0	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:	0	540	143	106	1087	0	0	0	0	56	0	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.37	0.63	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4271	1129	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.06	0.20	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.41	0.41	0.20	0.62	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.31	0.31	0.31	0.33	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Delay/Veh:	0.0	22.7	22.7	39.4	10.6	0.0	0.0	0.0	0.0	26.7	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	22.7	39.4	10.6	0.0	0.0	0.0	0.0	26.7	0.0	26.9
LOS by Move:	A	C	C	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	3	6	0	0	0	0	1	0	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.297
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 77 Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1 0		1 0 3	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	993	23	37	617	0	0	0	0	73	0	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	993	23	37	617	0	0	0	0	73	0	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:	0.89	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	1113	26	41	692	0	0	0	0	82	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	26	41	692	0	0	0	0	82	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1113	26	41	692	0	0	0	0	82	0	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5278	122	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.02	0.13	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.36	0.36	0.32	0.19	0.00	0.00	0.00	0.00	0.16	0.00	0.19
Delay/Veh:	0.0	14.3	14.3	58.2	8.6	0.0	0.0	0.0	0.0	34.4	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	14.3	58.2	8.6	0.0	0.0	0.0	0.0	34.4	0.0	34.6
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	8	8	2	3	0	0	0	0	3	0	3

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 81 Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	556	156	64	894	0	0	0	0	76	0	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:	0	556	156	64	894	0	0	0	0	76	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	0	556	156	77	894	0	0	0	0	91	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	556	156	77	894	0	0	0	0	91	0	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:	0	556	156	77	894	0	0	0	0	91	0	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:	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.05	0.25	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.15	0.65	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.31	0.17	0.31	0.38	0.00	0.00	0.00	0.00	0.18	0.00	0.06
Delay/Veh:	0.0	16.8	15.5	44.4	9.4	0.0	0.0	0.0	0.0	30.3	0.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.8	15.5	44.4	9.4	0.0	0.0	0.0	0.0	30.3	0.0	29.1
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	3	3	7	0	0	0	0	3	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 81 Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	920	89	61	653	0	0	0	0	217	0	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:	0	920	89	61	653	0	0	0	0	217	0	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:	0.91	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	1017	98	67	722	0	0	0	0	240	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1017	98	67	722	0	0	0	0	240	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1017	98	67	722	0	0	0	0	240	0	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	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	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.05	0.04	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.57	0.57	0.09	0.65	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.50	0.10	0.46	0.31	0.00	0.00	0.00	0.00	0.48	0.00	0.12
Delay/Veh:	0.0	15.3	11.5	52.1	8.8	0.0	0.0	0.0	0.0	33.9	0.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	11.5	52.1	8.8	0.0	0.0	0.0	0.0	33.9	0.0	29.7
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	2	3	5	0	0	0	0	8	0	2

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	84	136	222	132	917	40	315	126	40	32	956	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:	84	136	222	132	917	40	315	126	40	32	956	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	98	158	258	153	1065	46	366	146	46	37	1110	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	158	258	153	1065	46	366	146	46	37	1110	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	158	258	153	1065	46	366	146	46	37	1110	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3387	213
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.14	0.05	0.30	0.03	0.11	0.04	0.03	0.01	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.12	0.37	0.37	0.11	0.36	0.36
Volume/Cap:	0.30	0.13	0.42	0.48	0.87	0.08	0.92	0.11	0.07	0.11	0.92	0.92
Delay/Veh:	42.3	22.8	25.9	43.7	37.9	22.4	69.8	20.7	20.4	40.3	41.8	41.8
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:	42.3	22.8	25.9	43.7	37.9	22.4	69.8	20.7	20.4	40.3	41.8	41.8
LOS by Move:	D	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	2	2	6	3	18	1	10	1	1	1	22	22

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	148	237	197	59	952	59	134	175	61	36	1043	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	237	197	59	952	59	134	175	61	36	1043	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	161	258	215	64	1038	64	146	191	67	39	1137	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	258	215	64	1038	64	146	191	67	39	1137	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:	161	258	215	64	1038	64	146	191	67	39	1137	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	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3347	253
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.12	0.02	0.29	0.04	0.05	0.05	0.04	0.01	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.10	0.37	0.37	0.11	0.38	0.38
Volume/Cap:	0.50	0.21	0.35	0.20	0.85	0.11	0.46	0.14	0.10	0.11	0.89	0.89
Delay/Veh:	43.9	23.6	25.1	41.6	36.3	22.7	43.5	20.9	20.6	40.3	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	23.6	25.1	41.6	36.3	22.7	43.5	20.9	20.6	40.3	37.1	37.1
LOS by Move:	D	C	C	D	D	C	D	C	C	D	D	D
HCM2kAvgQ:	3	3	5	1	17	1	3	2	1	1	21	21

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 73 Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	444	0	0	740	807	0	0	0	13	3	636
Growth Adj:	1.00	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	444	0	0	740	807	0	0	0	13	3	636
User Adj:	1.00	1.00	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:	9	558	0	0	930	1014	0	0	0	16	4	799
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	558	0	0	930	1014	0	0	0	16	4	799
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	558	0	0	930	1014	0	0	0	16	4	799
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.04	0.01	1.95
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	70	16	3510
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.00	0.00	0.52	0.56	0.00	0.00	0.00	0.23	0.23	0.23
Crit Moves:	****					****					****	
Green/Cycle:	0.09	0.69	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.25	0.25	0.25
Volume/Cap:	0.06	0.45	0.00	0.00	0.86	0.93	0.00	0.00	0.00	0.93	0.93	0.91
Delay/Veh:	45.8	7.7	0.0	0.0	24.6	33.7	0.0	0.0	0.0	56.7	56.7	52.9
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:	45.8	7.7	0.0	0.0	24.6	33.7	0.0	0.0	0.0	56.7	56.7	52.9
LOS by Move:	D	A	A	A	C	C	A	A	A	E	E	D
HCM2kAvgQ:	0	8	0	0	28	36	0	0	0	18	18	17

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	609	0	0	660	668	0	0	0	1	0	609
Growth Adj:	1.00	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	609	0	0	660	668	0	0	0	1	0	609
User Adj:	1.00	1.00	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:	1	663	0	0	719	728	0	0	0	1	0	663
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	663	0	0	719	728	0	0	0	1	0	663
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	663	0	0	719	728	0	0	0	1	0	663
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	6	0	3594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:	****				****					****		
Green/Cycle:	0.15	0.67	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.55	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.00	0.77
Delay/Veh:	23.3	6.2	0.0	0.0	16.9	17.3	0.0	0.0	0.0	27.6	0.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	6.2	0.0	0.0	16.9	17.3	0.0	0.0	0.0	27.6	0.0	27.5
LOS by Move:	C	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	0	7	0	0	14	14	0	0	0	8	0	8

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: 60 Level Of Service: D

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	44	713	25	0	441	0	30	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	37	44	713	25	0	441	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	49	0	949	33	0	587	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	0	949	33	0	587	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	0	949	33	0	587	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.30	0.02	0.00	0.35	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.19	0.00	0.35	0.54	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.07	0.00	0.86	0.03	0.00	0.86	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	33.3	0.0	37.1	11.0	0.0	37.5	0.0	18.2	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	33.3	0.0	37.1	11.0	0.0	37.5	0.0	18.2	0.0	0.0	0.0
LOS by Move:	A	C	A	D	B	A	D	A	B	A	A	A
HCM2kAvgQ:	0	1	0	18	0	0	20	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

Cycle (sec):	85	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.1
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	52	125	648	29	0	536	0	30	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	52	125	648	29	0	536	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	57	0	711	32	0	588	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	57	0	711	32	0	588	0	33	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	57	0	711	32	0	588	0	33	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.22	0.02	0.00	0.35	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.22	0.00	0.28	0.50	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.07	0.00	0.80	0.04	0.00	0.80	0.00	0.04	0.00	0.00	0.00
Delay/Veh:	0.0	26.1	0.0	34.1	10.9	0.0	27.6	0.0	14.1	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	26.1	0.0	34.1	10.9	0.0	27.6	0.0	14.1	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	1	0	12	0	0	16	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec): 60 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	66	8	9	237	44	24	63	63	20	60	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	66	8	9	237	44	24	63	63	20	60	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	66	8	9	237	44	24	63	63	20	60	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	53	75	9	10	271	50	27	72	72	23	69	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	75	9	10	271	50	27	72	72	23	69	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	75	9	10	271	50	27	72	72	23	69	11
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	0.89	0.11	1.00	0.84	0.16	1.00	0.50	0.50	0.23	0.66	0.11
Final Sat.:	1700	1605	195	1700	1518	282	1700	900	900	395	1185	197
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.01	0.18	0.18	0.02	0.08	0.08	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.06	0.09	0.09	0.01	0.32	0.32	0.04	0.21	0.21	0.15	0.15	0.15
Delay/Veh:	6.3	6.4	6.4	6.1	7.6	7.6	11.6	12.6	12.6	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:	6.3	6.4	6.4	6.1	7.6	7.6	11.6	12.6	12.6	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	0	3	3	0	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	72	302	23	14	136	59	78	174	65	9	99	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:	72	302	23	14	136	59	78	174	65	9	99	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	302	23	14	136	59	78	174	65	9	99	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	85	358	27	17	161	70	92	206	77	11	117	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	358	27	17	161	70	92	206	77	11	117	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:	85	358	27	17	161	70	92	206	77	11	117	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	0.93	0.07	1.00	0.70	0.30	1.00	0.73	0.27	0.07	0.71	0.22
Final Sat.:	1700	1673	127	1700	1255	545	1700	1310	490	117	1286	390
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.01	0.13	0.13	0.05	0.16	0.16	0.09	0.09	0.09
Crit Moves:		****						****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.09	0.40	0.40	0.02	0.24	0.24	0.14	0.40	0.40	0.23	0.23	0.23
Delay/Veh:	6.8	8.4	8.4	6.5	7.5	7.5	11.7	13.4	13.4	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:	6.8	8.4	8.4	6.5	7.5	7.5	11.7	13.4	13.4	12.2	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	2	2	1	4	4	2	2	2

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

Cycle (sec):	65	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	194	0	170	67	116	0	0	130	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	170	67	116	0	0	130	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	0	0	0	239	0	210	83	143	0	0	160	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	210	83	143	0	0	160	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	239	0	210	83	143	0	0	160	164
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.05	0.04	0.00	0.00	0.09	0.09
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.15	0.44	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.25	0.32	0.09	0.00	0.00	0.31	0.32
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	10.7	25.7	10.8	0.0	0.0	18.5	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	0.0	10.7	25.7	10.8	0.0	0.0	18.5	18.6
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	3	2	1	0	0	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

Cycle (sec):	65	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	218	0	92	138	292	0	0	228	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	92	138	292	0	0	228	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	281	0	119	178	376	0	0	294	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	281	0	119	178	376	0	0	294	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	281	0	119	178	376	0	0	294	157
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	2345	1255
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.07	0.10	0.10	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.15	0.44	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.14	0.69	0.24	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	11.4	0.0	10.0	34.3	11.7	0.0	0.0	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	0.0	10.0	34.3	11.7	0.0	0.0	19.4	19.4
LOS by Move:	A	A	A	B	A	B	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	1	5	2	0	0	4	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	1			0	0	0			0	70	1			2	80	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	1			0	0	0			0	70	1			2	80	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.74	0.74	0.74			0.74	0.74	0.74			0.74	0.74	0.00			0.74	0.74	0.74		
PHF Volume:	0	0	1			0	0	0			0	95	0			3	108	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	1			0	0	0			0	95	0			3	108	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	47			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					95	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1018			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1512	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1018			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					1512	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx	xxxx	xxxx	xxxx					0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.5			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*	*	*	*					A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.5					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue									C Street					
Approach:	North Bound			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			Ignore			Include					
Lanes:	0	0	0 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0			
Volume Module:															
Base Vol:	0	0	3	0	0	0	0	110	2	2	140	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	3	0	0	0	0	110	2	2	140	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00			
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00	0.79	0.79	0.79			
PHF Volume:	0	0	4	0	0	0	0	140	0	3	178	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	0	4	0	0	0	0	140	0	3	178	0			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:	8.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

Cycle (sec):	60	Critical Vol./Cap.(X):	0.291
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	209	0	94	143	311	0	0	206	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:	0	0	0	209	0	94	143	311	0	0	206	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	271	0	122	186	404	0	0	268	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	271	0	122	186	404	0	0	268	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	271	0	122	186	404	0	0	268	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.07	0.11	0.11	0.00	0.00	0.07	0.08
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.55	0.00	0.55	0.39	0.39	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.12	0.28	0.29	0.00	0.00	0.19	0.20
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	6.6	13.0	12.9	0.0	0.0	12.3	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	6.6	13.0	12.9	0.0	0.0	12.3	12.4
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	1	3	3	0	0	2	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

Cycle (sec):	130	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	6.0
Optimal Cycle:	60	Level Of Service:	A

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	488	0	0	352	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	488	0	0	352	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	10	4	634	0	0	457	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	10	4	634	0	0	457	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:	0	0	0	3	0	10	4	634	0	0	457	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.18	0.00	0.00	0.13	0.01
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.24	0.00	0.00	0.17	0.01
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	5.8	0.0	0.0	5.4	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	5.8	0.0	0.0	5.4	4.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.268
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.2
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	178	33	9	579	32	24	38	29	32	30	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:	28	178	33	9	579	32	24	38	29	32	30	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	32	206	38	10	671	37	28	44	34	37	35	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	206	38	10	671	37	28	44	34	37	35	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	206	38	10	671	37	28	44	34	37	35	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.90	0.10	0.27	0.42	0.31	0.41	0.37	0.22
Final Sat.:	1700	3037	563	1700	3411	189	467	740	565	703	659	396
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.20	0.20	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.03	0.11	0.11	0.01	0.32	0.32	0.17	0.17	0.17	0.15	0.15	0.15
Delay/Veh:	7.0	7.3	7.3	6.9	8.6	8.6	20.7	20.7	20.7	20.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	7.3	7.3	6.9	8.6	8.6	20.7	20.7	20.7	20.5	20.5	20.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	5	5	2	2	2	2	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec):	90	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	726	31	25	459	38	42	74	44	26	51	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	726	31	25	459	38	42	74	44	26	51	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	787	34	27	498	41	46	80	48	28	55	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	787	34	27	498	41	46	80	48	28	55	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:	99	787	34	27	498	41	46	80	48	28	55	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	1.92	0.08	1.00	1.85	0.15	0.27	0.46	0.27	0.27	0.50	0.23
Final Sat.:	1700	3453	147	1700	3325	275	465	820	487	461	904	408
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.15	0.15	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.10	0.37	0.37	0.03	0.25	0.25	0.28	0.28	0.28	0.18	0.18	0.18
Delay/Veh:	7.3	8.9	8.9	6.9	8.1	8.1	21.7	21.7	21.7	20.7	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	8.9	8.9	6.9	8.1	8.1	21.7	21.7	21.7	20.7	20.7	20.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	6	0	3	3	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 105 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	112	439	176	66	655	21	32	198	303	112	180	140
Growth Adj:	1.00	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	439	176	66	655	21	32	198	303	112	180	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	439	176	66	655	21	32	198	303	112	180	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	137	537	215	81	802	26	39	242	371	137	220	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	537	215	81	802	26	39	242	371	137	220	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	537	215	81	802	26	39	242	371	137	220	171
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	1.43	0.57	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2570	1030	1700	3488	112	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.05	0.23	0.23	0.02	0.13	0.21	0.08	0.12	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.36	0.36	0.12	0.36	0.36	0.11	0.32	0.32	0.12	0.34	0.34
Volume/Cap:	0.65	0.58	0.58	0.41	0.65	0.65	0.21	0.42	0.65	0.65	0.37	0.28
Delay/Veh:	50.5	27.6	27.6	44.3	29.5	29.5	43.3	28.4	32.2	50.5	26.8	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	27.6	27.6	44.3	29.5	29.5	43.3	28.4	32.2	50.5	26.8	25.9
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	10	10	3	12	12	1	6	11	6	5	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	105	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	32.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	273	745	115	66	464	47	48	229	261	95	269	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:	273	745	115	66	464	47	48	229	261	95	269	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	300	819	126	73	510	52	53	252	287	104	296	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	819	126	73	510	52	53	252	287	104	296	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:	300	819	126	73	510	52	53	252	287	104	296	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	1.73	0.27	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3119	481	1700	3269	331	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.26	0.04	0.16	0.16	0.03	0.14	0.16	0.06	0.16	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.74	0.65	0.65	0.33	0.53	0.53	0.33	0.47	0.54	0.64	0.56	0.18
Delay/Veh:	44.2	26.4	26.4	42.4	31.4	31.4	45.5	30.6	31.6	54.4	32.5	27.7
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:	44.2	26.4	26.4	42.4	31.4	31.4	45.5	30.6	31.6	54.4	32.5	27.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	11	13	13	3	8	8	2	7	8	5	8	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec):	60	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.3
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	139	519	0	0	836	329	0	0	0	314	2	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:	139	519	0	0	836	329	0	0	0	314	2	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	576	0	0	928	365	0	0	0	349	2	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	576	0	0	928	365	0	0	0	349	2	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	576	0	0	928	365	0	0	0	349	2	378
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	0.00	0.00	1.44	0.56	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2583	1017	0	0	0	1690	11	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.54	0.25	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.77	0.77	0.79
Delay/Veh:	25.1	4.9	0.0	0.0	15.6	15.6	0.0	0.0	0.0	28.2	28.2	28.7
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:	25.1	4.9	0.0	0.0	15.6	15.6	0.0	0.0	0.0	28.2	28.2	28.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	2	0	0	12	12	0	0	0	9	9	9

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 #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec):	60	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	210	820	0	0	693	218	0	0	0	327	2	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	820	0	0	693	218	0	0	0	327	2	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	231	900	0	0	761	239	0	0	0	359	2	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	900	0	0	761	239	0	0	0	359	2	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	900	0	0	761	239	0	0	0	359	2	307
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	0.00	0.00	1.52	0.48	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2739	861	0	0	0	1690	10	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.21	0.21	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.59	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.70	0.42	0.00	0.00	0.70	0.70	0.00	0.00	0.00	0.70	0.70	0.56
Delay/Veh:	28.8	6.7	0.0	0.0	16.5	16.5	0.0	0.0	0.0	22.5	22.5	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	6.7	0.0	0.0	16.5	16.5	0.0	0.0	0.0	22.5	22.5	18.7
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	6	5	0	0	9	9	0	0	0	8	8	6

Note: Queue reported is the number of cars per lane.

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Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

Cycle (sec):	60	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 1	1 0	0	1 0	2 0	0	0 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	475	115	374	786	0	185	1	294	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	475	115	374	786	0	185	1	294	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	510	124	402	844	0	199	1	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	510	124	402	844	0	199	1	316	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	510	124	402	844	0	199	1	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.61	0.39	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2898	702	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.24	0.23	0.00	0.12	0.12	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.33	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.56	0.71	0.36	0.00	0.47	0.47	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	17.6	17.6	21.4	4.9	0.0	20.0	20.0	25.6	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	17.6	17.6	21.4	4.9	0.0	20.0	20.0	25.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	6	8	4	0	4	4	7	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

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Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 75 Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	642	325	414	593	0	388	2	197	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	642	325	414	593	0	388	2	197	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	699	354	450	645	0	422	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	699	354	450	645	0	422	2	214	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	699	354	450	645	0	422	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.33	0.67	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2390	1210	1700	3600	0	1692	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.26	0.18	0.00	0.25	0.25	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.33	0.33	0.30	0.62	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.90	0.90	0.29	0.00	0.90	0.90	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	28.5	28.5	38.8	5.3	0.0	40.2	40.2	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.5	28.5	38.8	5.3	0.0	40.2	40.2	18.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	14	14	13	3	0	12	12	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	80	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	96	347	5	30	482	221	131	15	74	4	24	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:	96	347	5	30	482	221	131	15	74	4	24	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	122	440	6	38	611	280	166	19	94	5	30	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	440	6	38	611	280	166	19	94	5	30	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	440	6	38	611	280	166	19	94	5	30	15
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	1.97	0.03	1.00	1.37	0.63	0.61	0.07	0.32	0.10	0.60	0.30
Final Sat.:	1700	3549	51	1700	2468	1132	1036	119	585	179	1074	537
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.02	0.25	0.25	0.16	0.16	0.16	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.35	0.35	0.19	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.57	0.35	0.35	0.12	0.60	0.60	0.41	0.41	0.41	0.07	0.07	0.07
Delay/Veh:	36.7	19.3	19.3	27.3	19.0	19.0	18.3	18.3	18.3	15.5	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:	36.7	19.3	19.3	27.3	19.0	19.0	18.3	18.3	18.3	15.5	15.5	15.5
LOS by Move:	D	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	4	4	1	9	9	5	5	5	1	1	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec): 65 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 66 Level Of Service: C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	82	467	6	12	369	88	367	62	147	14	20	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:	82	467	6	12	369	88	367	62	147	14	20	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	525	7	13	415	99	412	70	165	16	22	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	525	7	13	415	99	412	70	165	16	22	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	525	7	13	415	99	412	70	165	16	22	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.61	0.39	0.65	0.10	0.25	0.24	0.33	0.43
Final Sat.:	1700	3554	46	1700	2907	693	1105	187	443	414	592	769
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.01	0.14	0.14	0.37	0.37	0.37	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.36	0.51	0.51	0.05	0.50	0.50	0.79	0.79	0.79	0.08	0.08	0.08
Delay/Veh:	26.0	20.1	20.1	24.0	19.9	19.9	20.2	20.2	20.2	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	20.1	20.1	24.0	19.9	19.9	20.2	20.2	20.2	9.7	9.7	9.7
LOS by Move:	C	C	C	C	B	B	C	C	C	A	A	A
HCM2kAvgQ:	2	5	5	0	5	5	14	14	14	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec):	80	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	206	270	0	0	400	54	60	0	290	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:	206	270	0	0	400	54	60	0	290	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	233	306	0	0	453	61	68	0	328	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	306	0	0	453	61	68	0	328	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:	233	306	0	0	453	61	68	0	328	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3172	428	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.00	0.00	0.14	0.14	0.04	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.31	0.63	0.00	0.00	0.32	0.32	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.44	0.13	0.00	0.00	0.44	0.44	0.10	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	22.7	6.0	0.0	0.0	21.7	21.7	14.5	0.0	17.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	6.0	0.0	0.0	21.7	21.7	14.5	0.0	17.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	5	2	0	0	5	5	1	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec):	70	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	69	Level Of Service:	C

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	343	443	0	0	436	7	17	0	614	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:	343	443	0	0	436	7	17	0	614	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	407	526	0	0	517	8	20	0	728	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	526	0	0	517	8	20	0	728	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:	407	526	0	0	517	8	20	0	728	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3543	57	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.15	0.00	0.00	0.15	0.15	0.01	0.00	0.40	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.28	0.45	0.00	0.00	0.17	0.17	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.86	0.33	0.00	0.00	0.86	0.86	0.03	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	39.3	12.7	0.0	0.0	40.6	40.6	10.0	0.0	25.8	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:	39.3	12.7	0.0	0.0	40.6	40.6	10.0	0.0	25.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	B	A	C	A	A	A
HCM2kAvgQ:	12	4	0	0	9	9	0	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

Cycle (sec):	60	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	60	Level Of Service:	B

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0 1	0 0		0 0 1	0 0		1 0	0 0 1		0 0	0 0 0	
Volume Module:												
Base Vol:	0	381	0	0	170	0	209	0	400	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	381	0	0	170	0	209	0	400	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	453	0	0	202	0	249	0	476	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	453	0	0	202	0	249	0	476	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	453	0	0	202	0	249	0	476	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.11	0.00	0.15	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.25	0.00	0.31	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	0.0	0.0	10.2	0.0	9.8	0.0	11.9	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	12.7	0.0	0.0	10.2	0.0	9.8	0.0	11.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	B	A	A	A
HCM2kAvgQ:	0	7	0	0	2	0	3	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.7
Optimal Cycle:	60	Level Of Service:	B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	551	0	0	199	0	449	0	341	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	551	0	0	199	0	449	0	341	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:	0.89	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	620	0	0	224	0	506	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	620	0	0	224	0	506	0	384	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	620	0	0	224	0	506	0	384	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.12	0.00	0.30	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.69	0.00	0.00	0.25	0.00	0.69	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	0.0	0.0	8.7	0.0	16.5	0.0	12.8	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	13.7	0.0	0.0	8.7	0.0	16.5	0.0	12.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	0	0	2	0	9	0	6	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 60 Level Of Service: A

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	174	275	115	457	0	0	0	0	23	0	206
Growth Adj:	1.00	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	174	275	115	457	0	0	0	0	23	0	206
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	196	0	130	516	0	0	0	0	26	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	0	130	516	0	0	0	0	26	0	233
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	0	130	516	0	0	0	0	26	0	233
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	0.21	0.79	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	358	1421	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.02	0.00	0.13
Crit Moves:					****							****
Green/Cycle:	0.00	0.69	0.00	0.69	0.69	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.16	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.06	0.00	0.53
Delay/Veh:	0.0	3.3	0.0	5.0	5.0	0.0	0.0	0.0	0.0	17.4	0.0	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.3	0.0	5.0	5.0	0.0	0.0	0.0	0.0	17.4	0.0	20.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	1	0	6	6	0	0	0	0	0	0	4

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.6
Optimal Cycle:	23	Level Of Service:	A

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	335	531	159	391	0	0	0	0	19	0	195
Growth Adj:	1.00	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	335	531	159	391	0	0	0	0	19	0	195
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	387	0	184	452	0	0	0	0	22	0	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	0	184	452	0	0	0	0	22	0	225
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	0	184	452	0	0	0	0	22	0	225
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	0.30	0.70	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	512	1258	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:					****							****
Green/Cycle:	0.00	0.69	0.00	0.69	0.69	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.31	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.05	0.00	0.52
Delay/Veh:	0.0	3.8	0.0	4.8	4.8	0.0	0.0	0.0	0.0	17.6	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.8	0.0	4.8	4.8	0.0	0.0	0.0	0.0	17.6	0.0	20.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	3	0	6	6	0	0	0	0	0	0	4

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 115 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 44.2
Optimal Cycle: 90 Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
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:	240	371	52	1	400	284	73	48	91	219	46	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:	240	371	52	1	400	284	73	48	91	219	46	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	290	448	63	1	483	343	88	58	110	264	56	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	448	63	1	483	343	88	58	110	264	56	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	448	63	1	483	343	88	58	110	264	56	45
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	1.17	0.83	1.00	0.35	0.65	1.00	0.55	0.45
Final Sat.:	1700	3157	443	1700	2105	1495	1700	622	1178	1700	998	802
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.14	0.00	0.23	0.23	0.05	0.09	0.09	0.16	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.36	0.36	0.12	0.27	0.27	0.11	0.27	0.27	0.19	0.34	0.34
Volume/Cap:	0.84	0.39	0.39	0.01	0.84	0.84	0.47	0.35	0.35	0.84	0.16	0.16
Delay/Veh:	60.7	27.7	27.7	45.0	46.0	46.0	49.8	34.3	34.3	63.2	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	27.7	27.7	45.0	46.0	46.0	49.8	34.3	34.3	63.2	26.3	26.3
LOS by Move:	E	C	C	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	13	7	7	0	16	16	4	5	5	12	2	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 130 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 90 Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
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:	326	609	36	16	488	266	91	88	120	271	179	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:	326	609	36	16	488	266	91	88	120	271	179	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	369	689	41	18	552	301	103	100	136	307	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	689	41	18	552	301	103	100	136	307	202	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	689	41	18	552	301	103	100	136	307	202	45
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	1.89	0.11	1.00	1.29	0.71	1.00	0.42	0.58	1.00	0.82	0.18
Final Sat.:	1700	3399	201	1700	2330	1270	1700	762	1038	1700	1471	329
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.01	0.24	0.24	0.06	0.13	0.13	0.18	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.38	0.38	0.12	0.26	0.26	0.11	0.24	0.24	0.20	0.33	0.33
Volume/Cap:	0.91	0.54	0.54	0.09	0.91	0.91	0.57	0.55	0.55	0.91	0.42	0.42
Delay/Veh:	71.3	31.9	31.9	50.8	58.6	58.6	59.4	44.9	44.9	77.6	34.2	34.2
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:	71.3	31.9	31.9	50.8	58.6	58.6	59.4	44.9	44.9	77.6	34.2	34.2
LOS by Move:	E	C	C	D	E	E	E	D	D	E	C	C
HCM2kAvgQ:	19	11	11	1	20	20	5	9	9	16	8	8

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Opening Year (2020) Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	23	36	11	396	2	212	201	444	15	3	465	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	11	396	2	212	201	444	15	3	465	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	11	396	2	212	201	444	15	3	465	143
User Adj:	1.00	1.00	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:	27	42	13	465	2	249	236	521	18	4	546	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	42	13	465	2	249	236	521	18	4	546	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	42	13	465	2	249	236	521	18	4	546	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.51	0.15	0.99	0.01	1.00	1.00	1.93	0.07	0.01	1.99	1.00
Final Sat.:	580	908	277	1692	9	1800	1700	3482	118	23	3576	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.14	0.14	0.15	0.15	0.15	0.15	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.19	0.19	0.19
Volume/Cap:	0.18	0.18	0.18	0.88	0.88	0.44	0.88	0.43	0.43	0.80	0.80	0.49
Delay/Veh:	28.9	28.9	28.9	48.2	48.2	28.0	67.8	25.3	25.3	45.6	45.6	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.9	48.2	48.2	28.0	67.8	25.3	25.3	45.6	45.6	37.3
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	2	2	2	18	18	6	11	6	6	10	10	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 51.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	45	23	22	438	0	232	194	590	16	4	753	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	23	22	438	0	232	194	590	16	4	753	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	23	22	438	0	232	194	590	16	4	753	313
User Adj:	1.00	1.00	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:	52	27	26	509	0	269	225	685	19	5	875	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	26	509	0	269	225	685	19	5	875	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	27	26	509	0	269	225	685	19	5	875	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	0.25	0.24	1.00	0.00	1.00	1.00	1.95	0.05	0.01	1.99	1.00
Final Sat.:	874	447	427	1700	0	1800	1700	3505	95	19	3580	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.30	0.00	0.15	0.13	0.20	0.20	0.24	0.24	0.20
Crit Moves:	****			****			****				****	
Green/Cycle:	0.20	0.20	0.20	0.33	0.00	0.33	0.14	0.41	0.41	0.27	0.27	0.27
Volume/Cap:	0.30	0.30	0.30	0.92	0.00	0.46	0.92	0.47	0.47	0.92	0.92	0.76
Delay/Veh:	44.7	44.7	44.7	62.0	0.0	35.2	90.3	28.2	28.2	59.3	59.3	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	44.7	44.7	62.0	0.0	35.2	90.3	28.2	28.2	59.3	59.3	50.6
LOS by Move:	D	D	D	E	A	D	F	C	C	E	E	D
HCM2kAvgQ:	4	4	4	24	0	9	13	10	10	21	21	15

****

Note: Queue reported is the number of cars per lane.

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Opening Year (2020) With Project – Without Improvements

Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec): 95 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	516	128	92	770	68	74	420	96	103	537	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	516	128	92	770	68	74	420	96	103	537	70
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	516	128	99	770	68	74	427	96	103	541	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	127	572	142	110	854	75	82	473	106	114	600	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	572	142	110	854	75	82	473	106	114	600	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:	127	572	142	110	854	75	82	473	106	114	600	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.84	0.16	1.00	2.45	0.55	1.00	2.64	0.36
Final Sat.:	1700	2884	716	1700	3308	292	1700	4409	991	1700	4750	650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.26	0.26	0.05	0.11	0.11	0.07	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.73	0.51	0.51	0.63	0.66	0.66	0.47	0.34	0.34	0.65	0.40	0.40
Delay/Veh:	56.4	22.7	22.7	48.7	25.3	25.3	43.0	25.3	25.3	50.3	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:	56.4	22.7	22.7	48.7	25.3	25.3	43.0	25.3	25.3	50.3	25.8	25.8
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	8	8	4	12	12	3	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec): 115 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	939	118	134	578	86	289	1017	111	201	794	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:	160	939	118	134	578	86	289	1017	111	201	794	112
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	939	118	154	578	86	289	1037	111	201	816	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:	183	1072	135	176	660	98	330	1184	127	229	932	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1072	135	176	660	98	330	1184	127	229	932	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:	183	1072	135	176	660	98	330	1184	127	229	932	153
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	1.78	0.22	1.00	1.74	0.26	1.00	2.71	0.29	1.00	2.58	0.42
Final Sat.:	1700	3198	402	1700	3134	466	1700	4878	522	1700	4638	762
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.10	0.21	0.21	0.19	0.24	0.24	0.13	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.35	0.35	0.11	0.35	0.35	0.20	0.31	0.31	0.16	0.27	0.27
Volume/Cap:	0.96	0.96	0.96	0.96	0.61	0.61	0.96	0.77	0.77	0.86	0.75	0.75
Delay/Veh:	103.0	52.7	52.7	104.9	32.1	32.1	82.5	37.9	37.9	70.0	40.5	40.5
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:	103.0	52.7	52.7	104.9	32.1	32.1	82.5	37.9	37.9	70.0	40.5	40.5
LOS by Move:	F	D	D	F	C	C	F	D	D	E	D	D
HCM2kAvgQ:	11	26	26	10	12	12	17	15	15	11	13	13

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	105	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	176	600	141	188	757	62	72	161	246	247	202	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	600	141	188	757	62	72	161	246	247	202	438
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	600	141	188	757	62	72	168	246	247	206	438
User Adj:	1.00	1.00	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:	201	685	161	215	864	71	82	192	281	282	235	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	685	161	215	864	71	82	192	281	282	235	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	685	161	215	864	71	82	192	281	282	235	500
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	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2915	685	1700	3327	273	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.13	0.26	0.26	0.05	0.11	0.16	0.17	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.12	0.30	0.30	0.19	0.37	0.37
Volume/Cap:	0.94	0.80	0.80	0.88	0.83	0.83	0.41	0.36	0.53	0.88	0.36	0.76
Delay/Veh:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.4	31.5	64.0	24.4	32.7
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:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.4	31.5	64.0	24.4	32.7
LOS by Move:	F	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	15	15	10	16	16	3	5	8	12	6	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	210	844	62	82	683	77	53	195	172	74	162	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:	210	844	62	82	683	77	53	195	172	74	162	103
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	844	62	82	683	77	53	215	172	74	184	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	230	923	68	90	747	84	58	235	188	81	201	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	923	68	90	747	84	58	235	188	81	201	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:	230	923	68	90	747	84	58	235	188	81	201	113
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	1.86	0.14	1.00	1.80	0.20	1.00	1.11	0.89	1.00	1.28	0.72
Final Sat.:	1700	3354	246	1700	3235	365	1700	2000	1600	1700	2308	1292
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.05	0.23	0.23	0.03	0.12	0.12	0.05	0.09	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.19	0.39	0.39	0.12	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.72	0.71	0.71	0.42	0.72	0.72	0.34	0.38	0.38	0.48	0.28	0.28
Delay/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.2	27.2	44.6	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.2	27.2	44.6	26.2	26.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	14	14	3	12	12	2	5	5	3	4	4

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Note: Queue reported is the number of cars per lane.

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Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec):	120	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	53	657	10	90	1080	41	20	120	49	51	156	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	657	10	90	1080	41	20	120	49	51	156	73
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	657	10	98	1080	41	20	142	49	51	174	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	61	762	12	114	1253	48	23	165	57	59	202	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	762	12	114	1253	48	23	165	57	59	202	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:	61	762	12	114	1253	48	23	165	57	59	202	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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.36	0.64
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2447	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.07	0.35	0.03	0.01	0.09	0.03	0.03	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.17	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.43	0.50	0.02	0.40	0.68	0.05	0.16	0.35	0.12	0.42	0.32	0.32
Delay/Veh:	54.4	25.5	20.0	45.5	23.3	14.9	51.7	36.8	34.2	54.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	25.5	20.0	45.5	23.3	14.9	51.7	36.8	34.2	54.2	36.2	36.2
LOS by Move:	D	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	3	10	0	4	18	1	1	5	2	3	4	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	36	965	61	59	724	23	45	200	46	30	141	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:	36	965	61	59	724	23	45	200	46	30	141	80
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	965	61	85	724	23	45	268	46	30	212	105
User Adj:	1.00	1.00	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:	40	1064	67	94	798	25	50	295	51	33	234	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1064	67	94	798	25	50	295	51	33	234	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1064	67	94	798	25	50	295	51	33	234	116
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	1.34	0.66
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2408	1192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.04	0.06	0.22	0.01	0.03	0.16	0.03	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.41	0.41	0.10	0.36	0.36	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.15	0.72	0.09	0.55	0.62	0.04	0.29	0.53	0.09	0.19	0.31	0.31
Delay/Veh:	36.9	26.5	18.1	46.7	27.7	21.1	42.7	29.4	24.6	41.9	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	26.5	18.1	46.7	27.7	21.1	42.7	29.4	24.6	41.9	26.5	26.5
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	15	1	4	11	1	2	8	1	1	4	4

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec): 95 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0 2	0	2	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	564	226	54	1026	0	0	0	0	434	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	226	54	1026	0	0	0	0	434	0	56
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	576	230	54	1080	0	0	0	0	441	0	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	663	0	62	1243	0	0	0	0	507	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	0	62	1243	0	0	0	0	507	0	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	0	62	1243	0	0	0	0	507	0	64
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.04	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.43	0.00	0.11	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.43	0.00	0.35	0.64	0.00	0.00	0.00	0.00	0.40	0.00	0.09
Delay/Veh:	0.0	19.0	0.0	40.6	16.3	0.0	0.0	0.0	0.0	20.5	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	0.0	40.6	16.3	0.0	0.0	0.0	0.0	20.5	0.0	17.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	7	0	2	13	0	0	0	0	6	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec): 120 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1129	625	85	742	0	0	0	0	368	0	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:	0	1129	625	85	742	0	0	0	0	368	0	41
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1194	647	85	772	0	0	0	0	388	0	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1319	0	94	853	0	0	0	0	429	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	0	94	853	0	0	0	0	429	0	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1319	0	94	853	0	0	0	0	429	0	45
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.06	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.08	0.63	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.67	0.00	0.66	0.37	0.00	0.00	0.00	0.00	0.42	0.00	0.08
Delay/Veh:	0.0	20.1	0.0	64.6	10.7	0.0	0.0	0.0	0.0	32.6	0.0	28.8
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	20.1	0.0	64.6	10.7	0.0	0.0	0.0	0.0	32.6	0.0	28.8
LOS by Move:	A	C	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	18	0	5	7	0	0	0	0	7	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	125	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.4
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	343	984	228	48	1369	26	43	144	674	347	161	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:	343	984	228	48	1369	26	43	144	674	347	161	33
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	984	228	109	1369	26	43	229	674	347	182	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	392	1126	261	125	1566	30	49	262	771	397	208	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1126	261	125	1566	30	49	262	771	397	208	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:	392	1126	261	125	1566	30	49	262	771	397	208	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5299	101	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.14	0.04	0.30	0.30	0.02	0.15	0.21	0.12	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.39	0.53	0.10	0.34	0.34	0.09	0.30	0.45	0.14	0.36	0.36
Volume/Cap:	0.86	0.81	0.27	0.39	0.86	0.86	0.16	0.48	0.48	0.86	0.16	0.09
Delay/Veh:	67.2	37.6	16.1	53.6	42.4	42.4	52.4	36.1	24.6	67.0	27.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	37.6	16.1	53.6	42.4	42.4	52.4	36.1	24.6	67.0	27.6	26.9
LOS by Move:	E	D	B	D	D	D	D	D	C	E	C	C
HCM2kAvgQ:	11	21	5	3	22	22	1	8	10	11	3	1

Note: Queue reported is the number of cars per lane.

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Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec): 130 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	514	1512	326	94	919	77	234	291	585	236	240	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:	514	1512	326	94	919	77	234	291	585	236	240	75
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	1512	326	145	919	77	234	348	585	236	349	162
User Adj:	1.00	1.00	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:	571	1680	362	161	1021	86	260	387	650	262	388	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1680	362	161	1021	86	260	387	650	262	388	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	571	1680	362	161	1021	86	260	387	650	262	388	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4983	417	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.20	0.05	0.20	0.20	0.08	0.21	0.18	0.08	0.11	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.48	0.57	0.08	0.32	0.32	0.08	0.29	0.53	0.09	0.30	0.30
Volume/Cap:	0.74	0.96	0.35	0.65	0.64	0.64	0.99	0.73	0.34	0.96	0.36	0.34
Delay/Veh:	49.6	46.4	15.3	64.5	38.5	38.5	112.2	46.8	17.4	103.7	36.4	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	46.4	15.3	64.5	38.5	38.5	112.2	46.8	17.4	103.7	36.4	36.3
LOS by Move:	D	D	B	E	D	D	F	D	B	F	D	D
HCM2kAvgQ:	13	38	8	5	13	13	9	15	7	9	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

Cycle (sec): 75 Critical Vol./Cap.(X): 1.153
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	353	886	0	0	1135	906	0	0	0	175	1	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:	353	886	0	0	1135	906	0	0	0	175	1	374
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	886	0	0	1135	906	0	0	0	190	1	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:	404	1014	0	0	1299	1037	0	0	0	217	1	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1014	0	0	1299	1037	0	0	0	217	1	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:	404	1014	0	0	1299	1037	0	0	0	217	1	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	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.51	0.01	1.48
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	879	5	2665
Capacity Analysis Module:												
Vol/Sat:	0.24	0.28	0.00	0.00	0.24	0.58	0.00	0.00	0.00	0.25	0.25	0.16
Crit Moves:	****					****					****	
Green/Cycle:	0.21	0.71	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.21	0.21	0.21
Volume/Cap:	1.15	0.40	0.00	0.00	0.48	1.15	0.00	0.00	0.00	1.15	1.15	0.75
Delay/Veh:	126.3	4.6	0.0	0.0	12.5	100.4	0.0	0.0	0.0	117.3	117	31.2
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:	126.3	4.6	0.0	0.0	12.5	100.4	0.0	0.0	0.0	117.3	117	31.2
LOS by Move:	F	A	A	A	B	F	A	A	A	F	F	C
HCM2kAvgQ:	21	5	0	0	7	44	0	0	0	21	21	8

Note: Queue reported is the number of cars per lane.

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****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	341	1597	0	0	1148	584	0	0	0	272	5	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	1597	0	0	1148	584	0	0	0	272	5	553
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1597	0	0	1148	584	0	0	0	339	5	553
User Adj:	1.00	1.00	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:	365	1708	0	0	1228	625	0	0	0	363	5	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1708	0	0	1228	625	0	0	0	363	5	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1708	0	0	1228	625	0	0	0	363	5	591
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	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.56	0.01	1.43
Final Sat.:	1700	3600	0	0	5400	1800	0	0	0	953	14	2577
Capacity Analysis Module:												
Vol/Sat:	0.21	0.47	0.00	0.00	0.23	0.35	0.00	0.00	0.00	0.38	0.38	0.23
Crit Moves:	****					****					****	
Green/Cycle:	0.20	0.54	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	1.05	0.88	0.00	0.00	0.69	1.05	0.00	0.00	0.00	1.05	1.05	0.63
Delay/Veh:	84.8	17.5	0.0	0.0	18.5	69.7	0.0	0.0	0.0	61.8	61.8	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:	84.8	17.5	0.0	0.0	18.5	69.7	0.0	0.0	0.0	61.8	61.8	16.6
LOS by Move:	F	B	A	A	B	E	A	A	A	E	E	B
HCM2kAvgQ:	15	18	0	0	8	21	0	0	0	23	23	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec): 75 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	776	230	490	807	0	434	0	313	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	776	230	490	807	0	434	0	313	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	285	490	822	0	434	0	313	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	852	313	538	902	0	476	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	852	313	538	902	0	476	0	344	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	852	313	538	902	0	476	0	344	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2420	0	1038	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.32	0.25	0.00	0.20	0.00	0.33	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.25	0.25	0.33	0.58	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.69	0.97	0.43	0.00	0.58	0.00	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	25.7	29.6	55.8	9.0	0.0	20.9	0.0	48.4	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	25.7	29.6	55.8	9.0	0.0	20.9	0.0	48.4	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	7	8	19	6	0	7	0	20	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec): 80 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	1043	167	491	909	0	907	2	271	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	1043	167	491	909	0	907	2	271	0	0	0
Added Vol:	0	0	34	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1043	201	491	976	0	907	2	271	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	1136	219	535	1063	0	988	2	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1136	219	535	1063	0	988	2	295	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	1136	219	535	1063	0	988	2	295	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.63	0.01	0.36	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	2784	5	648	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.12	0.31	0.30	0.00	0.35	0.46	0.46	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.28	0.52	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.89	0.51	1.12	0.57	0.00	0.87	1.12	1.12	0.00	0.00	0.00
Delay/Veh:	0.0	37.2	27.5	107.3	13.6	0.0	27.9	90.0	90.0	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	37.2	27.5	107.3	13.6	0.0	27.9	90.0	90.0	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	C	F	F	A	A	A
HCM2kAvgQ:	0	13	5	26	9	0	18	35	35	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 115 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	784	26	130	930	142	267	104	85	24	102	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	876	29	145	1039	159	298	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	876	29	145	1039	159	298	116	95	27	114	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	876	29	145	1039	159	298	116	95	27	114	116
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	1.94	0.06	1.00	2.00	1.00	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3484	116	1700	3600	1800	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.09	0.29	0.09	0.18	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.12	0.34	0.34	0.21	0.36	0.36	0.12	0.27	0.27
Volume/Cap:	0.84	0.75	0.75	0.73	0.84	0.26	0.84	0.32	0.32	0.14	0.23	0.24
Delay/Veh:	77.9	36.4	36.4	62.4	40.4	27.5	60.2	26.9	26.9	45.9	33.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	36.4	36.4	62.4	40.4	27.5	60.2	26.9	26.9	45.9	33.0	33.1
LOS by Move:	E	D	D	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	15	15	7	19	4	13	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	906	27	92	990	145	217	141	130	14	145	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	930	28	94	1016	149	223	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	930	28	94	1016	149	223	145	133	14	149	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	930	28	94	1016	149	223	145	133	14	149	124
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	1.94	0.06	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3600	1800	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.06	0.28	0.08	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.12	0.36	0.36	0.17	0.35	0.35	0.11	0.30	0.30
Volume/Cap:	0.77	0.79	0.79	0.46	0.78	0.23	0.78	0.44	0.44	0.07	0.28	0.23
Delay/Veh:	66.8	34.8	34.8	44.6	32.5	23.3	54.1	26.6	26.6	41.8	28.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	34.8	34.8	44.6	32.5	23.3	54.1	26.6	26.6	41.8	28.7	28.2
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	16	16	4	16	3	9	7	7	0	4	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	109	420	43	258	679	86	105	570	77	64	615	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:	109	420	43	258	679	86	105	570	77	64	615	144
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	422	45	258	680	86	105	570	77	65	615	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	136	526	56	322	848	107	131	711	96	81	767	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	526	56	322	848	107	131	711	96	81	767	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	526	56	322	848	107	131	711	96	81	767	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	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	1.78	0.22	1.00	1.76	0.24	1.00	2.43	0.57
Final Sat.:	1700	3253	347	1700	3196	404	1700	3172	428	1700	4375	1025
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.19	0.27	0.27	0.08	0.22	0.22	0.05	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.65	0.55	0.55	0.90	0.70	0.70	0.81	0.69	0.69	0.50	0.54	0.54
Delay/Veh:	50.9	31.7	31.7	65.7	28.9	28.9	71.8	32.7	32.7	47.6	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	31.7	31.7	65.7	28.9	28.9	71.8	32.7	32.7	47.6	29.5	29.5
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	8	8	14	14	14	7	12	12	3	9	9

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	118	577	105	213	632	105	183	492	86	102	507	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	577	105	213	632	105	183	492	86	102	507	171
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	578	106	213	634	105	183	492	86	104	507	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	630	116	232	691	115	200	537	94	113	553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	630	116	232	691	115	200	537	94	113	553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	630	116	232	691	115	200	537	94	113	553	186
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	1.69	0.31	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3042	558	1700	3088	512	1700	3064	536	1700	4038	1362
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.14	0.22	0.22	0.12	0.18	0.18	0.07	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.68	0.70	0.70	0.83	0.64	0.64	0.83	0.49	0.49	0.63	0.42	0.42
Delay/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	52.1	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	52.1	28.0	28.0
LOS by Move:	D	D	D	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	12	12	10	12	12	9	8	8	5	6	6

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	75	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	25	460	34	72	739	19	23	133	24	37	116	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:	25	460	34	72	739	19	23	133	24	37	116	57
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	463	34	72	740	19	23	133	24	37	116	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	30	561	41	87	896	23	28	161	29	45	140	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	561	41	87	896	23	28	161	29	45	140	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:	30	561	41	87	896	23	28	161	29	45	140	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	1.86	0.14	1.00	1.95	0.05	0.15	0.85	1.00	0.25	0.75	1.00
Final Sat.:	1700	3354	246	1700	3510	90	263	1521	1800	429	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.26	0.26	0.11	0.11	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.31	0.31	0.10	0.48	0.48	0.26	0.26	0.04	0.25	0.25	0.09
Delay/Veh:	8.3	9.9	9.9	8.7	11.2	11.2	14.6	14.6	13.1	14.6	14.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.9	9.9	8.7	11.2	11.2	14.6	14.6	13.1	14.6	14.6	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	95	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	39	817	38	39	750	18	45	103	32	18	83	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	817	38	39	750	18	45	103	32	18	83	38
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	819	38	39	753	18	45	103	32	18	83	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	900	42	43	827	20	49	113	35	20	91	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	900	42	43	827	20	49	113	35	20	91	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	900	42	43	827	20	49	113	35	20	91	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	1.91	0.09	1.00	1.95	0.05	0.32	0.68	1.00	0.19	0.81	1.00
Final Sat.:	1700	3440	160	1700	3516	84	538	1231	1800	317	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.03	0.24	0.24	0.09	0.09	0.02	0.06	0.06	0.02
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.41	0.41	0.04	0.37	0.37	0.28	0.28	0.06	0.19	0.19	0.07
Delay/Veh:	6.6	8.9	8.9	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	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:	6.6	8.9	8.9	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	22.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	6	6	4	4	1	2	2	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: OPTIMIZED Level Of Service: D

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Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	97	318	135	251	515	74	70	733	68	116	619	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	318	135	251	515	74	70	733	68	116	619	133
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	325	135	251	523	74	70	746	69	116	627	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	118	388	161	300	625	88	84	891	82	139	749	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	388	161	300	625	88	84	891	82	139	749	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	388	161	300	625	88	84	891	82	139	749	159
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	1.75	0.25	1.00	2.75	0.25	1.00	2.47	0.53
Final Sat.:	1700	3600	1800	1700	3154	446	1700	4943	457	1700	4455	945
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.09	0.18	0.20	0.20	0.05	0.18	0.18	0.08	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.61	0.31	0.26	0.86	0.45	0.45	0.54	0.64	0.64	0.86	0.59	0.59
Delay/Veh:	51.7	26.6	26.1	61.1	22.0	22.0	51.3	35.5	35.5	83.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	26.6	26.1	61.1	22.0	22.0	51.3	35.5	35.5	83.4	34.4	34.4
LOS by Move:	D	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	5	4	13	8	8	4	10	10	7	9	9

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	197	588	156	272	480	61	127	872	46	114	932	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	588	156	272	480	61	127	872	46	114	932	175
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	612	156	272	504	61	127	913	48	114	976	175
User Adj:	1.00	1.00	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:	213	659	168	293	543	66	137	984	52	123	1052	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	659	168	293	543	66	137	984	52	123	1052	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	659	168	293	543	66	137	984	52	123	1052	189
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	1.78	0.22	1.00	2.85	0.15	1.00	2.54	0.46
Final Sat.:	1700	3600	1800	1700	3211	389	1700	5130	270	1700	4579	821
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.09	0.17	0.17	0.17	0.08	0.19	0.19	0.07	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.53	0.27	0.84	0.42	0.42	0.84	0.67	0.67	0.79	0.82	0.82
Delay/Veh:	70.0	29.3	26.2	58.9	23.8	23.8	79.9	35.9	35.9	71.4	40.3	40.3
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:	70.0	29.3	26.2	58.9	23.8	23.8	79.9	35.9	35.9	71.4	40.3	40.3
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	9	4	13	7	7	7	11	11	6	15	15

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 120 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	64	485	60	12	638	21	7	148	65	108	145	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	485	60	12	638	21	7	148	65	108	145	7
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	497	65	12	670	21	7	148	72	132	145	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	81	573	75	14	773	24	8	171	83	152	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	573	75	14	773	24	8	171	83	152	167	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:	81	573	75	14	773	24	8	171	83	152	167	8
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	1.77	0.23	1.00	1.94	0.06	0.07	1.30	0.63	0.96	0.99	0.05
Final Sat.:	1700	3184	416	1700	3491	109	111	2343	1140	1629	1789	86
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.01	0.22	0.22	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.30	0.30	0.12	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.57	0.60	0.60	0.07	0.66	0.66	0.28	0.28	0.28	0.36	0.36	0.36
Delay/Veh:	58.4	36.7	36.7	47.5	35.7	35.7	35.8	35.8	35.8	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	36.7	36.7	47.5	35.7	35.7	35.8	35.8	35.8	36.7	36.7	36.7
LOS by Move:	E	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	1	13	13	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	96	882	43	33	732	16	72	148	105	72	148	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:	96	882	43	33	732	16	72	148	105	72	148	9
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	928	65	33	763	16	72	148	127	79	148	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	132	1027	72	37	844	18	80	164	140	87	164	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1027	72	37	844	18	80	164	140	87	164	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1027	72	37	844	18	80	164	140	87	164	10
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	1.87	0.13	1.00	1.96	0.04	0.43	0.85	0.72	0.70	1.23	0.07
Final Sat.:	1700	3364	236	1700	3526	74	738	1517	1302	1182	2214	135
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.02	0.24	0.24	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green/Cycle:	0.11	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.69	0.79	0.79	0.28	0.69	0.69	0.45	0.45	0.45	0.31	0.31	0.31
Delay/Veh:	65.4	38.7	38.7	57.8	37.9	37.9	42.6	42.6	42.6	40.9	40.9	40.9
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:	65.4	38.7	38.7	57.8	37.9	37.9	42.6	42.6	42.6	40.9	40.9	40.9
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	7	21	21	2	15	15	7	7	7	4	4	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	80	251	17	88	290	50	47	497	233	230	427	102
Growth Adj:	1.00	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	251	17	88	290	50	47	497	233	230	427	102
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	274	19	88	354	50	47	497	257	231	427	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	288	20	93	373	53	49	523	271	243	449	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	288	20	93	373	53	49	523	271	243	449	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:	89	288	20	93	373	53	49	523	271	243	449	107
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	1.87	0.13	1.00	1.75	0.25	1.00	3.30	1.70	1.00	1.61	0.39
Final Sat.:	1700	3367	233	1700	3154	446	1700	5932	3068	1700	2906	694
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.05	0.12	0.12	0.03	0.09	0.09	0.14	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.44	0.44	0.11	0.43	0.43	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.43	0.19	0.19	0.48	0.27	0.27	0.08	0.25	0.25	0.40	0.43	0.43
Delay/Veh:	38.1	15.4	15.4	39.3	16.5	16.5	19.2	20.5	20.5	22.2	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	15.4	15.4	39.3	16.5	16.5	19.2	20.5	20.5	22.2	22.3	22.3
LOS by Move:	D	B	B	D	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	3	3	3	4	4	1	3	3	5	6	6

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	130	548	38	121	364	112	95	574	228	254	433	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	548	38	121	364	112	95	574	228	254	433	101
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	640	39	121	423	112	95	574	235	256	433	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	674	41	127	445	118	100	604	247	269	456	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	674	41	127	445	118	100	604	247	269	456	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:	160	674	41	127	445	118	100	604	247	269	456	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	1.89	0.11	1.00	1.58	0.42	1.00	3.55	1.45	1.00	1.62	0.38
Final Sat.:	1700	3393	207	1700	2846	754	1700	6386	2614	1700	2919	681
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.07	0.16	0.16	0.06	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.80	0.43	0.43	0.64	0.34	0.34	0.18	0.29	0.29	0.48	0.47	0.47
Delay/Veh:	56.6	15.7	15.7	42.4	14.9	14.9	20.3	21.2	21.2	23.4	22.9	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:	56.6	15.7	15.7	42.4	14.9	14.9	20.3	21.2	21.2	23.4	22.9	22.9
LOS by Move:	E	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	6	6	5	5	5	2	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	43	498	116	117	771	48	33	167	119	240	149	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	498	116	117	771	48	33	167	119	240	149	79
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	509	118	160	817	48	33	218	171	253	177	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	68	600	139	188	962	57	39	257	201	298	208	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	600	139	188	962	57	39	257	201	298	208	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:	68	600	139	188	962	57	39	257	201	298	208	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	1.62	0.38	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2922	678	1700	3400	200	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.11	0.28	0.28	0.02	0.14	0.11	0.18	0.12	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.28	0.28	0.15	0.33	0.33	0.12	0.30	0.30	0.20	0.38	0.38
Volume/Cap:	0.42	0.74	0.74	0.74	0.86	0.86	0.19	0.48	0.38	0.86	0.31	0.17
Delay/Veh:	46.5	37.8	37.8	54.1	39.4	39.4	41.9	31.1	29.8	59.3	23.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	37.8	37.8	54.1	39.4	39.4	41.9	31.1	29.8	59.3	23.3	21.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	12	12	8	18	18	1	7	5	13	5	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	129	1027	317	61	684	23	44	152	74	152	148	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:	129	1027	317	61	684	23	44	152	74	152	148	39
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1085	328	99	714	23	44	214	126	155	229	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	229	1179	357	108	776	25	48	233	137	168	249	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1179	357	108	776	25	48	233	137	168	249	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	1179	357	108	776	25	48	233	137	168	249	104
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	1.54	0.46	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2764	836	1700	3488	112	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.22	0.22	0.03	0.13	0.08	0.10	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.48	0.48	0.08	0.35	0.35	0.09	0.26	0.26	0.11	0.28	0.28
Volume/Cap:	0.63	0.89	0.89	0.76	0.63	0.63	0.31	0.50	0.29	0.89	0.49	0.21
Delay/Veh:	46.7	34.4	34.4	74.8	33.6	33.6	52.3	38.8	36.1	88.7	36.9	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	34.4	34.4	74.8	33.6	33.6	52.3	38.8	36.1	88.7	36.9	33.3
LOS by Move:	D	C	C	E	C	C	D	D	D	F	D	C
HCM2kAvgQ:	9	29	29	6	13	13	2	8	4	9	8	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 74.0
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	216	537	154	56	796	19	40	200	341	242	155	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:	216	537	154	56	796	19	40	200	341	242	155	14
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	537	620	167	796	19	40	394	341	373	200	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	250	622	718	194	922	22	46	457	395	432	232	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	622	718	194	922	22	46	457	395	432	232	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:	250	622	718	194	922	22	46	457	395	432	232	48
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	5274	126	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.40	0.11	0.17	0.17	0.03	0.13	0.22	0.25	0.06	0.03
Crit Moves:			****	****					****	****		
Green/Cycle:	0.11	0.34	0.34	0.10	0.33	0.33	0.11	0.29	0.29	0.21	0.40	0.40
Volume/Cap:	0.73	0.51	1.19	1.19	0.54	0.54	0.26	0.43	0.75	1.19	0.16	0.07
Delay/Veh:	64.2	34.8	136.6	188.5	36.2	36.2	54.2	37.6	47.7	159.7	25.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	34.8	136.6	188.5	36.2	36.2	54.2	37.6	47.7	159.7	25.0	24.0
LOS by Move:	E	C	F	F	D	D	D	D	D	F	C	C
HCM2kAvgQ:	7	10	45	15	10	10	2	7	16	30	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.288
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 154.4
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	364	1178	152	73	816	64	92	245	435	219	363	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1178	152	73	816	64	92	245	435	219	363	50
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	1178	445	158	816	64	92	363	435	776	601	202
User Adj:	1.00	1.00	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:	401	1297	490	174	899	70	101	400	479	855	662	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1297	490	174	899	70	101	400	479	855	662	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1297	490	174	899	70	101	400	479	855	662	222
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	0.94	1.00	1.00
Lanes:	2.00	2.18	0.82	1.00	2.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3919	1481	1700	5007	393	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.33	0.10	0.18	0.18	0.06	0.11	0.27	0.50	0.18	0.12
Crit Moves:		****		****					****	****		
Green/Cycle:	0.08	0.26	0.26	0.08	0.26	0.26	0.12	0.32	0.32	0.28	0.47	0.47
Volume/Cap:	1.50	1.28	1.28	1.23	0.69	0.69	0.48	0.35	0.84	1.83	0.39	0.26
Delay/Veh:	300.1	177	176.7	204.7	41.8	41.8	50.8	31.7	49.0	424.4	20.9	19.5
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:	300.1	177	176.7	204.7	41.8	41.8	50.8	31.7	49.0	424.4	20.9	19.5
LOS by Move:	F	F	F	F	D	D	D	C	D	F	C	B
HCM2kAvgQ:	19	40	40	14	12	12	4	6	19	84	8	5

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	301	622	0	0	1102	533	0	0	0	428	6	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	622	0	0	1102	533	0	0	0	428	6	228
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1050	0	0	1163	603	0	0	0	428	6	265
User Adj:	1.00	1.00	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:	350	1221	0	0	1352	701	0	0	0	498	7	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1221	0	0	1352	701	0	0	0	498	7	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1221	0	0	1352	701	0	0	0	498	7	308
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.62	0.02	1.36
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2755	30	2453
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.19	0.39	0.00	0.00	0.00	0.18	0.24	0.13
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.62	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.71	0.36	0.00	0.00	0.40	0.83	0.00	0.00	0.00	0.64	0.83	0.44
Delay/Veh:	30.9	6.0	0.0	0.0	11.3	21.9	0.0	0.0	0.0	21.4	27.8	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	6.0	0.0	0.0	11.3	21.9	0.0	0.0	0.0	21.4	27.8	19.2
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	B
HCM2kAvgQ:	5	4	0	0	5	15	0	0	0	7	11	4

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	390	1539	0	0	883	408	0	0	0	377	2	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1539	0	0	883	408	0	0	0	377	2	431
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1824	0	0	1140	708	0	0	0	377	2	439
User Adj:	1.00	1.00	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:	497	2327	0	0	1454	903	0	0	0	481	3	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	2327	0	0	1454	903	0	0	0	481	3	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	2327	0	0	1454	903	0	0	0	481	3	560
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3200	5400	0	0	7200	1800	0	0	0	2506	9	2738
Capacity Analysis Module:												
Vol/Sat:	0.16	0.43	0.00	0.00	0.20	0.50	0.00	0.00	0.00	0.19	0.30	0.20
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.63	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.27	0.27	0.27
Volume/Cap:	0.93	0.69	0.00	0.00	0.44	1.09	0.00	0.00	0.00	0.70	1.09	0.75
Delay/Veh:	48.2	8.0	0.0	0.0	11.1	75.3	0.0	0.0	0.0	21.1	78.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	8.0	0.0	0.0	11.1	75.3	0.0	0.0	0.0	21.1	78.9	22.2
LOS by Move:	D	A	A	A	B	E	A	A	A	C	E	C
HCM2kAvgQ:	9	11	0	0	5	31	0	0	0	7	20	8

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

Cycle (sec): 60 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	621	422	515	1030	0	299	3	470	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	621	422	515	1030	0	299	3	470	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	813	422	522	1085	0	535	3	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	902	468	579	1204	0	594	3	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	902	468	579	1204	0	594	3	522	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	902	468	579	1204	0	594	3	522	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3382	19	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.26	0.18	0.33	0.00	0.18	0.18	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.82	0.81	0.62	0.00	0.49	0.49	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	21.3	22.3	28.8	10.1	0.0	15.3	15.3	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	22.3	28.8	10.1	0.0	15.3	15.3	24.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	11	8	8	0	5	5	11	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1176	464	443	837	0	624	3	413	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	1176	464	443	837	0	624	3	413	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1289	464	474	1062	0	796	3	413	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	1423	512	523	1172	0	879	3	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1423	512	523	1172	0	879	3	456	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	1423	512	523	1172	0	879	3	456	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.21	0.79	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3971	1429	3200	3600	0	3388	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.16	0.33	0.00	0.26	0.26	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.41	0.41	0.19	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.87	0.87	0.54	0.00	0.87	0.87	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	20.0	20.0	36.4	7.4	0.0	28.0	28.0	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	20.0	36.4	7.4	0.0	28.0	28.0	31.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	9	7	0	12	12	11	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec):	125	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	78	821	0	0	1089	22	19	0	101	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:	78	821	0	0	1089	22	19	0	101	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	989	0	0	1138	24	20	0	101	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	90	1138	0	0	1310	28	23	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1138	0	0	1310	28	23	0	116	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:	90	1138	0	0	1310	28	23	0	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.00	0.00	0.36	0.02	0.01	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.68	0.00	0.00	0.59	0.59	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.61	0.46	0.00	0.00	0.61	0.03	0.05	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	62.6	9.5	0.0	0.0	16.7	10.5	33.6	0.0	35.7	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:	62.6	9.5	0.0	0.0	16.7	10.5	33.6	0.0	35.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	C	A	D	A	A	A
HCM2kAvgQ:	5	10	0	0	16	0	1	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	135	1194	0	0	965	65	56	0	125	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:	135	1194	0	0	965	65	56	0	125	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1300	0	0	1168	66	58	0	125	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	157	1513	0	0	1360	77	68	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1513	0	0	1360	77	68	0	146	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:	157	1513	0	0	1360	77	68	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.00	0.00	0.38	0.04	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.69	0.00	0.00	0.56	0.56	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.68	0.61	0.00	0.00	0.68	0.08	0.15	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	61.4	11.1	0.0	0.0	21.5	13.4	37.1	0.0	38.9	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:	61.4	11.1	0.0	0.0	21.5	13.4	37.1	0.0	38.9	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	B	D	A	D	A	A	A
HCM2kAvgQ:	8	16	0	0	20	1	2	0	5	0	0	0

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	66	314	18	32	577	183	114	31	55	8	80	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	314	18	32	577	183	114	31	55	8	80	22
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	450	18	32	615	194	146	31	55	8	80	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	82	561	22	40	767	242	182	39	69	10	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	561	22	40	767	242	182	39	69	10	100	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:	82	561	22	40	767	242	182	39	69	10	100	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3462	138	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.21	0.13	0.11	0.02	0.04	0.01	0.06	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.46	0.50	0.50	0.22	0.65	0.41	0.68	0.06	0.10	0.05	0.17	0.05
Delay/Veh:	41.8	26.1	26.1	39.6	28.7	25.4	44.5	19.5	19.9	37.3	23.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	26.1	26.1	39.6	28.7	25.4	44.5	19.5	19.9	37.3	23.0	21.9
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	3	7	7	1	10	6	7	1	1	0	2	1

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	55	645	0	27	607	86	395	153	62	11	49	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:	55	645	0	27	607	86	395	153	62	11	49	20
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	723	0	27	764	131	424	153	62	11	49	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	764	0	29	808	138	448	162	66	12	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	764	0	29	808	138	448	162	66	12	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	764	0	29	808	138	448	162	66	12	52	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.02	0.22	0.08	0.26	0.09	0.04	0.01	0.03	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.00	0.09	0.27	0.27	0.30	0.43	0.43	0.14	0.27	0.27
Volume/Cap:	0.39	0.79	0.00	0.19	0.83	0.29	0.87	0.21	0.08	0.05	0.11	0.04
Delay/Veh:	51.4	43.3	0.0	49.4	45.8	33.6	52.1	20.4	19.2	42.9	31.7	31.1
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:	51.4	43.3	0.0	49.4	45.8	33.6	52.1	20.4	19.2	42.9	31.7	31.1
LOS by Move:	D	D	A	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	2	14	0	1	16	4	19	3	1	0	1	1

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec): 65 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	636	107	246	674	13	19	67	44	62	35	275
Growth Adj:	1.00	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	636	107	246	674	13	19	67	44	62	35	275
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	746	107	253	702	13	19	67	44	62	35	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	15	952	136	323	895	17	24	85	56	79	45	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	952	136	323	895	17	24	85	56	79	45	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	952	136	323	895	17	24	85	56	79	45	383
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.08	0.19	0.25	0.01	0.01	0.05	0.03	0.05	0.02	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.30	0.48	0.22	0.37	0.37	0.11	0.18	0.18	0.18	0.25	0.25
Volume/Cap:	0.06	0.87	0.16	0.87	0.68	0.03	0.13	0.27	0.18	0.26	0.10	0.87
Delay/Veh:	23.3	28.8	9.5	43.3	18.9	13.2	26.6	23.6	23.0	23.6	19.1	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	28.8	9.5	43.3	18.9	13.2	26.6	23.6	23.0	23.6	19.1	39.9
LOS by Move:	C	C	A	D	B	B	C	C	C	C	B	D
HCM2kAvgQ:	0	13	2	10	9	0	1	2	1	2	1	11

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec):	75	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	40	700	119	376	760	27	38	85	27	143	83	312
Growth Adj:	1.00	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	700	119	376	760	27	38	85	27	143	83	312
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	766	119	399	892	27	38	85	27	143	83	320
User Adj:	1.00	1.00	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:	46	888	138	462	1034	31	44	98	31	166	96	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	888	138	462	1034	31	44	98	31	166	96	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	888	138	462	1034	31	44	98	31	166	96	371
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.08	0.27	0.29	0.02	0.03	0.05	0.02	0.10	0.05	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.27	0.44	0.30	0.43	0.43	0.09	0.16	0.16	0.16	0.23	0.23
Volume/Cap:	0.19	0.91	0.18	0.91	0.66	0.04	0.28	0.35	0.11	0.59	0.23	0.91
Delay/Veh:	28.9	38.1	13.0	44.9	18.1	12.3	32.6	28.9	27.3	32.5	23.9	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	38.1	13.0	44.9	18.1	12.3	32.6	28.9	27.3	32.5	23.9	51.4
LOS by Move:	C	D	B	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	1	14	2	15	10	0	1	2	1	5	2	12

Note: Queue reported is the number of cars per lane.

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Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec):	65	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	426	516	0	0	431	84	0	0	0	259	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	516	0	0	431	84	0	0	0	259	0	164
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	595	0	0	446	97	0	0	0	259	0	195
User Adj:	1.00	1.00	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:	510	712	0	0	533	116	0	0	0	310	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	712	0	0	533	116	0	0	0	310	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	712	0	0	533	116	0	0	0	310	0	233
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	2957	643	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.20	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.18	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.66	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.73	0.30	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.52
Delay/Veh:	20.0	4.8	0.0	0.0	25.6	25.6	0.0	0.0	0.0	28.7	0.0	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:	20.0	4.8	0.0	0.0	25.6	25.6	0.0	0.0	0.0	28.7	0.0	22.1
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	11	3	0	0	8	8	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec): 60 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1	0 0	1
Volume Module:												
Base Vol:	196	639	0	0	882	260	0	0	0	48	64	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	639	0	0	882	260	0	0	0	48	64	421
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	678	0	0	949	326	0	0	0	48	64	448
User Adj:	1.00	1.00	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:	234	810	0	0	1134	389	0	0	0	57	76	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	810	0	0	1134	389	0	0	0	57	76	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	810	0	0	1134	389	0	0	0	57	76	535
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	0.00	0.00	1.49	0.51	0.00	0.00	0.00	0.44	0.56	1.00
Final Sat.:	1700	3600	0	0	2680	920	0	0	0	752	1003	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.08	0.08	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.59	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.95	0.38	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.24	0.24	0.95
Delay/Veh:	70.0	6.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.6	15.6	47.0
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:	70.0	6.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.6	15.6	47.0
LOS by Move:	E	A	A	A	C	C	A	A	A	B	B	D
HCM2kAvgQ:	9	4	0	0	20	20	0	0	0	2	2	15

Note: Queue reported is the number of cars per lane.

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Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec): 60 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	341	209	601	299	0	249	0	201	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	341	209	601	299	0	249	0	201	0	0	0
Added Vol:	0	24	0	9	5	0	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	209	610	304	0	304	0	201	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	437	250	730	364	0	364	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	250	730	364	0	364	0	240	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	437	250	730	364	0	364	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.14	0.43	0.10	0.00	0.21	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.16	0.16	0.49	0.65	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.87	0.87	0.15	0.00	0.87	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	29.9	48.0	23.1	4.0	0.0	33.1	0.0	20.2	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	29.9	48.0	23.1	4.0	0.0	33.1	0.0	20.2	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	8	16	1	0	10	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0	1	1 0 2	0	0	0 1 0	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	665	194	638	403	0	185	8	387	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	665	194	638	403	0	185	8	387	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	672	194	682	425	0	217	8	387	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	730	211	740	461	0	236	9	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	211	740	461	0	236	9	420	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	730	211	740	461	0	236	9	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1643	61	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.12	0.44	0.13	0.00	0.14	0.14	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.21	0.21	0.45	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.56	0.97	0.19	0.00	0.60	0.60	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	48.7	23.1	41.0	4.0	0.0	21.1	21.1	49.2	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	48.7	23.1	41.0	4.0	0.0	21.1	21.1	49.2	0.0	0.0	0.0
LOS by Move:	A	D	C	D	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	12	4	21	2	0	5	5	13	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	1! 0	0	1 1	0 1	0	2 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	0	0	70	0	150	40	200	0	0	230	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:	0	0	0	70	0	150	40	200	0	0	230	30
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	180	13	225	258	578	93	146	373	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	20	2	32	220	16	275	315	706	114	178	455	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	32	220	16	275	315	706	114	178	455	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2	32	220	16	275	315	706	114	178	455	353
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	0.94	1.00	1.00
Lanes:	0.38	0.04	0.58	1.87	0.13	1.00	2.00	1.72	0.28	0.59	1.41	1.00
Final Sat.:	641	80	1041	3183	230	1800	3200	3101	499	996	2545	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.15	0.10	0.23	0.23	0.18	0.18	0.20
Crit Moves:						****	****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.54	0.54	0.39	0.39	0.39
Volume/Cap:	0.08	0.08	0.08	0.18	0.18	0.39	0.66	0.42	0.42	0.46	0.46	0.51
Delay/Veh:	15.5	15.5	15.5	16.1	16.1	17.9	35.4	11.2	11.2	18.5	18.5	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	15.5	16.1	16.1	17.9	35.4	11.2	11.2	18.5	18.5	19.3
LOS by Move:	B	B	B	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	1	1	1	2	2	5	5	6	6	6	6	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	1! 0	0	1 1	0 1	0	2 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	0	0	64	0	75	156	416	0	0	295	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	75	156	416	0	0	295	104
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	376	3	317	285	786	20	31	856	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	12	133	409	3	345	310	855	22	34	931	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	12	133	409	3	345	310	855	22	34	931	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	12	133	409	3	345	310	855	22	34	931	326
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	0.94	1.00	1.00
Lanes:	0.38	0.05	0.57	1.99	0.01	1.00	2.00	1.95	0.05	0.07	1.93	1.00
Final Sat.:	651	92	1019	3375	27	1800	3200	3511	89	126	3467	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.19	0.10	0.24	0.24	0.27	0.27	0.18
Crit Moves:						****	****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.33	0.33	0.33	0.31	0.31	0.48	0.76	0.46	0.46	0.68	0.68	0.46
Delay/Veh:	16.6	16.6	16.6	16.2	16.2	17.8	40.7	11.8	11.8	20.7	20.7	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	16.6	16.2	16.2	17.8	40.7	11.8	11.8	20.7	20.7	17.8
LOS by Move:	B	B	B	B	B	B	D	B	B	C	C	B
HCM2kAvgQ:	4	4	4	4	4	6	6	7	7	11	11	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	2	1	7	15	3	31	7	157	11	36	168	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	7	15	3	31	7	157	11	36	168	2
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1	22	15	3	31	7	219	74	41	200	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	60	1	26	18	4	37	8	262	89	49	240	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1	26	18	4	37	8	262	89	49	240	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1	26	18	4	37	8	262	89	49	240	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.31	0.06	0.63	1.00	1.49	0.51	0.17	0.83	1.00
Final Sat.:	496	10	607	172	34	356	570	952	335	110	539	750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.10	0.10	0.10	0.01	0.28	0.26	0.44	0.44	0.00
Crit Moves:		****			****			****			****	
Delay/Veh:	10.2	10.2	8.4	9.5	9.5	9.5	8.9	10.2	9.8	12.2	12.2	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	8.4	9.5	9.5	9.5	8.9	10.2	9.8	12.2	12.2	7.3
LOS by Move:	B	B	A	A	A	A	A	B	A	B	B	A
ApproachDel:		9.6			9.5			10.1			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.5			10.1			12.1	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.3	0.7	0.7	0.0

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	3	11	27	10	3	17	28	263	2	4	290	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:	3	11	27	10	3	17	28	263	2	4	290	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	11	37	10	3	17	28	358	74	21	410	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	104	13	43	12	4	20	33	419	87	25	480	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	13	43	12	4	20	33	419	87	25	480	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:	104	13	43	12	4	20	33	419	87	25	480	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:	0.89	0.11	1.00	0.33	0.10	0.57	1.00	1.66	0.34	0.05	0.95	1.00
Final Sat.:	404	50	529	154	46	261	500	913	193	29	573	671
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.08	0.08	0.08	0.07	0.46	0.45	0.84	0.84	0.02
Crit Moves:	****				****			****			****	
Delay/Veh:	12.7	12.7	9.6	10.7	10.7	10.7	10.2	14.2	13.7	30.9	30.9	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:	12.7	12.7	9.6	10.7	10.7	10.7	10.2	14.2	13.7	30.9	30.9	8.0
LOS by Move:	B	B	A	B	B	B	B	B	B	D	D	A
ApproachDel:		11.8			10.7			13.9			30.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.7			13.9			30.3	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.8	0.7	3.7	3.7	0.0

****

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 10.3 Worst Case Level Of Service: E[35.8]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	0 1	0	1 0
Volume Module:												
Base Vol:	0	0	0	69	0	61	29	161	0	0	139	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	61	29	161	0	0	139	11
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	8	45	86	21	62	31	227	10	176	161	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	9	51	98	24	71	35	259	11	201	184	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	9	51	98	24	71	35	259	11	201	184	18
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	840	938	135	799	935	101	202	xxxx	xxxxx	270	xxxx	xxxxx
Potent Cap.:	261	266	895	280	267	941	1382	xxxx	xxxxx	1305	xxxx	xxxxx
Move Cap.:	188	214	895	217	215	941	1382	xxxx	xxxxx	1305	xxxx	xxxxx
Volume/Cap:	0.09	0.04	0.06	0.45	0.11	0.08	0.03	xxxx	xxxx	0.15	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	406	xxxxx	xxxx	302	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.9	xxxxx	xxxxx	35.8	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	C	*	*	E	*	*	*	*	A	*	*
ApproachDel:		15.9			35.8			xxxxxx			xxxxxx	
ApproachLOS:		C			E			*			*	

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 52.4 Worst Case Level Of Service: F[308.2]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 1	1	0	0 1	0	1 0
Volume Module:												
Base Vol:	0 0 0			37	0	44	92	223	0	0	196	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			37	0	44	92	223	0	0	196	68
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	54	30	46	93	297	30	104	305	95
User Adj:	1.00 1.00 1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81 0.81 0.81			0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	33	49	254	67	37	57	115	366	37	128	376	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	49	254	67	37	57	115	366	37	128	376	117
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1076	1362	201	1127	1322	246	493	xxxx	xxxxx	403	xxxx	xxxxx
Potent Cap.:	176	149	812	162	158	760	1081	xxxx	xxxxx	1167	xxxx	xxxxx
Move Cap.:	105	117	812	63	123	760	1081	xxxx	xxxxx	1167	xxxx	xxxxx
Volume/Cap:	0.32	0.42	0.31	1.06	0.30	0.07	0.11	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	320	xxxxx	xxxx	112	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	12.3	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	102	xxxxx	xxxxx	308	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	A	*	*
ApproachDel:	101.6			308.2			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec): 65 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	63	313	15	253	238	158	177	262	71	11	379	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	313	15	253	238	158	177	262	71	11	379	320
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	357	19	253	362	158	177	262	101	18	379	320
User Adj:	1.00	1.00	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:	83	418	22	296	424	185	207	307	118	21	444	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	418	22	296	424	185	207	307	118	21	444	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	418	22	296	424	185	207	307	118	21	444	375
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	1.90	0.10	1.00	1.39	0.61	1.00	1.44	0.56	1.00	1.08	0.92
Final Sat.:	1700	3418	182	1700	2506	1094	1700	2598	1002	1700	1952	1648
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.17	0.17	0.17	0.12	0.12	0.12	0.01	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.10	0.26	0.26	0.37	0.35	0.35	0.26	0.26	0.26	0.03	0.49	0.49
Delay/Veh:	9.4	10.2	10.2	11.0	10.8	10.8	10.9	10.8	10.8	9.6	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	10.2	10.2	11.0	10.8	10.8	10.9	10.8	10.8	9.6	12.4	12.4
LOS by Move:	A	B	B	B	B	B	B	B	B	A	B	B
HCM2kAvgQ:	1	3	3	4	4	4	3	3	3	0	6	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	238	281	92	104	218	67	80	384	145	67	495	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	281	92	104	218	67	80	384	145	67	495	79
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	523	114	104	397	67	80	384	170	87	495	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	331	615	134	122	467	79	94	452	200	102	582	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	615	134	122	467	79	94	452	200	102	582	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:	331	615	134	122	467	79	94	452	200	102	582	93
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	1.64	0.36	1.00	1.71	0.29	1.00	1.39	0.61	1.00	1.72	0.28
Final Sat.:	1700	2956	644	1700	3080	520	1700	2495	1105	1700	3105	495
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.07	0.15	0.15	0.06	0.18	0.18	0.06	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.39	0.42	0.42	0.15	0.31	0.31	0.12	0.41	0.41	0.14	0.42	0.42
Delay/Veh:	10.7	10.7	10.7	9.1	9.9	9.9	10.7	12.4	12.4	10.7	12.5	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:	10.7	10.7	10.7	9.1	9.9	9.9	10.7	12.4	12.4	10.7	12.5	12.5
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	1	3	3	1	5	5	1	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	95	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	104	242	102	59	348	61	57	488	160	113	356	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:	104	242	102	59	348	61	57	488	160	113	356	21
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	303	111	59	516	61	57	488	204	144	356	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	133	336	123	65	571	68	63	540	226	159	394	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	336	123	65	571	68	63	540	226	159	394	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:	133	336	123	65	571	68	63	540	226	159	394	23
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	1.46	0.54	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2635	965	1700	3219	381	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.04	0.18	0.18	0.04	0.15	0.13	0.09	0.11	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.20	0.32	0.32	0.10	0.44	0.44	0.30	0.42	0.35	0.52	0.26	0.03
Delay/Veh:	18.7	19.7	19.7	17.8	21.0	21.0	38.9	23.3	22.7	37.0	18.4	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:	18.7	19.7	19.7	17.8	21.0	21.0	38.9	23.3	22.7	37.0	18.4	16.5
LOS by Move:	B	B	B	B	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	5	5	1	7	7	2	6	5	5	4	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	197	489	144	39	284	97	123	637	208	138	706	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:	197	489	144	39	284	97	123	637	208	138	706	77
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	819	188	39	531	97	123	637	274	165	706	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	315	904	208	43	586	107	136	703	302	182	779	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	904	208	43	586	107	136	703	302	182	779	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:	315	904	208	43	586	107	136	703	302	182	779	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	0.94	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2928	672	1700	3044	556	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.03	0.19	0.19	0.08	0.20	0.17	0.11	0.22	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.12	0.36	0.36	0.15	0.39	0.39
Volume/Cap:	0.43	0.72	0.72	0.06	0.45	0.45	0.69	0.55	0.47	0.72	0.55	0.12
Delay/Veh:	19.4	24.0	24.0	15.9	19.3	19.3	50.6	24.8	24.1	48.0	22.9	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	24.0	24.0	15.9	19.3	19.3	50.6	24.8	24.1	48.0	22.9	18.5
LOS by Move:	B	C	C	B	B	B	D	C	C	D	C	B
HCM2kAvgQ:	7	14	14	1	7	7	5	9	7	7	9	2

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec): 110 Critical Vol./Cap.(X): 1.230
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	100	586	128	117	739	66	94	254	123	198	325	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	586	128	117	739	66	94	254	123	198	325	59
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	672	137	117	981	66	94	254	160	229	325	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	131	786	160	137	1147	77	110	297	187	268	380	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	786	160	137	1147	77	110	297	187	268	380	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:	131	786	160	137	1147	77	110	297	187	268	380	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	1.66	0.34	1.00	1.87	0.13	1.00	1.23	0.77	1.00	1.69	0.31
Final Sat.:	1700	2990	610	1700	3373	227	1700	2209	1391	1700	3047	553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.34	0.34	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.35	0.35	0.12	0.38	0.38	0.11	0.28	0.28	0.18	0.35	0.35
Volume/Cap:	0.85	0.75	0.75	0.67	0.90	0.90	0.58	0.48	0.48	0.90	0.36	0.36
Delay/Veh:	82.3	34.2	34.2	54.3	40.3	40.3	50.9	33.1	33.1	72.0	27.1	27.1
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:	82.3	34.2	34.2	54.3	40.3	40.3	50.9	33.1	33.1	72.0	27.1	27.1
LOS by Move:	F	C	C	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	7	15	15	6	23	23	5	7	7	13	6	6

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	120	Critical Vol./Cap.(X):	1.229
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	100	718	129	99	594	36	83	292	67	129	305	119
Growth Adj:	1.00	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	718	129	99	594	36	83	292	67	129	305	119
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1181	173	99	934	36	83	292	113	156	305	119
User Adj:	1.00	1.00	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:	183	1299	190	109	1028	40	91	321	124	172	336	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1299	190	109	1028	40	91	321	124	172	336	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:	183	1299	190	109	1028	40	91	321	124	172	336	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	1.74	0.26	1.00	1.93	0.07	1.00	1.44	0.56	1.00	1.44	0.56
Final Sat.:	1700	3140	460	1700	3466	134	1700	2596	1004	1700	2590	1010
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.00	0.30	0.30	0.00	0.12	0.12	0.00	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.48	0.48	0.08	0.41	0.41	0.09	0.26	0.26	0.12	0.28	0.28
Volume/Cap:	0.72	0.87	0.87	0.77	0.72	0.72	0.59	0.48	0.48	0.87	0.46	0.46
Delay/Veh:	58.5	33.3	33.3	76.0	31.4	31.4	58.2	38.1	38.1	83.6	35.8	35.8
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:	58.5	33.3	33.3	76.0	31.4	31.4	58.2	38.1	38.1	83.6	35.8	35.8
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	8	27	27	6	17	17	4	7	7	9	7	7

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 110 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	395	19	62	606	16	22	129	38	66	99	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	19	62	606	16	22	129	38	66	99	53
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	502	30	62	916	16	22	129	88	80	99	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	52	596	36	74	1088	19	26	153	105	95	118	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	596	36	74	1088	19	26	153	105	95	118	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	596	36	74	1088	19	26	153	105	95	118	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3397	203	1700	3538	62	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.31	0.31	0.02	0.04	0.06	0.06	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.42	0.42	0.14	0.46	0.46	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.34	0.42	0.42	0.32	0.66	0.66	0.17	0.15	0.21	0.61	0.12	0.12
Delay/Veh:	48.2	22.7	22.7	43.8	23.9	23.9	46.7	29.7	30.3	55.3	29.4	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	22.7	22.7	43.8	23.9	23.9	46.7	29.7	30.3	55.3	29.4	29.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	8	8	3	15	15	1	2	3	4	1	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	41	628	69	88	489	29	45	244	40	41	220	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:	41	628	69	88	489	29	45	244	40	41	220	87
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1201	116	88	902	29	45	244	127	85	220	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	176	1401	135	103	1053	34	53	285	148	99	257	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1401	135	103	1053	34	53	285	148	99	257	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1401	135	103	1053	34	53	285	148	99	257	102
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	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3283	317	1700	3488	112	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.06	0.30	0.30	0.03	0.08	0.08	0.06	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.69	0.84	0.84	0.72	0.69	0.69	0.37	0.31	0.32	0.70	0.28	0.22
Delay/Veh:	55.7	29.0	29.0	70.6	28.2	28.2	53.7	36.0	36.4	68.0	35.7	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	29.0	29.0	70.6	28.2	28.2	53.7	36.0	36.4	68.0	35.7	35.2
LOS by Move:	E	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	8	26	26	5	17	17	2	4	4	5	4	3

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	54	459	20	18	793	44	43	82	137	30	62	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:	54	459	20	18	793	44	43	82	137	30	62	19
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	576	184	40	1097	129	73	139	177	184	166	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	80	685	219	48	1304	153	87	165	210	219	197	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	219	48	1304	153	87	165	210	219	197	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:	80	685	219	48	1304	153	87	165	210	219	197	26
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	3200	3600	1800	1700	3221	379	1700	1800	1800	1700	1589	211
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.12	0.03	0.40	0.40	0.05	0.09	0.12	0.13	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.46	0.46	0.15	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.24	0.41	0.26	0.19	0.80	0.80	0.16	0.28	0.36	0.39	0.38	0.38
Delay/Veh:	39.4	17.2	15.8	35.8	22.2	22.2	22.9	24.0	24.8	25.2	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	17.2	15.8	35.8	22.2	22.2	22.9	24.0	24.8	25.2	25.0	25.0
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	4	1	19	19	2	4	5	5	5	5

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	143	829	74	49	532	61	91	138	92	35	136	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	829	74	49	532	61	91	138	92	35	136	10
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1481	268	54	1039	140	213	268	138	246	228	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	232	1629	295	59	1143	154	234	295	152	271	251	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1629	295	59	1143	154	234	295	152	271	251	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:	232	1629	295	59	1143	154	234	295	152	271	251	34
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	3200	3600	1800	1700	3173	427	1700	1800	1800	1700	1585	215
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.16	0.03	0.36	0.36	0.14	0.16	0.08	0.16	0.16	0.16
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.55	0.55	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.54	0.82	0.30	0.37	0.70	0.70	0.47	0.55	0.29	0.54	0.54	0.54
Delay/Veh:	43.6	22.0	12.7	45.9	20.8	20.8	30.9	32.5	28.8	32.2	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	22.0	12.7	45.9	20.8	20.8	30.9	32.5	28.8	32.2	32.1	32.1
LOS by Move:	D	C	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	23	5	2	17	17	7	8	4	8	8	8

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec):	110	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	435	115	85	875	0	0	0	0	45	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	115	85	875	0	0	0	0	45	0	55
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	717	115	85	1299	75	12	0	24	45	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	198	891	143	106	1614	93	15	0	30	56	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	891	143	106	1614	93	15	0	30	56	0	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:	198	891	143	106	1614	93	15	0	30	56	0	68
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.50	2.16	0.34	1.00	2.84	0.16	0.35	0.00	0.65	1.00	0.00	1.00
Final Sat.:	858	3870	621	1700	5105	295	588	0	1177	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.06	0.32	0.32	0.03	0.00	0.03	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.47	0.47	0.47	0.13	0.60	0.60	0.35	0.00	0.35	0.35	0.00	0.35
Volume/Cap:	0.49	0.49	0.49	0.49	0.53	0.53	0.07	0.00	0.07	0.10	0.00	0.11
Delay/Veh:	20.0	20.0	20.0	46.4	13.0	13.0	24.2	0.0	24.2	24.4	0.0	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	20.0	20.0	46.4	13.0	13.0	24.2	0.0	24.2	24.4	0.0	24.6
LOS by Move:	C	C	C	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	10	10	10	4	11	11	1	0	1	1	0	2

Note: Queue reported is the number of cars per lane.

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Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec): 130 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	993	23	37	617	0	0	0	0	73	0	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	993	23	37	617	0	0	0	0	73	0	87
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1837	23	37	1365	15	70	0	150	73	0	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	2059	26	41	1530	17	78	0	168	82	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2059	26	41	1530	17	78	0	168	82	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2059	26	41	1530	17	78	0	168	82	0	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.05	2.91	0.04	1.00	2.97	0.03	0.33	0.00	0.67	1.00	0.00	1.00
Final Sat.:	94	5235	66	1700	5341	59	562	0	1205	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.02	0.29	0.29	0.14	0.00	0.14	0.05	0.00	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.67	0.67	0.67	0.32	0.43	0.43	0.48	0.00	0.48	0.16	0.00	0.19
Delay/Veh:	19.1	19.1	19.1	58.2	10.5	10.5	38.5	0.0	38.5	34.4	0.0	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	58.2	10.5	10.5	38.5	0.0	38.5	34.4	0.0	34.6
LOS by Move:	B	B	B	E	B	B	D	A	D	C	A	C
HCM2kAvgQ:	19	19	19	2	10	10	8	0	8	3	0	3

Note: Queue reported is the number of cars per lane.

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Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	556	156	64	894	0	0	0	0	76	0	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:	0	556	156	64	894	0	0	0	0	76	0	34
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	919	156	64	1242	101	78	0	75	76	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	89	919	156	77	1242	101	94	0	75	91	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	919	156	77	1242	101	94	0	75	91	0	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:	89	919	156	77	1242	101	94	0	75	91	0	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:	0.19	1.81	1.00	1.00	1.85	0.15	0.57	0.00	0.43	1.00	0.00	1.00
Final Sat.:	316	3266	1800	1700	3329	271	968	0	775	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.09	0.05	0.37	0.37	0.10	0.00	0.10	0.05	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.50	0.50	0.50	0.10	0.60	0.60	0.34	0.00	0.34	0.34	0.00	0.34
Volume/Cap:	0.56	0.56	0.17	0.45	0.62	0.62	0.28	0.00	0.28	0.16	0.00	0.06
Delay/Veh:	17.8	17.8	13.8	44.3	13.3	13.3	24.4	0.0	24.4	23.1	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	13.8	44.3	13.3	13.3	24.4	0.0	24.4	23.1	0.0	22.2
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	11	11	3	3	13	13	4	0	4	2	0	1

Note: Queue reported is the number of cars per lane.

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Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

Cycle (sec): 130 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	920	89	61	653	0	0	0	0	217	0	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:	0	920	89	61	653	0	0	0	0	217	0	60
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1434	89	61	1204	347	362	0	264	217	0	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	294	1585	98	67	1330	383	400	0	292	240	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1585	98	67	1330	383	400	0	292	240	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1585	98	67	1330	383	400	0	292	240	0	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.33	1.67	1.00	1.00	1.55	0.45	0.59	0.00	0.41	1.00	0.00	1.00
Final Sat.:	558	3009	1800	1700	2795	805	1007	0	734	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.05	0.04	0.48	0.48	0.40	0.00	0.40	0.14	0.00	0.04
Crit Moves:		****		****			****					
Green/Cycle:	0.50	0.50	0.50	0.08	0.58	0.58	0.38	0.00	0.38	0.38	0.00	0.38
Volume/Cap:	1.05	1.05	0.11	0.52	0.83	0.83	1.05	0.00	1.05	0.37	0.00	0.10
Delay/Veh:	69.6	69.6	17.3	61.2	25.1	25.1	90.6	0.0	90.6	29.7	0.0	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:	69.6	69.6	17.3	61.2	25.1	25.1	90.6	0.0	90.6	29.7	0.0	26.2
LOS by Move:	E	E	B	E	C	C	F	A	F	C	A	C
HCM2kAvgQ:	49	49	2	3	29	29	38	0	38	7	0	2

Note: Queue reported is the number of cars per lane.

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Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 110 Critical Vol./Cap.(X): 1.150
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 96.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	84	136	222	132	917	40	315	126	40	32	956	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:	84	136	222	132	917	40	315	126	40	32	956	60
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	393	592	300	986	225	424	349	172	121	1177	131
User Adj:	1.00	1.00	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:	491	456	688	348	1145	261	492	405	200	141	1367	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	456	688	348	1145	261	492	405	200	141	1367	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	456	688	348	1145	261	492	405	200	141	1367	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	3239	361
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.38	0.11	0.32	0.15	0.15	0.11	0.11	0.04	0.42	0.42
Crit Moves:			****	****			****				****	
Green/Cycle:	0.14	0.33	0.33	0.09	0.29	0.29	0.13	0.39	0.39	0.11	0.37	0.37
Volume/Cap:	1.11	0.38	1.15	1.15	1.11	0.50	1.15	0.29	0.29	0.39	1.15	1.15
Delay/Veh:	121.8	28.3	122.6	148.6	101	33.4	139.1	23.4	23.5	45.9	112	111.7
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:	121.8	28.3	122.6	148.6	101	33.4	139.1	23.4	23.5	45.9	112	111.7
LOS by Move:	F	C	F	F	F	C	F	C	C	D	F	F
HCM2kAvgQ:	16	6	37	13	30	8	17	5	5	3	41	41

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Note: Queue reported is the number of cars per lane.

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Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec): 115 Critical Vol./Cap.(X): 1.349
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 149.2
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0 2	0	1	2 0 2	0	1	2 0 2	0	1	2 0	1 1	0
Volume Module:												
Base Vol:	148	237	197	59	952	59	134	175	61	36	1043	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	237	197	59	952	59	134	175	61	36	1043	79
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	532	498	455	264	1372	249	372	472	651	523	1394	360
User Adj:	1.00	1.00	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:	580	543	496	288	1496	272	406	515	710	570	1520	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	543	496	288	1496	272	406	515	710	570	1520	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	543	496	288	1496	272	406	515	710	570	1520	393
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	3200	2861	739
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.28	0.09	0.42	0.15	0.13	0.14	0.39	0.18	0.53	0.53
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.31	0.31	0.09	0.34	0.34	0.15	0.39	0.39
Volume/Cap:	1.35	0.44	0.81	0.87	1.35	0.49	1.35	0.43	1.17	1.17	1.35	1.35
Delay/Veh:	221.5	29.8	42.8	72.2	203	33.1	229.5	29.8	132.9	146.9	197	196.6
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:	221.5	29.8	42.8	72.2	203	33.1	229.5	29.8	132.9	146.9	197	196.6
LOS by Move:	F	C	D	E	F	C	F	C	F	F	F	F
HCM2kAvgQ:	24	8	18	8	51	8	17	7	41	20	65	65

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.206
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 140.7
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	444	0	0	740	807	0	0	0	13	3	636
Growth Adj:	1.00	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	444	0	0	740	807	0	0	0	13	3	636
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	707	0	0	955	882	0	0	0	13	3	1339
User Adj:	1.00	1.00	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:	9	888	0	0	1200	1108	0	0	0	16	4	1682
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	888	0	0	1200	1108	0	0	0	16	4	1682
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	888	0	0	1200	1108	0	0	0	16	4	1682
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	0.01	1.97
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	34	8	3556
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.00	0.00	0.67	0.62	0.00	0.00	0.00	0.48	0.48	0.47
Crit Moves:	****				****						****	
Green/Cycle:	0.08	0.59	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.07	0.84	0.00	0.00	1.31	1.21	0.00	0.00	0.00	1.31	1.31	1.29
Delay/Veh:	55.9	28.0	0.0	0.0	178	135.0	0.0	0.0	0.0	184.6	185	177.5
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:	55.9	28.0	0.0	0.0	178	135.0	0.0	0.0	0.0	184.6	185	177.5
LOS by Move:	E	C	A	A	F	F	A	A	A	F	F	F
HCM2kAvgQ:	0	31	0	0	82	69	0	0	0	60	60	59

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.491
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 205.8
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	609	0	0	660	668	0	0	0	1	0	609
Growth Adj:	1.00	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	609	0	0	660	668	0	0	0	1	0	609
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	881	0	0	1729	1095	0	0	0	1	0	1238
User Adj:	1.00	1.00	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:	1	960	0	0	1883	1193	0	0	0	1	0	1349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	960	0	0	1883	1193	0	0	0	1	0	1349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	960	0	0	1883	1193	0	0	0	1	0	1349
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	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	1700	1800	0	0	1800	1800	0	0	0	3	0	3597
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	1.05	0.66	0.00	0.00	0.00	0.38	0.00	0.37
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.72	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.01	0.74	0.00	0.00	1.62	1.03	0.00	0.00	0.00	1.62	0.00	1.62
Delay/Veh:	55.4	13.0	0.0	0.0	307	56.5	0.0	0.0	0.0	335.0	0.0	334.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	13.0	0.0	0.0	307	56.5	0.0	0.0	0.0	335.0	0.0	334.4
LOS by Move:	E	B	A	A	F	E	A	A	A	F	A	F
HCM2kAvgQ:	0	23	0	0	161	57	0	0	0	59	0	59

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

Cycle (sec): 130 Critical Vol./Cap.(X): 1.369
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 292.7
Optimal Cycle: OPTIMIZED Level Of Service: F

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	44	713	25	0	441	0	30	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	37	44	713	25	0	441	0	30	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	44	928	25	0	704	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	49	0	1236	33	0	937	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	0	1236	33	0	937	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	0	1236	33	0	937	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.73	0.02	0.00	0.55	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.46	0.61	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.00	1.58	0.03	0.00	1.58	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	49.1	0.0	303.5	10.3	0.0	312.6	0.0	28.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.1	0.0	303.5	10.3	0.0	312.6	0.0	28.3	0.0	0.0	0.0
LOS by Move:	A	D	A	F	B	A	F	A	C	A	A	A
HCM2kAvgQ:	0	2	0	110	1	0	84	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.741
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 478.3
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	52	125	648	29	0	536	0	30	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	52	125	648	29	0	536	0	30	0	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	125	1717	29	0	808	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	57	0	1883	32	0	886	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	57	0	1883	32	0	886	0	33	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	57	0	1883	32	0	886	0	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	1800	1700	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	1.11	0.02	0.00	0.52	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.55	0.70	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.22	0.00	2.02	0.03	0.00	2.02	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	0.0	49.4	0.0	490.5	6.1	0.0	513.6	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.4	0.0	490.5	6.1	0.0	513.6	0.0	36.5	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	2	0	200	0	0	95	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec): 100 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 0 Level Of Service: D

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	66	8	9	237	44	24	63	63	20	60	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	66	8	9	237	44	24	63	63	20	60	10
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	73	20	9	280	144	40	111	77	82	220	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	80	83	23	10	320	165	46	127	88	94	251	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	83	23	10	320	165	46	127	88	94	251	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	83	23	10	320	165	46	127	88	94	251	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.66	0.34	1.00	0.59	0.41	0.26	0.71	0.03
Final Sat.:	412	349	96	475	350	180	425	277	192	125	334	15
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.02	0.92	0.92	0.11	0.46	0.46	0.75	0.75	0.75
Crit Moves:		****			****				****	****		
Delay/Veh:	12.6	12.3	12.3	10.3	44.8	44.8	11.7	15.4	15.4	27.7	27.7	27.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.3	12.3	10.3	44.8	44.8	11.7	15.4	15.4	27.7	27.7	27.7
LOS by Move:	B	B	B	B	E	E	B	C	C	D	D	D
ApproachDel:		12.5			44.0			14.7			27.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			44.0			14.7			27.7	
LOS by Appr:		B			E			B			D	
AllWayAvgQ:	0.2	0.3	0.3	0.0	5.2	5.2	0.1	0.7	0.7	2.3	2.3	2.3

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	100	Critical Vol./Cap.(X):	1.321
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	97.0
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	0 0	1!	0 0
Volume Module:												
Base Vol:	72	302	23	14	136	59	78	174	65	9	99	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:	72	302	23	14	136	59	78	174	65	9	99	30
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	341	89	14	145	80	166	374	114	34	209	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	132	404	105	17	172	95	197	443	135	40	248	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	404	105	17	172	95	197	443	135	40	248	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:	132	404	105	17	172	95	197	443	135	40	248	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:	1.00	0.79	0.21	1.00	0.64	0.36	1.00	0.77	0.23	0.12	0.77	0.11
Final Sat.:	403	345	90	373	261	144	404	336	102	50	307	44
Capacity Analysis Module:												
Vol/Sat:	0.33	1.17	1.17	0.04	0.66	0.66	0.49	1.32	1.32	0.81	0.81	0.81
Crit Moves:		****			****			****		****		
Delay/Veh:	15.9	126	125.8	12.7	26.3	26.3	19.7	184	183.5	39.4	39.4	39.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	126	125.8	12.7	26.3	26.3	19.7	184	183.5	39.4	39.4	39.4
LOS by Move:	C	F	F	B	D	D	C	F	F	E	E	E
ApproachDel:	103.3			25.5			141.9			39.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	103.3			25.5			141.9			39.4		
LOS by Appr:	F			D			F			E		
AllWayAvgQ:	0.5	13.9	13.9	0.0	1.7	1.7	0.9	21.0	21.0	3.1	3.1	3.1

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 3830.3 Worst Case Level Of Service: F[14475.9]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	194	0	170	67	116	0	0	130	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	170	67	116	0	0	130	133
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	211	0	310	714	182	0	0	343	217
User Adj:	1.00	1.00	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:	0	0	0	260	0	382	880	224	0	0	423	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	260	0	382	880	224	0	0	423	268
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	2430	xxxx	345	691	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	27	xxxx	657	914	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	3	xxxx	657	914	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	75.74	xxxx	0.58	0.96	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	34.9	xxxx	3.8	16.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	35718	xxxx	17.8	42.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	E	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 1740.2 Worst Case Level Of Service: F[4140.4]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	218	0	92	138	292	0	0	228	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	92	138	292	0	0	228	122
Added Vol:	0	0	0	97	0	782	367	264	0	0	194	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	874	505	556	0	0	422	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	406	0	1126	651	716	0	0	544	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	406	0	1126	651	716	0	0	544	210
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	2309	xxxx	377	754	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	33	xxxx	626	865	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	13	xxxx	626	865	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	32.09	xxxx	1.80	0.75	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	52.1	xxxx	68.6	7.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14568	xxxx	382.3	20.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	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			4140.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Note: Queue reported is the number of cars per lane.

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****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street					
Approach:	North Bound			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			Ignore			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	1	0	0	0	0	70	1	2	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	0	0	0	0	70	1	2	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	0	0	0	0	70	1	2	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.00	0.74	0.74	0.74
PHF Volume:	0	0	1	0	0	0	0	95	0	3	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	1	0	0	0	0	95	0	3	108	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	47	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1018	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1512	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1018	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1512	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	3			0	0	0			0	110	2			2	140	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	3			0	0	0			0	110	2			2	140	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	3			0	0	0			0	110	2			2	140	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.79	0.79	0.79			0.79	0.79	0.79			0.79	0.79	0.00			0.79	0.79	0.79		
PHF Volume:	0	0	4			0	0	0			0	140	0			3	178	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	4			0	0	0			0	140	0			3	178	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	70			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			140	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	985			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1456	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	985			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1456	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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Note: Queue reported is the number of cars per lane.

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****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 128.8 Worst Case Level Of Service: F[611.5]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	209	0	94	143	311	0	0	206	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:	0	0	0	209	0	94	143	311	0	0	206	107
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	94	143	394	0	0	503	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	271	0	122	186	512	0	0	653	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	271	0	122	186	512	0	0	653	139
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1281	1536	327	792	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	160	117	675	837	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	133	91	675	837	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	2.04	0.00	0.18	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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.:	xxxx	xxxx	xxxxx	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	31.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	612	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			611.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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Note: Queue reported is the number of cars per lane.

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****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.8]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	488	0	0	352	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	488	0	0	352	7
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	8	3	849	0	0	588	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	10	4	1103	0	0	764	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	3	0	10	4	1103	0	0	764	9
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1323	1874	382	773	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	150	73	622	852	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	150	72	622	852	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec): 60 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	28	178	33	9	579	32	24	38	29	32	30	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:	28	178	33	9	579	32	24	38	29	32	30	18
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	183	36	9	581	45	32	89	29	33	239	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	32	212	42	10	673	52	37	103	34	38	277	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	212	42	10	673	52	37	103	34	38	277	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	212	42	10	673	52	37	103	34	38	277	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.86	0.14	0.22	0.59	0.19	0.12	0.82	0.06
Final Sat.:	1700	3008	592	1700	3341	259	379	1055	344	203	1474	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.20	0.20	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.05	0.17	0.17	0.01	0.48	0.48	0.19	0.19	0.19	0.36	0.36	0.36
Delay/Veh:	10.4	11.0	11.0	10.3	13.0	13.0	7.9	7.9	7.9	8.9	8.9	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:	10.4	11.0	11.0	10.3	13.0	13.0	7.9	7.9	7.9	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	5	5	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec): 60 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	726	31	25	459	38	42	74	44	26	51	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	726	31	25	459	38	42	74	44	26	51	23
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	729	33	25	464	79	87	296	44	29	145	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	791	36	27	503	86	94	321	48	31	157	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	791	36	27	503	86	94	321	48	31	157	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:	99	791	36	27	503	86	94	321	48	31	157	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	1.91	0.09	1.00	1.71	0.29	0.21	0.69	0.10	0.15	0.73	0.12
Final Sat.:	1700	3444	156	1700	3076	524	362	1233	183	263	1313	208
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.16	0.16	0.26	0.26	0.26	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.14	0.55	0.55	0.04	0.39	0.39	0.50	0.50	0.50	0.23	0.23	0.23
Delay/Veh:	10.9	13.7	13.7	10.4	12.4	12.4	9.9	9.9	9.9	8.1	8.1	8.1
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:	10.9	13.7	13.7	10.4	12.4	12.4	9.9	9.9	9.9	8.1	8.1	8.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	6	6	0	4	4	6	6	6	2	2	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	120	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	112	439	176	66	655	21	32	198	303	112	180	140
Growth Adj:	1.00	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	439	176	66	655	21	32	198	303	112	180	140
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	439	176	66	655	48	44	234	338	112	286	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	339	537	215	81	802	59	54	286	414	137	350	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	537	215	81	802	59	54	286	414	137	350	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	537	215	81	802	59	54	286	414	137	350	171
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	1.43	0.57	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2570	1030	1700	3354	246	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.05	0.24	0.24	0.03	0.16	0.23	0.08	0.19	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.41	0.41	0.13	0.30	0.30	0.09	0.29	0.29	0.10	0.29	0.29
Volume/Cap:	0.80	0.51	0.51	0.36	0.80	0.80	0.34	0.56	0.80	0.80	0.66	0.33
Delay/Veh:	52.9	26.4	26.4	48.3	43.3	43.3	52.1	36.9	45.1	76.0	40.5	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	26.4	26.4	48.3	43.3	43.3	52.1	36.9	45.1	76.0	40.5	33.6
LOS by Move:	D	C	C	D	D	D	D	D	D	E	D	C
HCM2kAvgQ:	14	10	10	3	16	16	2	9	16	7	12	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 110 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	273	745	115	66	464	47	48	229	261	95	269	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:	273	745	115	66	464	47	48	229	261	95	269	87
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	745	115	66	464	61	74	407	418	95	391	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	410	819	126	73	510	67	81	447	459	104	430	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	819	126	73	510	67	81	447	459	104	430	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:	410	819	126	73	510	67	81	447	459	104	430	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	1.73	0.27	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3119	481	1700	3182	418	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.26	0.04	0.16	0.16	0.05	0.25	0.26	0.06	0.24	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.27	0.42	0.42	0.13	0.28	0.28	0.09	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.89	0.63	0.63	0.32	0.57	0.57	0.52	0.87	0.89	0.68	0.84	0.19
Delay/Veh:	58.4	26.2	26.2	43.8	34.6	34.6	50.8	45.6	48.1	59.7	48.8	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	26.2	26.2	43.8	34.6	34.6	50.8	45.6	48.1	59.7	48.8	29.9
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	C
HCM2kAvgQ:	18	13	13	3	9	9	4	17	18	5	16	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	139	519	0	0	836	329	0	0	0	314	2	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:	139	519	0	0	836	329	0	0	0	314	2	341
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	637	0	0	871	329	0	0	0	314	2	388
User Adj:	1.00	1.00	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:	154	707	0	0	967	365	0	0	0	349	2	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	707	0	0	967	365	0	0	0	349	2	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	707	0	0	967	365	0	0	0	349	2	431
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	0.00	0.00	1.45	0.55	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2613	987	0	0	0	1690	11	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.21	0.21	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.61	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.54	0.32	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.72	0.72	0.83
Delay/Veh:	25.1	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	24.2	24.2	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	24.2	24.2	30.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	3	0	0	14	14	0	0	0	8	8	10

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec): 60 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	210	820	0	0	693	218	0	0	0	327	2	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	820	0	0	693	218	0	0	0	327	2	280
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	910	0	0	850	218	0	0	0	327	2	290
User Adj:	1.00	1.00	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:	231	999	0	0	933	239	0	0	0	359	2	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	999	0	0	933	239	0	0	0	359	2	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	999	0	0	933	239	0	0	0	359	2	318
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	0.00	0.00	1.59	0.41	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2865	735	0	0	0	1690	10	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.21	0.21	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.18	0.62	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.75	0.45	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.75	0.75	0.62
Delay/Veh:	33.0	6.3	0.0	0.0	16.2	16.2	0.0	0.0	0.0	25.9	25.9	21.1
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:	33.0	6.3	0.0	0.0	16.2	16.2	0.0	0.0	0.0	25.9	25.9	21.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	8	8	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

Cycle (sec): 60 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 1	1 0		1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	475	115	374	786	0	185	1	294	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	475	115	374	786	0	185	1	294	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	593	115	374	821	0	185	1	294	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	637	124	402	882	0	199	1	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	637	124	402	882	0	199	1	316	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	637	124	402	882	0	199	1	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3015	585	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.24	0.24	0.00	0.12	0.12	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.33	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.67	0.71	0.38	0.00	0.47	0.47	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	19.3	21.4	4.9	0.0	20.0	20.0	25.6	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	19.3	19.3	21.4	4.9	0.0	20.0	20.0	25.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	7	8	4	0	4	4	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	642	325	414	593	0	388	2	197	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	642	325	414	593	0	388	2	197	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	732	325	414	750	0	388	2	197	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	797	354	450	816	0	422	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	354	450	816	0	422	2	214	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	797	354	450	816	0	422	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2493	1107	1700	3600	0	1692	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.26	0.23	0.00	0.25	0.25	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.34	0.34	0.29	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.36	0.00	0.93	0.93	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	30.8	44.8	5.4	0.0	46.3	46.3	18.8	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	30.8	30.8	44.8	5.4	0.0	46.3	46.3	18.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	15	15	13	4	0	13	13	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	80	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	96	347	5	30	482	221	131	15	74	4	24	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:	96	347	5	30	482	221	131	15	74	4	24	12
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	434	5	30	508	230	162	15	74	4	24	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	122	550	6	38	644	292	205	19	94	5	30	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	550	6	38	644	292	205	19	94	5	30	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	550	6	38	644	292	205	19	94	5	30	15
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	1.98	0.02	1.00	1.38	0.62	0.66	0.06	0.28	0.10	0.60	0.30
Final Sat.:	1700	3559	41	1700	2478	1122	1119	104	511	179	1074	537
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.02	0.26	0.26	0.18	0.18	0.18	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.35	0.35	0.19	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.57	0.44	0.44	0.12	0.63	0.63	0.47	0.47	0.47	0.07	0.07	0.07
Delay/Veh:	36.7	20.1	20.1	27.3	19.5	19.5	18.9	18.9	18.9	15.5	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:	36.7	20.1	20.1	27.3	19.5	19.5	18.9	18.9	18.9	15.5	15.5	15.5
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	6	6	1	10	10	6	6	6	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	82	467	6	12	369	88	367	62	147	14	20	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:	82	467	6	12	369	88	367	62	147	14	20	26
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	530	6	12	481	132	394	62	147	14	20	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	596	7	13	540	148	443	70	165	16	22	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	596	7	13	540	148	443	70	165	16	22	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	596	7	13	540	148	443	70	165	16	22	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.57	0.43	0.67	0.10	0.23	0.24	0.33	0.43
Final Sat.:	1700	3560	40	1700	2825	775	1133	178	423	414	592	769
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.19	0.19	0.39	0.39	0.39	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.36	0.58	0.58	0.05	0.66	0.66	0.83	0.83	0.83	0.08	0.08	0.08
Delay/Veh:	26.0	20.9	20.9	24.0	22.3	22.3	22.5	22.5	22.5	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	20.9	20.9	24.0	22.3	22.3	22.5	22.5	22.5	9.7	9.7	9.7
LOS by Move:	C	C	C	C	C	C	C	C	C	A	A	A
HCM2kAvgQ:	2	6	6	0	7	7	15	15	15	1	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: C[23.2]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0 0		0 0 1	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	206	270	0	0	400	54	60	0	290	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:	206	270	0	0	400	54	60	0	290	0	0	0
Added Vol:	87	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	270	0	0	400	54	60	0	316	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	332	306	0	0	453	61	68	0	358	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	332	306	0	0	453	61	68	0	358	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	514	xxxx	xxxxx	xxxx	xxxx	xxxxx	1300	xxxx	257	xxxx	xxxx	xxxxx
Potent Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	xxxx	748	xxxx	xxxx	xxxxx
Move Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	xxxx	748	xxxx	xxxx	xxxxx
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.58	xxxx	0.48	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.8	xxxx	2.6	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	70.7	xxxx	14.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.2			xxxxxx		
ApproachLOS:	*			*			C			*		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Average Delay (sec/veh): 41.8 Worst Case Level Of Service: F[108.3]

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	343	443	0	0	436	7	17	0	614	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:	343	443	0	0	436	7	17	0	614	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	443	0	0	436	7	17	0	726	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	482	526	0	0	517	8	20	0	861	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	482	526	0	0	517	8	20	0	861	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	526	xxxx	xxxxx	xxxx	xxxx	xxxxx	1747	xxxx	263	xxxx	xxxx	xxxxx
Potent Cap.:	1052	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	xxxx	742	xxxx	xxxx	xxxxx
Move Cap.:	1052	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	xxxx	742	xxxx	xxxx	xxxxx
Volume/Cap:	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	1.16	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	26.9	xxxx	xxxx	xxxxx
Control Del:	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	117.3	xxxx	108.1	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	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			108.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 11.6 Worst Case Level Of Service: C[22.8]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	381	0	0	170	0	209	0	400	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	381	0	0	170	0	209	0	400	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	436	0	0	181	0	241	0	400	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	518	0	0	215	0	287	0	476	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	0	0	215	0	287	0	476	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	734	xxxx	215	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	830	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	830	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.73	xxxx	0.57	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	5.7	xxxx	3.7	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	35.8	xxxx	15.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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			22.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 120.8 Worst Case Level Of Service: F[243.0]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	551	0	0	199	0	449	0	341	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	551	0	0	199	0	449	0	341	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	0	0	244	0	478	0	341	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:	0.89	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	659	0	0	275	0	538	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	659	0	0	275	0	538	0	384	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	934	xxxx	275	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	xxxx	769	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	298	xxxx	769	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.81	xxxx	0.50	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	35.7	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	406.1	xxxx	14.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			243.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[12.2]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	174	275	115	457	0	0	0	0	23	0	206
Growth Adj:	1.00	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	174	275	115	457	0	0	0	0	23	0	206
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	174	275	126	457	0	0	0	0	23	0	261
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	196	0	142	516	0	0	0	0	26	0	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	196	0	142	516	0	0	0	0	26	0	295
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	997	xxxx	196
Potent Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	xxxx	850
Move Cap.:	xxxx	xxxx	xxxxx	1388	xxxx	xxxxx	xxxx	xxxx	xxxxx	250	xxxx	850
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	0.35
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	1.6
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	21.1	xxxx	11.5
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.2		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: C[15.5]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0	0	1 1	0 1	0	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	335	531	159	391	0	0	0	0	19	0	195
Growth Adj:	1.00	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	335	531	159	391	0	0	0	0	19	0	195
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	531	204	391	0	0	0	0	19	0	229
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	387	0	236	452	0	0	0	0	22	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	387	0	236	452	0	0	0	0	22	0	265
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	1311	xxxx	387
Potent Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	177	xxxx	665
Move Cap.:	xxxx	xxxx	xxxxx	1182	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	xxxx	665
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.40
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	1.9
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.1	xxxx	13.9
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

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Note: Queue reported is the number of cars per lane.

****

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 64.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	240	371	52	1	400	284	73	48	91	219	46	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:	240	371	52	1	400	284	73	48	91	219	46	37
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	390	52	1	427	308	77	48	123	219	46	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	389	471	63	1	516	372	93	58	149	264	56	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	471	63	1	516	372	93	58	149	264	56	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	471	63	1	516	372	93	58	149	264	56	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.87	1.00	0.13	1.00	1.16	0.84	1.00	0.28	0.72	1.00	0.55	0.45
Final Sat.:	1481	1793	239	1700	2091	1509	1700	505	1295	1700	998	802
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.00	0.25	0.25	0.05	0.11	0.11	0.16	0.06	0.06
Crit Moves:		****				****		****		****		
Green/Cycle:	0.28	0.28	0.28	0.26	0.26	0.26	0.10	0.24	0.24	0.16	0.30	0.30
Volume/Cap:	0.95	0.95	0.95	0.00	0.95	0.95	0.56	0.48	0.48	0.95	0.18	0.18
Delay/Veh:	64.1	64.1	64.1	35.7	65.7	65.7	60.1	43.4	43.4	94.2	33.5	33.5
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:	64.1	64.1	64.1	35.7	65.7	65.7	60.1	43.4	43.4	94.2	33.5	33.5
LOS by Move:	E	E	E	D	E	E	E	D	D	F	C	C
HCM2kAvgQ:	23	23	23	0	22	22	5	7	7	15	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 123.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	326	609	36	16	488	266	91	88	120	271	179	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:	326	609	36	16	488	266	91	88	120	271	179	40
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	700	36	16	573	271	112	88	277	271	179	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	501	792	41	18	648	307	127	100	313	307	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	792	41	18	648	307	127	100	313	307	202	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	501	792	41	18	648	307	127	100	313	307	202	45
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.78	1.16	0.06	1.00	1.36	0.64	1.00	0.24	0.76	1.00	0.82	0.18
Final Sat.:	1323	2091	108	1700	2444	1156	1700	434	1366	1700	1471	329
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.01	0.27	0.27	0.07	0.23	0.23	0.18	0.14	0.14
Crit Moves:			****		****			****			****	
Green/Cycle:	0.31	0.31	0.31	0.24	0.24	0.24	0.09	0.24	0.24	0.15	0.29	0.29
Volume/Cap:	1.21	1.21	1.21	0.04	1.11	1.11	0.79	0.96	0.96	1.21	0.47	0.47
Delay/Veh:	148.3	148	148.3	38.1	116	115.8	80.1	82.5	82.5	181.1	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.3	148	148.3	38.1	116	115.8	80.1	82.5	82.5	181.1	38.4	38.4
LOS by Move:	F	F	F	D	F	F	F	F	F	F	D	D
HCM2kAvgQ:	44	44	44	1	29	29	7	21	21	23	8	8

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec): 115 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1	0 0	1 0	0	1 1	0 1
Volume Module:												
Base Vol:	23	36	11	396	2	212	201	444	15	3	465	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	11	396	2	212	201	444	15	3	465	143
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	11	396	2	231	201	476	15	3	547	143
User Adj:	1.00	1.00	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:	27	42	13	465	2	271	236	559	18	4	642	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	42	13	465	2	271	236	559	18	4	642	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	42	13	465	2	271	236	559	18	4	642	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.51	0.15	0.99	0.01	1.00	1.00	0.97	0.03	0.01	1.99	1.00
Final Sat.:	580	908	277	1692	9	1800	1700	1745	55	20	3579	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.15	0.14	0.32	0.32	0.18	0.18	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.33	0.33	0.33	0.16	0.38	0.38	0.21	0.21	0.21
Volume/Cap:	0.21	0.21	0.21	0.84	0.84	0.46	0.84	0.85	0.85	0.84	0.84	0.44
Delay/Veh:	36.4	36.4	36.4	47.1	47.1	31.3	66.5	42.4	42.4	51.7	51.7	40.1
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:	36.4	36.4	36.4	47.1	47.1	31.3	66.5	42.4	42.4	51.7	51.7	40.1
LOS by Move:	D	D	D	D	D	C	E	D	D	D	D	D
HCM2kAvgQ:	2	2	2	19	19	8	11	21	21	13	13	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 109.3
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1	0 0	1 0	0	1 1	0 1
Volume Module:												
Base Vol:	45	23	22	438	0	232	194	590	16	4	753	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	23	22	438	0	232	194	590	16	4	753	313
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	23	22	438	0	323	194	747	16	4	870	313
User Adj:	1.00	1.00	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:	52	27	26	509	0	375	225	868	19	5	1010	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	26	509	0	375	225	868	19	5	1010	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	27	26	509	0	375	225	868	19	5	1010	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	0.25	0.24	1.00	0.00	1.00	1.00	0.98	0.02	0.01	1.99	1.00
Final Sat.:	874	447	427	1700	0	1800	1700	1762	38	16	3583	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.30	0.00	0.21	0.13	0.49	0.49	0.28	0.28	0.20
Crit Moves:	****			****				****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.00	0.24	0.22	0.45	0.45	0.23	0.23	0.23
Volume/Cap:	0.25	0.25	0.25	1.27	0.00	0.88	0.59	1.08	1.08	1.22	1.22	0.88
Delay/Veh:	34.4	34.4	34.4	180.2	0.0	59.4	40.7	86.4	86.4	153.1	153	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	34.4	34.4	180.2	0.0	59.4	40.7	86.4	86.4	153.1	153	59.1
LOS by Move:	C	C	C	F	A	E	D	F	F	F	F	E
HCM2kAvgQ:	3	3	3	34	0	15	8	43	43	31	31	15

****

Note: Queue reported is the number of cars per lane.

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Opening Year (2020) With Project – With Improvements

Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	115	516	128	92	770	68	74	420	96	103	537	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	516	128	92	770	68	74	420	96	103	537	70
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	516	128	99	770	68	74	427	96	103	541	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	127	572	142	110	854	75	82	473	106	114	600	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	572	142	110	854	75	82	473	106	114	600	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:	127	572	142	110	854	75	82	473	106	114	600	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	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.84	0.16	1.00	2.45	0.55	1.00	2.64	0.36
Final Sat.:	1700	2884	716	1700	3308	292	1700	4409	991	1700	4750	650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.06	0.26	0.26	0.05	0.11	0.11	0.07	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.73	0.51	0.51	0.63	0.66	0.66	0.47	0.34	0.34	0.65	0.40	0.40
Delay/Veh:	56.4	22.7	22.7	48.7	25.3	25.3	43.0	25.3	25.3	50.3	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:	56.4	22.7	22.7	48.7	25.3	25.3	43.0	25.3	25.3	50.3	25.8	25.8
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	8	8	4	12	12	3	4	4	5	5	5

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	115	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	49.7
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	160	939	118	134	578	86	289	1017	111	201	794	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:	160	939	118	134	578	86	289	1017	111	201	794	112
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	939	118	154	578	86	289	1037	111	201	816	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:	183	1072	135	176	660	98	330	1184	127	229	932	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1072	135	176	660	98	330	1184	127	229	932	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:	183	1072	135	176	660	98	330	1184	127	229	932	153
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	1.78	0.22	1.00	1.74	0.26	1.00	2.71	0.29	1.00	2.58	0.42
Final Sat.:	1700	3198	402	1700	3134	466	1700	4878	522	1700	4638	762
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.34	0.10	0.21	0.21	0.19	0.24	0.24	0.13	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.35	0.35	0.11	0.35	0.35	0.20	0.31	0.31	0.16	0.27	0.27
Volume/Cap:	0.96	0.96	0.96	0.96	0.61	0.61	0.96	0.77	0.77	0.86	0.75	0.75
Delay/Veh:	103.0	52.7	52.7	104.9	32.1	32.1	82.5	37.9	37.9	70.0	40.5	40.5
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:	103.0	52.7	52.7	104.9	32.1	32.1	82.5	37.9	37.9	70.0	40.5	40.5
LOS by Move:	F	D	D	F	C	C	F	D	D	E	D	D
HCM2kAvgQ:	11	26	26	10	12	12	17	15	15	11	13	13

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec): 105 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	176	600	141	188	757	62	72	161	246	247	202	438
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	600	141	188	757	62	72	161	246	247	202	438
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	600	141	188	757	62	72	168	246	247	206	438
User Adj:	1.00	1.00	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:	201	685	161	215	864	71	82	192	281	282	235	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	685	161	215	864	71	82	192	281	282	235	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	685	161	215	864	71	82	192	281	282	235	500
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	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2915	685	1700	3327	273	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.13	0.26	0.26	0.05	0.11	0.16	0.17	0.13	0.28
Crit Moves:		****		****					****	****		
Green/Cycle:	0.13	0.30	0.30	0.14	0.31	0.31	0.12	0.30	0.30	0.19	0.37	0.37
Volume/Cap:	0.94	0.80	0.80	0.88	0.83	0.83	0.41	0.36	0.53	0.88	0.36	0.76
Delay/Veh:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.4	31.5	64.0	24.4	32.7
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:	90.7	38.3	38.3	71.9	38.6	38.6	44.3	29.4	31.5	64.0	24.4	32.7
LOS by Move:	F	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	15	15	10	16	16	3	5	8	12	6	16

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	210	844	62	82	683	77	53	195	172	74	162	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:	210	844	62	82	683	77	53	195	172	74	162	103
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	844	62	82	683	77	53	215	172	74	184	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	230	923	68	90	747	84	58	235	188	81	201	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	923	68	90	747	84	58	235	188	81	201	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:	230	923	68	90	747	84	58	235	188	81	201	113
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	1.86	0.14	1.00	1.80	0.20	1.00	1.11	0.89	1.00	1.28	0.72
Final Sat.:	1700	3354	246	1700	3235	365	1700	2000	1600	1700	2308	1292
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.05	0.23	0.23	0.03	0.12	0.12	0.05	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.39	0.39	0.12	0.32	0.32	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.72	0.71	0.71	0.42	0.72	0.72	0.34	0.38	0.38	0.48	0.28	0.28
Delay/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.2	27.2	44.6	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	27.8	27.8	41.8	32.1	32.1	43.1	27.2	27.2	44.6	26.2	26.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	8	14	14	3	12	12	2	5	5	3	4	4

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	53	657	10	90	1080	41	20	120	49	51	156	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	657	10	90	1080	41	20	120	49	51	156	73
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	657	10	98	1080	41	20	142	49	51	174	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	61	762	12	114	1253	48	23	165	57	59	202	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	762	12	114	1253	48	23	165	57	59	202	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:	61	762	12	114	1253	48	23	165	57	59	202	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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.36	0.64
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2447	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.01	0.07	0.35	0.03	0.01	0.09	0.03	0.03	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.17	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.43	0.50	0.02	0.40	0.68	0.05	0.16	0.35	0.12	0.42	0.32	0.32
Delay/Veh:	54.4	25.5	20.0	45.5	23.3	14.9	51.7	36.8	34.2	54.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	25.5	20.0	45.5	23.3	14.9	51.7	36.8	34.2	54.2	36.2	36.2
LOS by Move:	D	C	C	D	C	B	D	D	C	D	D	D
HCM2kAvgQ:	3	10	0	4	18	1	1	5	2	3	4	4

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	36	965	61	59	724	23	45	200	46	30	141	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:	36	965	61	59	724	23	45	200	46	30	141	80
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	965	61	85	724	23	45	268	46	30	212	105
User Adj:	1.00	1.00	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:	40	1064	67	94	798	25	50	295	51	33	234	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1064	67	94	798	25	50	295	51	33	234	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1064	67	94	798	25	50	295	51	33	234	116
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	1.34	0.66
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	2408	1192
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.04	0.06	0.22	0.01	0.03	0.16	0.03	0.02	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.41	0.41	0.10	0.36	0.36	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.15	0.72	0.09	0.55	0.62	0.04	0.29	0.53	0.09	0.19	0.31	0.31
Delay/Veh:	36.9	26.5	18.1	46.7	27.7	21.1	42.7	29.4	24.6	41.9	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	26.5	18.1	46.7	27.7	21.1	42.7	29.4	24.6	41.9	26.5	26.5
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	15	1	4	11	1	2	8	1	1	4	4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	95	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	564	226	54	1026	0	0	0	0	434	0	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	226	54	1026	0	0	0	0	434	0	56
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	576	230	54	1080	0	0	0	0	441	0	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	663	0	62	1243	0	0	0	0	507	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	0	62	1243	0	0	0	0	507	0	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	0	62	1243	0	0	0	0	507	0	64
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.04	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.43	0.00	0.11	0.54	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.00	0.43	0.00	0.35	0.64	0.00	0.00	0.00	0.00	0.40	0.00	0.09
Delay/Veh:	0.0	19.0	0.0	40.6	16.3	0.0	0.0	0.0	0.0	20.5	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.0	0.0	40.6	16.3	0.0	0.0	0.0	0.0	20.5	0.0	17.8
LOS by Move:	A	B	A	D	B	A	A	A	A	C	A	B
HCM2kAvgQ:	0	7	0	2	13	0	0	0	0	6	0	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec): 120 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1129	625	85	742	0	0	0	0	368	0	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:	0	1129	625	85	742	0	0	0	0	368	0	41
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1194	647	85	772	0	0	0	0	388	0	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	1319	0	94	853	0	0	0	0	429	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1319	0	94	853	0	0	0	0	429	0	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1319	0	94	853	0	0	0	0	429	0	45
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3600	3600	1700	3600	0	0	0	0	3200	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.06	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.00	0.08	0.63	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.67	0.00	0.66	0.37	0.00	0.00	0.00	0.00	0.42	0.00	0.08
Delay/Veh:	0.0	20.1	0.0	64.6	10.7	0.0	0.0	0.0	0.0	32.6	0.0	28.8
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	20.1	0.0	64.6	10.7	0.0	0.0	0.0	0.0	32.6	0.0	28.8
LOS by Move:	A	C	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	18	0	5	7	0	0	0	0	7	0	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec): 125 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	343	984	228	48	1369	26	43	144	674	347	161	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:	343	984	228	48	1369	26	43	144	674	347	161	33
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	984	228	109	1369	26	43	229	674	347	182	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	392	1126	261	125	1566	30	49	262	771	397	208	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1126	261	125	1566	30	49	262	771	397	208	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:	392	1126	261	125	1566	30	49	262	771	397	208	56
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	5299	101	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.14	0.04	0.30	0.30	0.02	0.15	0.21	0.12	0.06	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.39	0.53	0.10	0.34	0.34	0.09	0.30	0.45	0.14	0.36	0.36
Volume/Cap:	0.86	0.81	0.27	0.39	0.86	0.86	0.16	0.48	0.48	0.86	0.16	0.09
Delay/Veh:	67.2	37.6	16.1	53.6	42.4	42.4	52.4	36.1	24.6	67.0	27.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	37.6	16.1	53.6	42.4	42.4	52.4	36.1	24.6	67.0	27.6	26.9
LOS by Move:	E	D	B	D	D	D	D	D	C	E	C	C
HCM2kAvgQ:	11	21	5	3	22	22	1	8	10	11	3	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	130	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	45.1
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	514	1512	326	94	919	77	234	291	585	236	240	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:	514	1512	326	94	919	77	234	291	585	236	240	75
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	514	1512	326	145	919	77	234	348	585	236	349	162
User Adj:	1.00	1.00	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:	571	1680	362	161	1021	86	260	387	650	262	388	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	1680	362	161	1021	86	260	387	650	262	388	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	571	1680	362	161	1021	86	260	387	650	262	388	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	4983	417	3200	1800	3600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.20	0.05	0.20	0.20	0.08	0.21	0.18	0.08	0.11	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.48	0.57	0.08	0.32	0.32	0.08	0.29	0.53	0.09	0.30	0.30
Volume/Cap:	0.74	0.96	0.35	0.65	0.64	0.64	0.99	0.73	0.34	0.96	0.36	0.34
Delay/Veh:	49.6	46.4	15.3	64.5	38.5	38.5	112.2	46.8	17.4	103.7	36.4	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	46.4	15.3	64.5	38.5	38.5	112.2	46.8	17.4	103.7	36.4	36.3
LOS by Move:	D	D	B	E	D	D	F	D	B	F	D	D
HCM2kAvgQ:	13	38	8	5	13	13	9	15	7	9	6	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	353	886	0	0	1135	906	0	0	0	175	1	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:	353	886	0	0	1135	906	0	0	0	175	1	374
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	886	0	0	1135	906	0	0	0	190	1	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:	404	1014	0	0	1299	1037	0	0	0	217	1	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	1014	0	0	1299	1037	0	0	0	217	1	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:	404	1014	0	0	1299	1037	0	0	0	217	1	428
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	2.00	0.00	0.00	0.00	0.51	0.01	1.48
Final Sat.:	3200	3600	0	0	5400	3600	0	0	0	879	5	2665
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.00	0.00	0.24	0.29	0.00	0.00	0.00	0.25	0.25	0.16
Crit Moves:	****				****						****	
Green/Cycle:	0.18	0.54	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.68	0.52	0.00	0.00	0.68	0.82	0.00	0.00	0.00	0.68	0.68	0.44
Delay/Veh:	26.1	9.2	0.0	0.0	17.6	21.9	0.0	0.0	0.0	18.3	18.3	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	9.2	0.0	0.0	17.6	21.9	0.0	0.0	0.0	18.3	18.3	14.7
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	5	7	0	0	8	11	0	0	0	8	8	4

****

Note: Queue reported is the number of cars per lane.

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Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

Cycle (sec): 60 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	3 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	341	1597	0	0	1148	584	0	0	0	272	5	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	1597	0	0	1148	584	0	0	0	272	5	553
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1597	0	0	1148	584	0	0	0	339	5	553
User Adj:	1.00	1.00	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:	365	1708	0	0	1228	625	0	0	0	363	5	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	1708	0	0	1228	625	0	0	0	363	5	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	1708	0	0	1228	625	0	0	0	363	5	591
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	3.00	2.00	0.00	0.00	0.00	0.56	0.01	1.43
Final Sat.:	3200	3600	0	0	5400	3600	0	0	0	953	14	2577
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.00	0.00	0.23	0.17	0.00	0.00	0.00	0.38	0.38	0.23
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.48	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.42	0.42	0.42
Volume/Cap:	0.68	0.98	0.00	0.00	0.72	0.55	0.00	0.00	0.00	0.91	0.91	0.55
Delay/Veh:	27.2	32.6	0.0	0.0	19.6	17.5	0.0	0.0	0.0	28.4	28.4	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	32.6	0.0	0.0	19.6	17.5	0.0	0.0	0.0	28.4	28.4	13.6
LOS by Move:	C	C	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	5	23	0	0	8	5	0	0	0	17	17	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	776	230	490	807	0	434	0	313	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	776	230	490	807	0	434	0	313	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	776	285	490	822	0	434	0	313	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	852	313	538	902	0	476	0	344	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	852	313	538	902	0	476	0	344	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	852	313	538	902	0	476	0	344	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	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.32	0.25	0.00	0.15	0.00	0.19	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.36	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.55	0.87	0.37	0.00	0.68	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	16.9	18.1	30.4	4.2	0.0	24.2	0.0	40.9	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	16.9	18.1	30.4	4.2	0.0	24.2	0.0	40.9	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	5	13	4	0	6	0	10	0	0	0

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	70	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1043	167	491	909	0	907	2	271	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	1043	167	491	909	0	907	2	271	0	0	0
Added Vol:	0	0	34	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1043	201	491	976	0	907	2	271	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	1136	219	535	1063	0	988	2	295	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1136	219	535	1063	0	988	2	295	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	1136	219	535	1063	0	988	2	295	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	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	5400	1800	1700	3600	0	3200	13	1787	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.12	0.31	0.30	0.00	0.31	0.17	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.27	0.27	0.32	0.60	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.78	0.45	0.97	0.50	0.00	0.97	0.52	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	26.2	21.8	53.9	8.3	0.0	44.6	20.3	20.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.2	21.8	53.9	8.3	0.0	44.6	20.3	20.3	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	C	C	A	A	A
HCM2kAvgQ:	0	10	4	18	7	0	18	6	6	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 115 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	141	753	26	130	921	137	243	104	85	24	102	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	753	26	130	921	137	243	104	85	24	102	104
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	784	26	130	930	142	267	104	85	24	102	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	158	876	29	145	1039	159	298	116	95	27	114	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	876	29	145	1039	159	298	116	95	27	114	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	876	29	145	1039	159	298	116	95	27	114	116
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	1.94	0.06	1.00	2.00	1.00	1.00	0.55	0.45	1.00	1.00	1.00
Final Sat.:	1700	3484	116	1700	3600	1800	1700	990	810	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.09	0.29	0.09	0.18	0.12	0.12	0.02	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.12	0.34	0.34	0.21	0.36	0.36	0.12	0.27	0.27
Volume/Cap:	0.84	0.75	0.75	0.73	0.84	0.26	0.84	0.32	0.32	0.14	0.23	0.24
Delay/Veh:	77.9	36.4	36.4	62.4	40.4	27.5	60.2	26.9	26.9	45.9	33.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	36.4	36.4	62.4	40.4	27.5	60.2	26.9	26.9	45.9	33.0	33.1
LOS by Move:	E	D	D	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	15	15	7	19	4	13	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

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Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 105 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	122	879	27	92	946	123	210	141	130	14	145	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	879	27	92	946	123	210	141	130	14	145	121
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	906	27	92	990	145	217	141	130	14	145	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	930	28	94	1016	149	223	145	133	14	149	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	930	28	94	1016	149	223	145	133	14	149	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	930	28	94	1016	149	223	145	133	14	149	124
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	1.94	0.06	1.00	2.00	1.00	1.00	0.52	0.48	1.00	1.00	1.00
Final Sat.:	1700	3496	104	1700	3600	1800	1700	937	863	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.06	0.28	0.08	0.13	0.15	0.15	0.01	0.08	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.12	0.36	0.36	0.17	0.35	0.35	0.11	0.30	0.30
Volume/Cap:	0.77	0.79	0.79	0.46	0.78	0.23	0.78	0.44	0.44	0.07	0.28	0.23
Delay/Veh:	66.8	34.8	34.8	44.6	32.5	23.3	54.1	26.6	26.6	41.8	28.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	34.8	34.8	44.6	32.5	23.3	54.1	26.6	26.6	41.8	28.7	28.2
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	16	16	4	16	3	9	7	7	0	4	3

Note: Queue reported is the number of cars per lane.

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Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec):	105	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	109	420	43	258	679	86	105	570	77	64	615	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:	109	420	43	258	679	86	105	570	77	64	615	144
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	422	45	258	680	86	105	570	77	65	615	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	136	526	56	322	848	107	131	711	96	81	767	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	526	56	322	848	107	131	711	96	81	767	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	526	56	322	848	107	131	711	96	81	767	180
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	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	1.78	0.22	1.00	1.76	0.24	1.00	2.43	0.57
Final Sat.:	1700	3253	347	1700	3196	404	1700	3172	428	1700	4375	1025
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.19	0.27	0.27	0.08	0.22	0.22	0.05	0.18	0.18
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.65	0.55	0.55	0.90	0.70	0.70	0.81	0.69	0.69	0.50	0.54	0.54
Delay/Veh:	50.9	31.7	31.7	65.7	28.9	28.9	71.8	32.7	32.7	47.6	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	31.7	31.7	65.7	28.9	28.9	71.8	32.7	32.7	47.6	29.5	29.5
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	8	8	14	14	14	7	12	12	3	9	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	118	577	105	213	632	105	183	492	86	102	507	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	577	105	213	632	105	183	492	86	102	507	171
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	578	106	213	634	105	183	492	86	104	507	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	129	630	116	232	691	115	200	537	94	113	553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	630	116	232	691	115	200	537	94	113	553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	630	116	232	691	115	200	537	94	113	553	186
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	1.69	0.31	1.00	1.72	0.28	1.00	1.70	0.30	1.00	2.24	0.76
Final Sat.:	1700	3042	558	1700	3088	512	1700	3064	536	1700	4038	1362
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.14	0.22	0.22	0.12	0.18	0.18	0.07	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.68	0.70	0.70	0.83	0.64	0.64	0.83	0.49	0.49	0.63	0.42	0.42
Delay/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	52.1	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	35.0	35.0	61.4	30.0	30.0	65.4	26.4	26.4	52.1	28.0	28.0
LOS by Move:	D	D	D	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	6	12	12	10	12	12	9	8	8	5	6	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	25	460	34	72	739	19	23	133	24	37	116	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:	25	460	34	72	739	19	23	133	24	37	116	57
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	463	34	72	740	19	23	133	24	37	116	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	30	561	41	87	896	23	28	161	29	45	140	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	561	41	87	896	23	28	161	29	45	140	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:	30	561	41	87	896	23	28	161	29	45	140	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	1.86	0.14	1.00	1.95	0.05	0.15	0.85	1.00	0.25	0.75	1.00
Final Sat.:	1700	3354	246	1700	3510	90	263	1521	1800	429	1346	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.26	0.26	0.11	0.11	0.02	0.10	0.10	0.04
Crit Moves:					****			****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.31	0.31	0.10	0.48	0.48	0.26	0.26	0.04	0.25	0.25	0.09
Delay/Veh:	8.3	9.9	9.9	8.7	11.2	11.2	14.6	14.6	13.1	14.6	14.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	9.9	9.9	8.7	11.2	11.2	14.6	14.6	13.1	14.6	14.6	13.5
LOS by Move:	A	A	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	1	7	7	3	3	0	3	3	1

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec): 95 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	39	817	38	39	750	18	45	103	32	18	83	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	817	38	39	750	18	45	103	32	18	83	38
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	819	38	39	753	18	45	103	32	18	83	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	900	42	43	827	20	49	113	35	20	91	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	900	42	43	827	20	49	113	35	20	91	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	900	42	43	827	20	49	113	35	20	91	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	1.91	0.09	1.00	1.95	0.05	0.32	0.68	1.00	0.19	0.81	1.00
Final Sat.:	1700	3440	160	1700	3516	84	538	1231	1800	317	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.03	0.24	0.24	0.09	0.09	0.02	0.06	0.06	0.02
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.41	0.41	0.04	0.37	0.37	0.28	0.28	0.06	0.19	0.19	0.07
Delay/Veh:	6.6	8.9	8.9	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	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:	6.6	8.9	8.9	6.6	8.5	8.5	24.0	24.0	22.0	23.2	23.2	22.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	7	7	0	6	6	4	4	1	2	2	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	97	318	135	251	515	74	70	733	68	116	619	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	318	135	251	515	74	70	733	68	116	619	133
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	325	135	251	523	74	70	746	69	116	627	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	118	388	161	300	625	88	84	891	82	139	749	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	388	161	300	625	88	84	891	82	139	749	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	388	161	300	625	88	84	891	82	139	749	159
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	1.75	0.25	1.00	2.75	0.25	1.00	2.47	0.53
Final Sat.:	1700	3600	1800	1700	3154	446	1700	4943	457	1700	4455	945
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.09	0.18	0.20	0.20	0.05	0.18	0.18	0.08	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.21	0.44	0.44	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.61	0.31	0.26	0.86	0.45	0.45	0.54	0.64	0.64	0.86	0.59	0.59
Delay/Veh:	51.7	26.6	26.1	61.1	22.0	22.0	51.3	35.5	35.5	83.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	26.6	26.1	61.1	22.0	22.0	51.3	35.5	35.5	83.4	34.4	34.4
LOS by Move:	D	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	5	4	13	8	8	4	10	10	7	9	9

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	197	588	156	272	480	61	127	872	46	114	932	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	588	156	272	480	61	127	872	46	114	932	175
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	612	156	272	504	61	127	913	48	114	976	175
User Adj:	1.00	1.00	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:	213	659	168	293	543	66	137	984	52	123	1052	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	659	168	293	543	66	137	984	52	123	1052	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	659	168	293	543	66	137	984	52	123	1052	189
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	1.78	0.22	1.00	2.85	0.15	1.00	2.54	0.46
Final Sat.:	1700	3600	1800	1700	3211	389	1700	5130	270	1700	4579	821
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.09	0.17	0.17	0.17	0.08	0.19	0.19	0.07	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.35	0.35	0.20	0.40	0.40	0.10	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.86	0.53	0.27	0.84	0.42	0.42	0.84	0.67	0.67	0.79	0.82	0.82
Delay/Veh:	70.0	29.3	26.2	58.9	23.8	23.8	79.9	35.9	35.9	71.4	40.3	40.3
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:	70.0	29.3	26.2	58.9	23.8	23.8	79.9	35.9	35.9	71.4	40.3	40.3
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	10	9	4	13	7	7	7	11	11	6	15	15

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	64	485	60	12	638	21	7	148	65	108	145	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	485	60	12	638	21	7	148	65	108	145	7
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	497	65	12	670	21	7	148	72	132	145	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	81	573	75	14	773	24	8	171	83	152	167	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	573	75	14	773	24	8	171	83	152	167	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:	81	573	75	14	773	24	8	171	83	152	167	8
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	1.77	0.23	1.00	1.94	0.06	0.07	1.30	0.63	0.96	0.99	0.05
Final Sat.:	1700	3184	416	1700	3491	109	111	2343	1140	1629	1789	86
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.01	0.22	0.22	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.30	0.30	0.12	0.33	0.33	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.57	0.60	0.60	0.07	0.66	0.66	0.28	0.28	0.28	0.36	0.36	0.36
Delay/Veh:	58.4	36.7	36.7	47.5	35.7	35.7	35.8	35.8	35.8	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	36.7	36.7	47.5	35.7	35.7	35.8	35.8	35.8	36.7	36.7	36.7
LOS by Move:	E	D	D	D	D	D	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	1	13	13	4	4	4	5	5	5

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	96	882	43	33	732	16	72	148	105	72	148	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:	96	882	43	33	732	16	72	148	105	72	148	9
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	928	65	33	763	16	72	148	127	79	148	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	132	1027	72	37	844	18	80	164	140	87	164	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1027	72	37	844	18	80	164	140	87	164	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1027	72	37	844	18	80	164	140	87	164	10
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	1.87	0.13	1.00	1.96	0.04	0.43	0.85	0.72	0.70	1.23	0.07
Final Sat.:	1700	3364	236	1700	3526	74	738	1517	1302	1182	2214	135
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.02	0.24	0.24	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green/Cycle:	0.11	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.69	0.79	0.79	0.28	0.69	0.69	0.45	0.45	0.45	0.31	0.31	0.31
Delay/Veh:	65.4	38.7	38.7	57.8	37.9	37.9	42.6	42.6	42.6	40.9	40.9	40.9
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:	65.4	38.7	38.7	57.8	37.9	37.9	42.6	42.6	42.6	40.9	40.9	40.9
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	7	21	21	2	15	15	7	7	7	4	4	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 90 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	80	251	17	88	290	50	47	497	233	230	427	102
Growth Adj:	1.00	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	251	17	88	290	50	47	497	233	230	427	102
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	274	19	88	354	50	47	497	257	231	427	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	288	20	93	373	53	49	523	271	243	449	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	288	20	93	373	53	49	523	271	243	449	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:	89	288	20	93	373	53	49	523	271	243	449	107
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	1.87	0.13	1.00	1.75	0.25	1.00	3.30	1.70	1.00	1.61	0.39
Final Sat.:	1700	3367	233	1700	3154	446	1700	5932	3068	1700	2906	694
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.05	0.12	0.12	0.03	0.09	0.09	0.14	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.44	0.44	0.11	0.43	0.43	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.43	0.19	0.19	0.48	0.27	0.27	0.08	0.25	0.25	0.40	0.43	0.43
Delay/Veh:	38.1	15.4	15.4	39.3	16.5	16.5	19.2	20.5	20.5	22.2	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	15.4	15.4	39.3	16.5	16.5	19.2	20.5	20.5	22.2	22.3	22.3
LOS by Move:	D	B	B	D	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	3	3	3	4	4	1	3	3	5	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	130	548	38	121	364	112	95	574	228	254	433	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	548	38	121	364	112	95	574	228	254	433	101
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	640	39	121	423	112	95	574	235	256	433	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	674	41	127	445	118	100	604	247	269	456	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	674	41	127	445	118	100	604	247	269	456	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:	160	674	41	127	445	118	100	604	247	269	456	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	1.89	0.11	1.00	1.58	0.42	1.00	3.55	1.45	1.00	1.62	0.38
Final Sat.:	1700	3393	207	1700	2846	754	1700	6386	2614	1700	2919	681
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.07	0.16	0.16	0.06	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.80	0.43	0.43	0.64	0.34	0.34	0.18	0.29	0.29	0.48	0.47	0.47
Delay/Veh:	56.6	15.7	15.7	42.4	14.9	14.9	20.3	21.2	21.2	23.4	22.9	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:	56.6	15.7	15.7	42.4	14.9	14.9	20.3	21.2	21.2	23.4	22.9	22.9
LOS by Move:	E	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	7	6	6	5	5	5	2	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	43	498	116	117	771	48	33	167	119	240	149	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	498	116	117	771	48	33	167	119	240	149	79
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	509	118	160	817	48	33	218	171	253	177	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	68	600	139	188	962	57	39	257	201	298	208	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	600	139	188	962	57	39	257	201	298	208	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:	68	600	139	188	962	57	39	257	201	298	208	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	1.62	0.38	1.00	1.89	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2922	678	1700	3400	200	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.11	0.28	0.28	0.02	0.14	0.11	0.18	0.12	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.28	0.28	0.15	0.33	0.33	0.12	0.30	0.30	0.20	0.38	0.38
Volume/Cap:	0.42	0.74	0.74	0.74	0.86	0.86	0.19	0.48	0.38	0.86	0.31	0.17
Delay/Veh:	46.5	37.8	37.8	54.1	39.4	39.4	41.9	31.1	29.8	59.3	23.3	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	37.8	37.8	54.1	39.4	39.4	41.9	31.1	29.8	59.3	23.3	21.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	3	12	12	8	18	18	1	7	5	13	5	2

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	129	1027	317	61	684	23	44	152	74	152	148	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:	129	1027	317	61	684	23	44	152	74	152	148	39
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1085	328	99	714	23	44	214	126	155	229	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	229	1179	357	108	776	25	48	233	137	168	249	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1179	357	108	776	25	48	233	137	168	249	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	1179	357	108	776	25	48	233	137	168	249	104
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	1.54	0.46	1.00	1.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2764	836	1700	3488	112	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.22	0.22	0.03	0.13	0.08	0.10	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.48	0.48	0.08	0.35	0.35	0.09	0.26	0.26	0.11	0.28	0.28
Volume/Cap:	0.63	0.89	0.89	0.76	0.63	0.63	0.31	0.50	0.29	0.89	0.49	0.21
Delay/Veh:	46.7	34.4	34.4	74.8	33.6	33.6	52.3	38.8	36.1	88.7	36.9	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	34.4	34.4	74.8	33.6	33.6	52.3	38.8	36.1	88.7	36.9	33.3
LOS by Move:	D	C	C	E	C	C	D	D	D	F	D	C
HCM2kAvgQ:	9	29	29	6	13	13	2	8	4	9	8	3

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Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec): 130 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	216	537	154	56	796	19	40	200	341	242	155	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:	216	537	154	56	796	19	40	200	341	242	155	14
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	537	620	167	796	19	40	394	341	373	200	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	250	622	718	194	922	22	46	457	395	432	232	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	622	718	194	922	22	46	457	395	432	232	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:	250	622	718	194	922	22	46	457	395	432	232	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.40	0.06	0.17	0.01	0.01	0.13	0.22	0.14	0.06	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.43	0.43	0.08	0.38	0.38	0.09	0.29	0.42	0.14	0.35	0.35
Volume/Cap:	0.63	0.27	0.94	0.79	0.45	0.03	0.16	0.43	0.53	0.94	0.19	0.08
Delay/Veh:	57.4	24.3	54.8	74.3	30.5	25.5	54.8	37.6	29.1	82.2	29.8	28.7
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:	57.4	24.3	54.8	74.3	30.5	25.5	54.8	37.6	29.1	82.2	29.8	28.7
LOS by Move:	E	C	D	E	C	C	D	D	C	F	C	C
HCM2kAvgQ:	6	5	32	6	9	1	1	7	12	13	3	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec):	130	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	50.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Riverside Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	364	1178	152	73	816	64	92	245	435	219	363	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1178	152	73	816	64	92	245	435	219	363	50
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	1178	445	158	816	64	92	363	435	776	601	202
User Adj:	1.00	1.00	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:	401	1297	490	174	899	70	101	400	479	855	662	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1297	490	174	899	70	101	400	479	855	662	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	401	1297	490	174	899	70	101	400	479	855	662	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.27	0.05	0.17	0.04	0.03	0.11	0.27	0.27	0.18	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.29	0.29	0.08	0.24	0.24	0.12	0.29	0.42	0.28	0.45	0.45
Volume/Cap:	0.96	0.84	0.95	0.67	0.70	0.16	0.27	0.38	0.63	0.96	0.41	0.27
Delay/Veh:	90.5	47.6	72.2	64.6	46.9	39.4	52.5	36.9	31.2	67.8	24.2	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	47.6	72.2	64.6	46.9	39.4	52.5	36.9	31.2	67.8	24.2	22.5
LOS by Move:	F	D	E	E	D	D	D	D	C	E	C	C
HCM2kAvgQ:	13	18	24	5	12	2	2	6	15	24	9	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	301	622	0	0	1102	533	0	0	0	428	6	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	622	0	0	1102	533	0	0	0	428	6	228
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1050	0	0	1163	603	0	0	0	428	6	265
User Adj:	1.00	1.00	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:	350	1221	0	0	1352	701	0	0	0	498	7	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1221	0	0	1352	701	0	0	0	498	7	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1221	0	0	1352	701	0	0	0	498	7	308
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.62	0.02	1.36
Final Sat.:	3200	5400	0	0	7200	3600	0	0	0	2755	30	2453
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.18	0.24	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.18	0.50	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.40	0.40	0.40
Volume/Cap:	0.59	0.45	0.00	0.00	0.59	0.61	0.00	0.00	0.00	0.45	0.59	0.32
Delay/Veh:	24.0	9.7	0.0	0.0	17.6	18.4	0.0	0.0	0.0	13.4	14.9	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:	24.0	9.7	0.0	0.0	17.6	18.4	0.0	0.0	0.0	13.4	14.9	12.5
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	4	5	0	0	6	6	0	0	0	5	7	3

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	390	1539	0	0	883	408	0	0	0	377	2	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	1539	0	0	883	408	0	0	0	377	2	431
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	1824	0	0	1140	708	0	0	0	377	2	439
User Adj:	1.00	1.00	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:	497	2327	0	0	1454	903	0	0	0	481	3	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	2327	0	0	1454	903	0	0	0	481	3	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	2327	0	0	1454	903	0	0	0	481	3	560
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	0.94	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.47	0.01	1.52
Final Sat.:	3200	5400	0	0	7200	3600	0	0	0	2506	9	2738
Capacity Analysis Module:												
Vol/Sat:	0.16	0.43	0.00	0.00	0.20	0.25	0.00	0.00	0.00	0.19	0.30	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.52	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.38	0.38	0.38
Volume/Cap:	0.78	0.83	0.00	0.00	0.64	0.79	0.00	0.00	0.00	0.50	0.78	0.53
Delay/Veh:	28.8	14.6	0.0	0.0	18.2	22.6	0.0	0.0	0.0	14.3	19.2	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	14.6	0.0	0.0	18.2	22.6	0.0	0.0	0.0	14.3	19.2	14.6
LOS by Move:	C	B	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	7	15	0	0	7	10	0	0	0	5	11	6

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

Cycle (sec):	60	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	621	422	515	1030	0	299	3	470	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	621	422	515	1030	0	299	3	470	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	813	422	522	1085	0	535	3	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	902	468	579	1204	0	594	3	522	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	902	468	579	1204	0	594	3	522	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	902	468	579	1204	0	594	3	522	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	3200	3600	0	3382	19	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.26	0.18	0.33	0.00	0.18	0.18	0.29	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.82	0.81	0.62	0.00	0.49	0.49	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	21.3	22.3	28.8	10.1	0.0	15.3	15.3	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	22.3	28.8	10.1	0.0	15.3	15.3	24.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	11	8	8	0	5	5	11	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1	0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1176	464	443	837	0	624	3	413	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	1176	464	443	837	0	624	3	413	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1289	464	474	1062	0	796	3	413	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	1423	512	523	1172	0	879	3	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1423	512	523	1172	0	879	3	456	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	1423	512	523	1172	0	879	3	456	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	0.89	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.21	0.79	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3971	1429	3200	3600	0	3388	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.16	0.33	0.00	0.26	0.26	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.41	0.41	0.19	0.60	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.87	0.87	0.54	0.00	0.87	0.87	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	20.0	20.0	36.4	7.4	0.0	28.0	28.0	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.0	20.0	36.4	7.4	0.0	28.0	28.0	31.7	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	15	15	9	7	0	12	12	11	0	0	0

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	78	821	0	0	1089	22	19	0	101	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:	78	821	0	0	1089	22	19	0	101	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	989	0	0	1138	24	20	0	101	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	90	1138	0	0	1310	28	23	0	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1138	0	0	1310	28	23	0	116	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:	90	1138	0	0	1310	28	23	0	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.00	0.00	0.36	0.02	0.01	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.68	0.00	0.00	0.59	0.59	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.61	0.46	0.00	0.00	0.61	0.03	0.05	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	62.6	9.5	0.0	0.0	16.7	10.5	33.6	0.0	35.7	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:	62.6	9.5	0.0	0.0	16.7	10.5	33.6	0.0	35.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	C	A	D	A	A	A
HCM2kAvgQ:	5	10	0	0	16	0	1	0	3	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	135	1194	0	0	965	65	56	0	125	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:	135	1194	0	0	965	65	56	0	125	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1300	0	0	1168	66	58	0	125	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	157	1513	0	0	1360	77	68	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1513	0	0	1360	77	68	0	146	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:	157	1513	0	0	1360	77	68	0	146	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3600	1800	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.00	0.00	0.38	0.04	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.69	0.00	0.00	0.56	0.56	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.68	0.61	0.00	0.00	0.68	0.08	0.15	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	61.4	11.1	0.0	0.0	21.5	13.4	37.1	0.0	38.9	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:	61.4	11.1	0.0	0.0	21.5	13.4	37.1	0.0	38.9	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	B	D	A	D	A	A	A
HCM2kAvgQ:	8	16	0	0	20	1	2	0	5	0	0	0

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 95 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	66	314	18	32	577	183	114	31	55	8	80	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	314	18	32	577	183	114	31	55	8	80	22
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	450	18	32	615	194	146	31	55	8	80	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	82	561	22	40	767	242	182	39	69	10	100	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	561	22	40	767	242	182	39	69	10	100	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:	82	561	22	40	767	242	182	39	69	10	100	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	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3462	138	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.21	0.13	0.11	0.02	0.04	0.01	0.06	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.11	0.33	0.33	0.16	0.37	0.37	0.12	0.33	0.33
Volume/Cap:	0.46	0.50	0.50	0.22	0.65	0.41	0.68	0.06	0.10	0.05	0.17	0.05
Delay/Veh:	41.8	26.1	26.1	39.6	28.7	25.4	44.5	19.5	19.9	37.3	23.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	26.1	26.1	39.6	28.7	25.4	44.5	19.5	19.9	37.3	23.0	21.9
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	3	7	7	1	10	6	7	1	1	0	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 115 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	55	645	0	27	607	86	395	153	62	11	49	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:	55	645	0	27	607	86	395	153	62	11	49	20
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	723	0	27	764	131	424	153	62	11	49	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	764	0	29	808	138	448	162	66	12	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	764	0	29	808	138	448	162	66	12	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	764	0	29	808	138	448	162	66	12	52	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.02	0.22	0.08	0.26	0.09	0.04	0.01	0.03	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.27	0.00	0.09	0.27	0.27	0.30	0.43	0.43	0.14	0.27	0.27
Volume/Cap:	0.39	0.79	0.00	0.19	0.83	0.29	0.87	0.21	0.08	0.05	0.11	0.04
Delay/Veh:	51.4	43.3	0.0	49.4	45.8	33.6	52.1	20.4	19.2	42.9	31.7	31.1
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:	51.4	43.3	0.0	49.4	45.8	33.6	52.1	20.4	19.2	42.9	31.7	31.1
LOS by Move:	D	D	A	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	2	14	0	1	16	4	19	3	1	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 (Future Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	636	107	246	674	13	19	67	44	62	35	275
Growth Adj:	1.00	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	636	107	246	674	13	19	67	44	62	35	275
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	746	107	253	702	13	19	67	44	62	35	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	15	952	136	323	895	17	24	85	56	79	45	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	952	136	323	895	17	24	85	56	79	45	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	952	136	323	895	17	24	85	56	79	45	383
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	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.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.08	0.19	0.25	0.01	0.01	0.05	0.03	0.05	0.02	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.30	0.48	0.22	0.37	0.37	0.11	0.18	0.18	0.18	0.25	0.25
Volume/Cap:	0.06	0.87	0.16	0.87	0.68	0.03	0.13	0.27	0.18	0.26	0.10	0.87
Delay/Veh:	23.3	28.8	9.5	43.3	18.9	13.2	26.6	23.6	23.0	23.6	19.1	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	28.8	9.5	43.3	18.9	13.2	26.6	23.6	23.0	23.6	19.1	39.9
LOS by Move:	C	C	A	D	B	B	C	C	C	C	B	D
HCM2kAvgQ:	0	13	2	10	9	0	1	2	1	2	1	11

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec): 75 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	40	700	119	376	760	27	38	85	27	143	83	312
Growth Adj:	1.00	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	700	119	376	760	27	38	85	27	143	83	312
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	766	119	399	892	27	38	85	27	143	83	320
User Adj:	1.00	1.00	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:	46	888	138	462	1034	31	44	98	31	166	96	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	888	138	462	1034	31	44	98	31	166	96	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	888	138	462	1034	31	44	98	31	166	96	371
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	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.08	0.27	0.29	0.02	0.03	0.05	0.02	0.10	0.05	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.27	0.44	0.30	0.43	0.43	0.09	0.16	0.16	0.16	0.23	0.23
Volume/Cap:	0.19	0.91	0.18	0.91	0.66	0.04	0.28	0.35	0.11	0.59	0.23	0.91
Delay/Veh:	28.9	38.1	13.0	44.9	18.1	12.3	32.6	28.9	27.3	32.5	23.9	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	38.1	13.0	44.9	18.1	12.3	32.6	28.9	27.3	32.5	23.9	51.4
LOS by Move:	C	D	B	D	B	B	C	C	C	C	C	D
HCM2kAvgQ:	1	14	2	15	10	0	1	2	1	5	2	12

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec): 65 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	426	516	0	0	431	84	0	0	0	259	0	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	516	0	0	431	84	0	0	0	259	0	164
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	595	0	0	446	97	0	0	0	259	0	195
User Adj:	1.00	1.00	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:	510	712	0	0	533	116	0	0	0	310	0	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	712	0	0	533	116	0	0	0	310	0	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	712	0	0	533	116	0	0	0	310	0	233
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.64	0.36	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1700	3600	0	0	2957	643	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.30	0.20	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.18	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.41	0.66	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.73	0.30	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.52
Delay/Veh:	20.0	4.8	0.0	0.0	25.6	25.6	0.0	0.0	0.0	28.7	0.0	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:	20.0	4.8	0.0	0.0	25.6	25.6	0.0	0.0	0.0	28.7	0.0	22.1
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	11	3	0	0	8	8	0	0	0	8	0	5

Note: Queue reported is the number of cars per lane.

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****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0 2	0	0	0 0	1	1 0	0 0	0	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	196	639	0	0	882	260	0	0	0	48	64	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	639	0	0	882	260	0	0	0	48	64	421
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	678	0	0	949	326	0	0	0	48	64	448
User Adj:	1.00	1.00	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:	234	810	0	0	1134	389	0	0	0	57	76	535
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	810	0	0	1134	389	0	0	0	57	76	535
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	810	0	0	1134	389	0	0	0	57	76	535
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	0.00	0.00	1.49	0.51	0.00	0.00	0.00	0.44	0.56	1.00
Final Sat.:	1700	3600	0	0	2680	920	0	0	0	752	1003	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.08	0.08	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.59	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.95	0.38	0.00	0.00	0.95	0.95	0.00	0.00	0.00	0.24	0.24	0.95
Delay/Veh:	70.0	6.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.6	15.6	47.0
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:	70.0	6.7	0.0	0.0	29.2	29.2	0.0	0.0	0.0	15.6	15.6	47.0
LOS by Move:	E	A	A	A	C	C	A	A	A	B	B	D
HCM2kAvgQ:	9	4	0	0	20	20	0	0	0	2	2	15

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec): 60 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	341	209	601	299	0	249	0	201	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	341	209	601	299	0	249	0	201	0	0	0
Added Vol:	0	24	0	9	5	0	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	365	209	610	304	0	304	0	201	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	437	250	730	364	0	364	0	240	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	437	250	730	364	0	364	0	240	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	437	250	730	364	0	364	0	240	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.14	0.43	0.10	0.00	0.21	0.00	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.16	0.16	0.49	0.65	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.76	0.87	0.87	0.15	0.00	0.87	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	29.9	48.0	23.1	4.0	0.0	33.1	0.0	20.2	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	29.9	48.0	23.1	4.0	0.0	33.1	0.0	20.2	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	8	16	1	0	10	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	665	194	638	403	0	185	8	387	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	665	194	638	403	0	185	8	387	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	672	194	682	425	0	217	8	387	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	730	211	740	461	0	236	9	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	211	740	461	0	236	9	420	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	730	211	740	461	0	236	9	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	1700	3600	0	1643	61	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.12	0.44	0.13	0.00	0.14	0.14	0.23	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.21	0.21	0.45	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.56	0.97	0.19	0.00	0.60	0.60	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	48.7	23.1	41.0	4.0	0.0	21.1	21.1	49.2	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	48.7	23.1	41.0	4.0	0.0	21.1	21.1	49.2	0.0	0.0	0.0
LOS by Move:	A	D	C	D	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	12	4	21	2	0	5	5	13	0	0	0

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 80 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	70	0	150	40	200	0	0	230	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:	0	0	0	70	0	150	40	200	0	0	230	30
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	180	13	225	258	578	93	146	373	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	20	2	32	220	16	275	315	706	114	178	455	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	32	220	16	275	315	706	114	178	455	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2	32	220	16	275	315	706	114	178	455	353
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.07	0.93	2.00	0.05	0.95	2.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1700	129	1671	3200	98	1702	3200	3101	499	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.07	0.16	0.16	0.10	0.23	0.23	0.10	0.13	0.20
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.54	0.54	0.39	0.39	0.39
Volume/Cap:	0.03	0.05	0.05	0.18	0.42	0.42	0.66	0.42	0.42	0.27	0.33	0.51
Delay/Veh:	15.2	15.3	15.3	16.2	18.3	18.3	35.4	11.2	11.2	17.0	17.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.3	15.3	16.2	18.3	18.3	35.4	11.2	11.2	17.0	17.3	19.3
LOS by Move:	B	B	B	B	B	B	D	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	5	5	5	6	6	3	4	7

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 75 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	64	0	75	156	416	0	0	295	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	75	156	416	0	0	295	104
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	376	3	317	285	786	20	31	856	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	12	133	409	3	345	310	855	22	34	931	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	12	133	409	3	345	310	855	22	34	931	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	12	133	409	3	345	310	855	22	34	931	326
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.08	0.92	2.00	0.01	0.99	2.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	149	1651	3200	17	1783	3200	3511	89	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.13	0.19	0.19	0.10	0.24	0.24	0.02	0.26	0.18
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.13	0.20	0.20	0.32	0.49	0.49	0.76	0.46	0.46	0.05	0.65	0.46
Delay/Veh:	15.0	15.5	15.5	16.4	18.1	18.1	40.7	11.8	11.8	14.5	20.2	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.5	15.5	16.4	18.1	18.1	40.7	11.8	11.8	14.5	20.2	17.8
LOS by Move:	B	B	B	B	B	B	D	B	B	B	C	B
HCM2kAvgQ:	1	2	2	4	7	7	6	7	7	1	10	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	2	1	7	15	3	31	7	157	11	36	168	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	7	15	3	31	7	157	11	36	168	2
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1	22	15	3	31	7	219	74	41	200	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	60	1	26	18	4	37	8	262	89	49	240	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1	26	18	4	37	8	262	89	49	240	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1	26	18	4	37	8	262	89	49	240	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.31	0.06	0.63	1.00	1.49	0.51	0.17	0.83	1.00
Final Sat.:	496	10	607	172	34	356	570	952	335	110	539	750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.10	0.10	0.10	0.01	0.28	0.26	0.44	0.44	0.00
Crit Moves:		****			****			****			****	
Delay/Veh:	10.2	10.2	8.4	9.5	9.5	9.5	8.9	10.2	9.8	12.2	12.2	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	8.4	9.5	9.5	9.5	8.9	10.2	9.8	12.2	12.2	7.3
LOS by Move:	B	B	A	A	A	A	A	B	A	B	B	A
ApproachDel:		9.6			9.5			10.1			12.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			9.5			10.1			12.1	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.3	0.7	0.7	0.0

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 0 Level Of Service: C

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1	0 1	1 0	0 1	0 0	1
Volume Module:												
Base Vol:	3	11	27	10	3	17	28	263	2	4	290	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:	3	11	27	10	3	17	28	263	2	4	290	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	11	37	10	3	17	28	358	74	21	410	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:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	104	13	43	12	4	20	33	419	87	25	480	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	13	43	12	4	20	33	419	87	25	480	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:	104	13	43	12	4	20	33	419	87	25	480	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:	0.89	0.11	1.00	0.33	0.10	0.57	1.00	1.66	0.34	0.05	0.95	1.00
Final Sat.:	404	50	529	154	46	261	500	913	193	29	573	671
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.08	0.08	0.08	0.07	0.46	0.45	0.84	0.84	0.02
Crit Moves:	****				****			****			****	
Delay/Veh:	12.7	12.7	9.6	10.7	10.7	10.7	10.2	14.2	13.7	30.9	30.9	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:	12.7	12.7	9.6	10.7	10.7	10.7	10.2	14.2	13.7	30.9	30.9	8.0
LOS by Move:	B	B	A	B	B	B	B	B	B	D	D	A
ApproachDel:		11.8			10.7			13.9			30.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.8			10.7			13.9			30.3	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.8	0.7	3.7	3.7	0.0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

Cycle (sec): 65 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	69	0	61	29	161	0	0	139	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	61	29	161	0	0	139	11
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	8	45	86	21	62	31	227	10	176	161	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	17	9	51	98	24	71	35	259	11	201	184	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	9	51	98	24	71	35	259	11	201	184	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:	17	9	51	98	24	71	35	259	11	201	184	18
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	0.15	0.85	0.52	0.12	0.36	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	1700	272	1528	889	217	641	1700	3448	152	1700	3275	325
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.11	0.11	0.11	0.02	0.08	0.08	0.12	0.06	0.06
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.02	0.07	0.07	0.23	0.23	0.23	0.05	0.16	0.16	0.26	0.12	0.12
Delay/Veh:	9.0	9.2	9.2	10.1	10.1	10.1	9.6	10.2	10.2	10.9	10.0	10.0
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:	9.0	9.2	9.2	10.1	10.1	10.1	9.6	10.2	10.2	10.9	10.0	10.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	B
HCM2kAvgQ:	0	1	1	2	2	2	0	2	2	3	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 (Future Volume Alternative)

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

Cycle (sec): 60 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	37	0	44	92	223	0	0	196	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	37	0	44	92	223	0	0	196	68
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	54	30	46	93	297	30	104	305	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	33	49	254	67	37	57	115	366	37	128	376	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	49	254	67	37	57	115	366	37	128	376	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:	33	49	254	67	37	57	115	366	37	128	376	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	0.16	0.84	0.43	0.22	0.35	1.00	1.82	0.18	1.00	1.53	0.47
Final Sat.:	1700	293	1507	730	405	622	1700	3270	330	1700	2745	855
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.09	0.09	0.09	0.07	0.11	0.11	0.08	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.04	0.33	0.33	0.18	0.18	0.18	0.16	0.27	0.27	0.18	0.33	0.33
Delay/Veh:	7.2	8.6	8.6	7.8	7.8	7.8	11.1	11.6	11.6	11.2	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	8.6	8.6	7.8	7.8	7.8	11.1	11.6	11.6	11.2	12.0	12.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	3	3	2	2	2	1	3	3	2	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec): 60 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	63	313	15	253	238	158	177	262	71	11	379	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	313	15	253	238	158	177	262	71	11	379	320
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	357	19	253	362	158	177	262	101	18	379	320
User Adj:	1.00	1.00	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:	83	418	22	296	424	185	207	307	118	21	444	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	418	22	296	424	185	207	307	118	21	444	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	418	22	296	424	185	207	307	118	21	444	375
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	1.90	0.10	1.00	1.39	0.61	1.00	1.44	0.56	1.00	1.08	0.92
Final Sat.:	1700	3418	182	1700	2506	1094	1700	2598	1002	1700	1952	1648
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.17	0.17	0.17	0.12	0.12	0.12	0.01	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.10	0.24	0.24	0.34	0.33	0.33	0.29	0.28	0.28	0.03	0.53	0.53
Delay/Veh:	7.8	8.5	8.5	9.2	9.0	9.0	11.7	11.5	11.5	10.2	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	8.5	8.5	9.2	9.0	9.0	11.7	11.5	11.5	10.2	13.4	13.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	2	2	4	4	4	3	3	3	0	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec): 60 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	238	281	92	104	218	67	80	384	145	67	495	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	281	92	104	218	67	80	384	145	67	495	79
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	523	114	104	397	67	80	384	170	87	495	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	331	615	134	122	467	79	94	452	200	102	582	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	615	134	122	467	79	94	452	200	102	582	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:	331	615	134	122	467	79	94	452	200	102	582	93
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	1.64	0.36	1.00	1.71	0.29	1.00	1.39	0.61	1.00	1.72	0.28
Final Sat.:	1700	2956	644	1700	3080	520	1700	2495	1105	1700	3105	495
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.07	0.15	0.15	0.06	0.18	0.18	0.06	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.38	0.41	0.41	0.14	0.30	0.30	0.13	0.42	0.42	0.14	0.44	0.44
Delay/Veh:	9.4	9.5	9.5	8.0	8.8	8.8	10.7	12.5	12.5	10.8	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.5	9.5	8.0	8.8	8.8	10.7	12.5	12.5	10.8	12.6	12.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	4	5	5	1	3	3	1	5	5	1	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 (Future Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	95	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	104	242	102	59	348	61	57	488	160	113	356	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:	104	242	102	59	348	61	57	488	160	113	356	21
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	303	111	59	516	61	57	488	204	144	356	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	133	336	123	65	571	68	63	540	226	159	394	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	336	123	65	571	68	63	540	226	159	394	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:	133	336	123	65	571	68	63	540	226	159	394	23
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	1.46	0.54	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2635	965	1700	3219	381	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.04	0.18	0.18	0.04	0.15	0.13	0.09	0.11	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.12	0.36	0.36	0.18	0.41	0.41
Volume/Cap:	0.20	0.32	0.32	0.10	0.44	0.44	0.30	0.42	0.35	0.52	0.26	0.03
Delay/Veh:	18.7	19.7	19.7	17.8	21.0	21.0	38.9	23.3	22.7	37.0	18.4	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:	18.7	19.7	19.7	17.8	21.0	21.0	38.9	23.3	22.7	37.0	18.4	16.5
LOS by Move:	B	B	B	B	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	5	5	1	7	7	2	6	5	5	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 (Future Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec): 90 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	197	489	144	39	284	97	123	637	208	138	706	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:	197	489	144	39	284	97	123	637	208	138	706	77
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	819	188	39	531	97	123	637	274	165	706	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	315	904	208	43	586	107	136	703	302	182	779	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	904	208	43	586	107	136	703	302	182	779	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:	315	904	208	43	586	107	136	703	302	182	779	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	0.94	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2928	672	1700	3044	556	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.03	0.19	0.19	0.08	0.20	0.17	0.11	0.22	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.12	0.38	0.38	0.13	0.39	0.39
Volume/Cap:	0.44	0.73	0.73	0.06	0.46	0.46	0.69	0.52	0.44	0.80	0.55	0.12
Delay/Veh:	18.9	23.6	23.6	15.4	18.8	18.8	48.0	22.0	21.4	56.3	21.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	23.6	23.6	15.4	18.8	18.8	48.0	22.0	21.4	56.3	21.5	17.4
LOS by Move:	B	C	C	B	B	B	D	C	C	E	C	B
HCM2kAvgQ:	7	14	14	1	7	7	5	8	6	7	9	1

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec): 110 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	100	586	128	117	739	66	94	254	123	198	325	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	586	128	117	739	66	94	254	123	198	325	59
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	672	137	117	981	66	94	254	160	229	325	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	131	786	160	137	1147	77	110	297	187	268	380	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	786	160	137	1147	77	110	297	187	268	380	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:	131	786	160	137	1147	77	110	297	187	268	380	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	1.66	0.34	1.00	1.87	0.13	1.00	1.23	0.77	1.00	1.69	0.31
Final Sat.:	1700	2990	610	1700	3373	227	1700	2209	1391	1700	3047	553
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.08	0.34	0.34	0.06	0.13	0.13	0.16	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.35	0.35	0.12	0.38	0.38	0.11	0.28	0.28	0.18	0.35	0.35
Volume/Cap:	0.85	0.75	0.75	0.67	0.90	0.90	0.58	0.48	0.48	0.90	0.36	0.36
Delay/Veh:	82.3	34.2	34.2	54.3	40.3	40.3	50.9	33.1	33.1	72.0	27.1	27.1
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:	82.3	34.2	34.2	54.3	40.3	40.3	50.9	33.1	33.1	72.0	27.1	27.1
LOS by Move:	F	C	C	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	7	15	15	6	23	23	5	7	7	13	6	6

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	100	718	129	99	594	36	83	292	67	129	305	119
Growth Adj:	1.00	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	718	129	99	594	36	83	292	67	129	305	119
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1181	173	99	934	36	83	292	113	156	305	119
User Adj:	1.00	1.00	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:	183	1299	190	109	1028	40	91	321	124	172	336	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1299	190	109	1028	40	91	321	124	172	336	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:	183	1299	190	109	1028	40	91	321	124	172	336	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	1.74	0.26	1.00	1.93	0.07	1.00	1.44	0.56	1.00	1.44	0.56
Final Sat.:	1700	3140	460	1700	3466	134	1700	2596	1004	1700	2590	1010
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.41	0.06	0.30	0.30	0.05	0.12	0.12	0.10	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.48	0.48	0.08	0.41	0.41	0.09	0.26	0.26	0.12	0.28	0.28
Volume/Cap:	0.72	0.87	0.87	0.77	0.72	0.72	0.59	0.48	0.48	0.87	0.46	0.46
Delay/Veh:	58.5	33.3	33.3	76.0	31.4	31.4	58.2	38.1	38.1	83.6	35.8	35.8
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:	58.5	33.3	33.3	76.0	31.4	31.4	58.2	38.1	38.1	83.6	35.8	35.8
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	8	27	27	6	17	17	4	7	7	9	7	7

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 110 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	24	395	19	62	606	16	22	129	38	66	99	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	19	62	606	16	22	129	38	66	99	53
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	502	30	62	916	16	22	129	88	80	99	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	52	596	36	74	1088	19	26	153	105	95	118	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	596	36	74	1088	19	26	153	105	95	118	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	596	36	74	1088	19	26	153	105	95	118	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.97	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3397	203	1700	3538	62	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.31	0.31	0.02	0.04	0.06	0.06	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.42	0.42	0.14	0.46	0.46	0.09	0.28	0.28	0.09	0.28	0.28
Volume/Cap:	0.34	0.42	0.42	0.32	0.66	0.66	0.17	0.15	0.21	0.61	0.12	0.12
Delay/Veh:	48.2	22.7	22.7	43.8	23.9	23.9	46.7	29.7	30.3	55.3	29.4	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	22.7	22.7	43.8	23.9	23.9	46.7	29.7	30.3	55.3	29.4	29.5
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	8	8	3	15	15	1	2	3	4	1	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: OPTIMIZED Level Of Service: C

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Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	41	628	69	88	489	29	45	244	40	41	220	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:	41	628	69	88	489	29	45	244	40	41	220	87
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1201	116	88	902	29	45	244	127	85	220	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	176	1401	135	103	1053	34	53	285	148	99	257	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1401	135	103	1053	34	53	285	148	99	257	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1401	135	103	1053	34	53	285	148	99	257	102
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	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3283	317	1700	3488	112	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.43	0.06	0.30	0.30	0.03	0.08	0.08	0.06	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.69	0.84	0.84	0.72	0.69	0.69	0.37	0.31	0.32	0.70	0.28	0.22
Delay/Veh:	55.7	29.0	29.0	70.6	28.2	28.2	53.7	36.0	36.4	68.0	35.7	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	29.0	29.0	70.6	28.2	28.2	53.7	36.0	36.4	68.0	35.7	35.2
LOS by Move:	E	C	C	E	C	C	D	D	D	E	D	D
HCM2kAvgQ:	8	26	26	5	17	17	2	4	4	5	4	3

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec): 95 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	54	459	20	18	793	44	43	82	137	30	62	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:	54	459	20	18	793	44	43	82	137	30	62	19
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	576	184	40	1097	129	73	139	177	184	166	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	80	685	219	48	1304	153	87	165	210	219	197	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	685	219	48	1304	153	87	165	210	219	197	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:	80	685	219	48	1304	153	87	165	210	219	197	26
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.79	0.21	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	3200	3600	1800	1700	3221	379	1700	1800	1800	1700	1589	211
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.12	0.03	0.40	0.40	0.05	0.09	0.12	0.13	0.12	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.11	0.46	0.46	0.15	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.24	0.41	0.26	0.19	0.80	0.80	0.16	0.28	0.36	0.39	0.38	0.38
Delay/Veh:	39.4	17.2	15.8	35.8	22.2	22.2	22.9	24.0	24.8	25.2	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	17.2	15.8	35.8	22.2	22.2	22.9	24.0	24.8	25.2	25.0	25.0
LOS by Move:	D	B	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	7	4	1	19	19	2	4	5	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec): 105 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	143	829	74	49	532	61	91	138	92	35	136	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	829	74	49	532	61	91	138	92	35	136	10
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1481	268	54	1039	140	213	268	138	246	228	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	232	1629	295	59	1143	154	234	295	152	271	251	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1629	295	59	1143	154	234	295	152	271	251	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:	232	1629	295	59	1143	154	234	295	152	271	251	34
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	0.94	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.76	0.24	1.00	1.00	1.00	1.00	0.88	0.12
Final Sat.:	3200	3600	1800	1700	3173	427	1700	1800	1800	1700	1585	215
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.16	0.03	0.36	0.36	0.14	0.16	0.08	0.16	0.16	0.16
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.55	0.55	0.10	0.51	0.51	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.54	0.82	0.30	0.37	0.70	0.70	0.47	0.55	0.29	0.54	0.54	0.54
Delay/Veh:	43.6	22.0	12.7	45.9	20.8	20.8	30.9	32.5	28.8	32.2	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	22.0	12.7	45.9	20.8	20.8	30.9	32.5	28.8	32.2	32.1	32.1
LOS by Move:	D	C	B	D	C	C	C	C	C	C	C	C
HCM2kAvgQ:	5	23	5	2	17	17	7	8	4	8	8	8

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec): 105 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	435	115	85	875	0	0	0	0	45	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	115	85	875	0	0	0	0	45	0	55
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	717	115	85	1299	75	12	0	24	45	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
PHF Volume:	198	891	143	106	1614	93	15	0	30	56	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	891	143	106	1614	93	15	0	30	56	0	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:	198	891	143	106	1614	93	15	0	30	56	0	68
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	2.59	0.41	1.00	2.84	0.16	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1700	4654	746	1700	5105	295	1700	0	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.06	0.32	0.32	0.01	0.00	0.02	0.03	0.00	0.04
Crit Moves:		****		****								****
Green/Cycle:	0.44	0.44	0.44	0.14	0.58	0.58	0.36	0.00	0.36	0.36	0.00	0.36
Volume/Cap:	0.26	0.44	0.44	0.44	0.54	0.54	0.02	0.00	0.05	0.09	0.00	0.10
Delay/Veh:	18.9	20.6	20.6	42.4	13.7	13.7	21.6	0.0	21.8	22.2	0.0	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	20.6	20.6	42.4	13.7	13.7	21.6	0.0	21.8	22.2	0.0	22.3
LOS by Move:	B	C	C	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	4	8	8	4	11	11	0	0	1	1	0	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec): 130 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	993	23	37	617	0	0	0	0	73	0	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	993	23	37	617	0	0	0	0	73	0	87
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1837	23	37	1365	15	70	0	150	73	0	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	37	2059	26	41	1530	17	78	0	168	82	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	2059	26	41	1530	17	78	0	168	82	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	2059	26	41	1530	17	78	0	168	82	0	98
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	2.96	0.04	1.00	2.97	0.03	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1700	5333	67	1700	5341	59	1700	0	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.02	0.29	0.29	0.05	0.00	0.09	0.05	0.00	0.05
Crit Moves:		****		****					****			
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.04	0.66	0.66	0.32	0.43	0.43	0.16	0.00	0.32	0.16	0.00	0.19
Delay/Veh:	11.5	18.8	18.8	58.2	10.5	10.5	34.3	0.0	36.3	34.4	0.0	34.6
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:	11.5	18.8	18.8	58.2	10.5	10.5	34.3	0.0	36.3	34.4	0.0	34.6
LOS by Move:	B	B	B	E	B	B	C	A	D	C	A	C
HCM2kAvgQ:	1	19	19	2	10	10	2	0	5	3	0	3

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	556	156	64	894	0	0	0	0	76	0	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:	0	556	156	64	894	0	0	0	0	76	0	34
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	919	156	64	1242	101	78	0	75	76	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00	0.83	1.00	1.00
PHF Volume:	89	919	156	77	1242	101	94	0	75	91	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	919	156	77	1242	101	94	0	75	91	0	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:	89	919	156	77	1242	101	94	0	75	91	0	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:	0.19	1.81	1.00	1.00	1.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	316	3266	1800	1700	3329	271	1700	0	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.09	0.05	0.37	0.37	0.06	0.00	0.04	0.05	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.56	0.56	0.56	0.09	0.65	0.65	0.30	0.00	0.30	0.30	0.00	0.30
Volume/Cap:	0.50	0.50	0.15	0.50	0.57	0.57	0.19	0.00	0.14	0.18	0.00	0.06
Delay/Veh:	15.6	15.6	12.2	52.4	11.4	11.4	30.4	0.0	29.9	30.3	0.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	15.6	12.2	52.4	11.4	11.4	30.4	0.0	29.9	30.3	0.0	29.1
LOS by Move:	B	B	B	D	B	B	C	A	C	C	A	C
HCM2kAvgQ:	11	11	3	3	13	13	3	0	2	3	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

Cycle (sec): 125 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	920	89	61	653	0	0	0	0	217	0	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:	0	920	89	61	653	0	0	0	0	217	0	60
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1434	89	61	1204	347	362	0	264	217	0	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	294	1585	98	67	1330	383	400	0	292	240	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1585	98	67	1330	383	400	0	292	240	0	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	294	1585	98	67	1330	383	400	0	292	240	0	66
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.33	1.67	1.00	1.00	1.55	0.45	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	558	3009	1800	1700	2795	805	1700	0	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.05	0.04	0.48	0.48	0.24	0.00	0.16	0.14	0.00	0.04
Crit Moves:		****		****			****					
Green/Cycle:	0.60	0.60	0.60	0.08	0.68	0.68	0.27	0.00	0.27	0.27	0.00	0.27
Volume/Cap:	0.88	0.88	0.09	0.50	0.70	0.70	0.87	0.00	0.60	0.52	0.00	0.14
Delay/Veh:	25.6	25.6	10.6	57.9	13.1	13.1	58.9	0.0	41.5	39.6	0.0	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	10.6	57.9	13.1	13.1	58.9	0.0	41.5	39.6	0.0	34.5
LOS by Move:	C	C	B	E	B	B	E	A	D	D	A	C
HCM2kAvgQ:	33	33	2	3	20	20	18	0	10	9	0	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	84	136	222	132	917	40	315	126	40	32	956	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:	84	136	222	132	917	40	315	126	40	32	956	60
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	393	592	300	986	225	424	349	172	121	1177	131
User Adj:	1.00	1.00	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:	491	456	688	348	1145	261	492	405	200	141	1367	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	456	688	348	1145	261	492	405	200	141	1367	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	456	688	348	1145	261	492	405	200	141	1367	152
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.38	0.11	0.21	0.15	0.15	0.08	0.11	0.04	0.25	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.35	0.46	0.11	0.30	0.47	0.17	0.36	0.53	0.11	0.30	0.41
Volume/Cap:	0.91	0.24	0.83	0.96	0.72	0.31	0.91	0.21	0.21	0.42	0.86	0.21
Delay/Veh:	65.8	26.5	34.8	87.7	37.8	19.4	65.7	25.5	14.5	48.9	43.0	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:	65.8	26.5	34.8	87.7	37.8	19.4	65.7	25.5	14.5	48.9	43.0	22.1
LOS by Move:	E	C	C	F	D	B	E	C	B	D	D	C
HCM2kAvgQ:	13	4	23	11	13	6	13	3	4	3	18	3

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 48.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	148	237	197	59	952	59	134	175	61	36	1043	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	237	197	59	952	59	134	175	61	36	1043	79
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	532	498	455	264	1372	249	372	472	651	523	1394	360
User Adj:	1.00	1.00	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:	580	543	496	288	1496	272	406	515	710	570	1520	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	543	496	288	1496	272	406	515	710	570	1520	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	543	496	288	1496	272	406	515	710	570	1520	393
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.28	0.09	0.28	0.15	0.13	0.10	0.39	0.18	0.28	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.36	0.54	0.11	0.28	0.43	0.14	0.28	0.47	0.18	0.32	0.43
Volume/Cap:	0.98	0.28	0.51	0.80	0.98	0.35	0.88	0.34	0.84	0.98	0.88	0.50
Delay/Veh:	80.6	27.8	18.2	63.6	60.5	23.5	68.1	34.2	35.7	81.1	43.8	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	27.8	18.2	63.6	60.5	23.5	68.1	34.2	35.7	81.1	43.8	25.1
LOS by Move:	F	C	B	E	E	C	E	C	D	F	D	C
HCM2kAvgQ:	17	5	12	8	24	7	11	5	25	17	21	10

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	444	0	0	740	807	0	0	0	13	3	636
Growth Adj:	1.00	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	444	0	0	740	807	0	0	0	13	3	636
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	707	0	0	955	882	0	0	0	13	3	1339
User Adj:	1.00	1.00	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:	9	888	0	0	1200	1108	0	0	0	16	4	1682
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	888	0	0	1200	1108	0	0	0	16	4	1682
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	888	0	0	1200	1108	0	0	0	16	4	1682
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.02	0.01	1.97
Final Sat.:	3200	3600	0	0	3600	3600	0	0	0	34	8	3556
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.33	0.31	0.00	0.00	0.00	0.48	0.48	0.47
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.44	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.50	0.50	0.50
Volume/Cap:	0.03	0.55	0.00	0.00	0.97	0.89	0.00	0.00	0.00	0.97	0.97	0.95
Delay/Veh:	40.6	20.9	0.0	0.0	50.3	39.5	0.0	0.0	0.0	38.8	38.8	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:	40.6	20.9	0.0	0.0	50.3	39.5	0.0	0.0	0.0	38.8	38.8	36.5
LOS by Move:	D	C	A	A	D	D	A	A	A	D	D	D
HCM2kAvgQ:	0	10	0	0	24	20	0	0	0	32	32	31

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

Cycle (sec):	130	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	609	0	0	660	668	0	0	0	1	0	609
Growth Adj:	1.00	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	609	0	0	660	668	0	0	0	1	0	609
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	881	0	0	1729	1095	0	0	0	1	0	1238
User Adj:	1.00	1.00	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:	1	960	0	0	1883	1193	0	0	0	1	0	1349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	960	0	0	1883	1193	0	0	0	1	0	1349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	960	0	0	1883	1193	0	0	0	1	0	1349
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	0.94	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.01	0.00	1.99
Final Sat.:	3200	3600	0	0	3600	3600	0	0	0	3	0	3597
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.52	0.33	0.00	0.00	0.00	0.38	0.00	0.37
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.59	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.45	0.00	0.00	1.02	0.65	0.00	0.00	0.00	1.02	0.00	1.02
Delay/Veh:	55.4	15.2	0.0	0.0	59.3	24.1	0.0	0.0	0.0	72.4	0.0	72.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	15.2	0.0	0.0	59.3	24.1	0.0	0.0	0.0	72.4	0.0	72.1
LOS by Move:	E	B	A	A	E	C	A	A	A	E	A	E
HCM2kAvgQ:	0	11	0	0	46	18	0	0	0	35	0	35

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	44	713	25	0	441	0	30	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	37	44	713	25	0	441	0	30	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	44	928	25	0	704	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.00	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	0	49	0	1236	33	0	937	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	49	0	1236	33	0	937	0	40	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	49	0	1236	33	0	937	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.93	0.07	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	4688	126	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.26	0.26	0.00	0.29	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.38	0.53	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.00	0.70	0.50	0.00	0.70	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	45.6	0.0	33.9	18.8	0.0	31.2	0.0	21.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.6	0.0	33.9	18.8	0.0	31.2	0.0	21.5	0.0	0.0	0.0
LOS by Move:	A	D	A	C	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	1	0	23	2	0	17	0	1	0	0	0

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	52	125	648	29	0	536	0	30	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	52	125	648	29	0	536	0	30	0	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	125	1717	29	0	808	0	30	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	57	0	1883	32	0	886	0	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	57	0	1883	32	0	886	0	33	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	57	0	1883	32	0	886	0	33	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	0.89	1.00	1.00	0.89	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	2.00	1.00	2.96	0.04	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3600	1800	4729	80	0	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.40	0.40	0.00	0.28	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.18	0.00	0.45	0.63	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.00	0.89	0.63	0.00	0.89	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	35.8	0.0	31.3	12.4	0.0	43.9	0.0	25.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.8	0.0	31.3	12.4	0.0	43.9	0.0	25.3	0.0	0.0	0.0
LOS by Move:	A	D	A	C	B	A	D	A	C	A	A	A
HCM2kAvgQ:	0	1	0	34	2	0	19	0	1	0	0	0

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	46	66	8	9	237	44	24	63	63	20	60	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	66	8	9	237	44	24	63	63	20	60	10
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	73	20	9	280	144	40	111	77	82	220	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	80	83	23	10	320	165	46	127	88	94	251	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	83	23	10	320	165	46	127	88	94	251	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	83	23	10	320	165	46	127	88	94	251	11
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	0.78	0.22	1.00	0.66	0.34	1.00	0.59	0.41	0.27	0.70	0.03
Final Sat.:	1700	1413	387	1700	1189	611	1700	1063	737	466	1250	57
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.01	0.27	0.27	0.03	0.12	0.12	0.20	0.20	0.20
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.09	0.11	0.11	0.01	0.50	0.50	0.07	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	7.3	7.5	7.5	7.0	9.9	9.9	12.0	13.5	13.5	15.1	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	7.5	7.5	7.0	9.9	9.9	12.0	13.5	13.5	15.1	15.1	15.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	0	7	7	1	3	3	6	6	6

****

Note: Queue reported is the number of cars per lane.

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Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec): 65 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	72	302	23	14	136	59	78	174	65	9	99	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:	72	302	23	14	136	59	78	174	65	9	99	30
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	341	89	14	145	80	166	374	114	34	209	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	132	404	105	17	172	95	197	443	135	40	248	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	404	105	17	172	95	197	443	135	40	248	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:	132	404	105	17	172	95	197	443	135	40	248	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	0.79	0.21	1.00	0.64	0.36	1.00	0.77	0.23	0.13	0.76	0.11
Final Sat.:	1700	1427	373	1700	1160	640	1700	1380	420	223	1368	196
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.01	0.15	0.15	0.12	0.32	0.32	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.16	0.59	0.59	0.02	0.31	0.31	0.25	0.70	0.70	0.39	0.39	0.39
Delay/Veh:	9.7	13.5	13.5	9.0	10.6	10.6	10.8	16.5	16.5	11.8	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	13.5	13.5	9.0	10.6	10.6	10.8	16.5	16.5	11.8	11.8	11.8
LOS by Move:	A	B	B	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	8	8	0	3	3	3	10	10	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 47.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0 0 0 0			1 0 0 0 2			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	194	0	170	67	116	0	0	130	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	0	170	67	116	0	0	130	133
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	211	0	310	714	182	0	0	343	217
User Adj:	1.00	1.00	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:	0	0	0	260	0	382	880	224	0	0	423	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	382	880	224	0	0	423	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	260	0	382	880	224	0	0	423	268
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	3600	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.11	0.52	0.06	0.00	0.00	0.12	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.53	0.69	0.00	0.00	0.16	0.16
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.41	0.97	0.09	0.00	0.00	0.74	0.94
Delay/Veh:	0.0	0.0	0.0	41.1	0.0	37.2	50.1	6.1	0.0	0.0	53.4	87.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.1	0.0	37.2	50.1	6.1	0.0	0.0	53.4	87.1
LOS by Move:	A	A	A	D	A	D	D	A	A	A	D	F
HCM2kAvgQ:	0	0	0	9	0	6	39	1	0	0	9	14

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 2	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	218	0	92	138	292	0	0	228	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	218	0	92	138	292	0	0	228	122
Added Vol:	0	0	0	97	0	782	367	264	0	0	194	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	874	505	556	0	0	422	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	0	0	406	0	1126	651	716	0	0	544	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	406	0	1126	651	716	0	0	544	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	406	0	1126	651	716	0	0	544	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	3600	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.31	0.38	0.20	0.00	0.00	0.15	0.12
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.38	0.59	0.00	0.00	0.21	0.21
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.91	1.01	0.34	0.00	0.00	0.72	0.55
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	38.0	66.9	9.6	0.0	0.0	36.3	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	38.0	66.9	9.6	0.0	0.0	36.3	33.5
LOS by Move:	A	A	A	C	A	D	E	A	A	A	D	C
HCM2kAvgQ:	0	0	0	11	0	19	27	5	0	0	8	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0			1	0	0			0	0	70			1	2	80			0
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	0			1	0	0			0	0	70			1	2	80			0
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			1	0	0			0	0	70			1	2	80			0
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00
PHF Adj:	0.74	0.74			0.74	0.74	0.74			0.74	0.74	0.74			0.00	0.74	0.74			0.74
PHF Volume:	0	0			1	0	0			0	0	95			0	3	108			0
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			1	0	0			0	0	95			0	3	108			0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			47	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	95	xxxx			xxxxx
Potent Cap.:	xxxx	xxxx			1018	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1512	xxxx			xxxxx
Move Cap.:	xxxx	xxxx			1018	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1512	xxxx			xxxxx
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.00	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx
Control Del:	xxxxx	xxxx			8.5	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.4	xxxx			xxxxx
LOS by Move:	*	*			A	*	*			*	*	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	xxxx	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:			8.5					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			A					*					*					*		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.7]

Street Name:	Hermosa Avenue						C Street					
Approach:	North Bound			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			Ignore			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	3	0	0	0	0	110	2	2	140	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	3	0	0	0	0	110	2	2	140	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	3	0	0	0	0	110	2	2	140	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.00	0.79	0.79	0.79
PHF Volume:	0	0	4	0	0	0	0	140	0	3	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	0	0	0	0	140	0	3	178	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	70	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	985	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:		8.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

Cycle (sec):	75	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	209	0	94	143	311	0	0	206	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:	0	0	0	209	0	94	143	311	0	0	206	107
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	94	143	394	0	0	503	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	271	0	122	186	512	0	0	653	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	271	0	122	186	512	0	0	653	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	271	0	122	186	512	0	0	653	139
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.07	0.11	0.14	0.00	0.00	0.18	0.08
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.50	0.50	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.15	0.22	0.28	0.00	0.00	0.36	0.15
Delay/Veh:	0.0	0.0	0.0	14.1	0.0	12.6	10.5	10.9	0.0	0.0	11.4	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.1	0.0	12.6	10.5	10.9	0.0	0.0	11.4	10.1
LOS by Move:	A	A	A	B	A	B	B	B	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	2	3	3	0	0	5	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	488	0	0	352	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	488	0	0	352	7
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	8	3	849	0	0	588	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	0	0	0	3	0	10	4	1103	0	0	764	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	10	4	1103	0	0	764	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:	0	0	0	3	0	10	4	1103	0	0	764	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.31	0.00	0.00	0.21	0.01
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.42	0.00	0.00	0.29	0.01
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	6.9	0.0	0.0	6.0	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	4.7	6.9	0.0	0.0	6.0	4.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	0	0	5	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec):	60	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	28	178	33	9	579	32	24	38	29	32	30	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:	28	178	33	9	579	32	24	38	29	32	30	18
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	183	36	9	581	45	32	89	29	33	239	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	32	212	42	10	673	52	37	103	34	38	277	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	212	42	10	673	52	37	103	34	38	277	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	212	42	10	673	52	37	103	34	38	277	21
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.86	0.14	0.22	0.59	0.19	0.12	0.82	0.06
Final Sat.:	1700	3008	592	1700	3341	259	379	1055	344	203	1474	111
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.20	0.20	0.10	0.10	0.10	0.19	0.19	0.19
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.05	0.17	0.17	0.01	0.48	0.48	0.19	0.19	0.19	0.36	0.36	0.36
Delay/Veh:	10.4	11.0	11.0	10.3	13.0	13.0	7.9	7.9	7.9	8.9	8.9	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:	10.4	11.0	11.0	10.3	13.0	13.0	7.9	7.9	7.9	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	5	5	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	91	726	31	25	459	38	42	74	44	26	51	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	726	31	25	459	38	42	74	44	26	51	23
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	729	33	25	464	79	87	296	44	29	145	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	99	791	36	27	503	86	94	321	48	31	157	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	791	36	27	503	86	94	321	48	31	157	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:	99	791	36	27	503	86	94	321	48	31	157	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	1.91	0.09	1.00	1.71	0.29	0.21	0.69	0.10	0.15	0.73	0.12
Final Sat.:	1700	3444	156	1700	3076	524	362	1233	183	263	1313	208
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.16	0.16	0.26	0.26	0.26	0.12	0.12	0.12
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.14	0.55	0.55	0.04	0.39	0.39	0.50	0.50	0.50	0.23	0.23	0.23
Delay/Veh:	10.9	13.7	13.7	10.4	12.4	12.4	9.9	9.9	9.9	8.1	8.1	8.1
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:	10.9	13.7	13.7	10.4	12.4	12.4	9.9	9.9	9.9	8.1	8.1	8.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	6	6	0	4	4	6	6	6	2	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 105 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	112	439	176	66	655	21	32	198	303	112	180	140
Growth Adj:	1.00	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	439	176	66	655	21	32	198	303	112	180	140
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	439	176	66	655	48	44	234	338	112	286	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	339	537	215	81	802	59	54	286	414	137	350	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	537	215	81	802	59	54	286	414	137	350	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	537	215	81	802	59	54	286	414	137	350	171
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	1.43	0.57	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	2570	1030	1700	3354	246	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.21	0.05	0.24	0.24	0.03	0.16	0.23	0.08	0.19	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.84	0.52	0.52	0.37	0.81	0.81	0.33	0.54	0.78	0.84	0.66	0.32
Delay/Veh:	52.7	24.0	24.0	42.8	39.0	39.0	45.6	31.5	38.2	77.0	35.3	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	24.0	24.0	42.8	39.0	39.0	45.6	31.5	38.2	77.0	35.3	29.1
LOS by Move:	D	C	C	D	D	D	D	C	D	E	D	C
HCM2kAvgQ:	14	9	9	3	15	15	2	8	14	7	11	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	273	745	115	66	464	47	48	229	261	95	269	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:	273	745	115	66	464	47	48	229	261	95	269	87
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	745	115	66	464	61	74	407	418	95	391	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	410	819	126	73	510	67	81	447	459	104	430	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	819	126	73	510	67	81	447	459	104	430	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:	410	819	126	73	510	67	81	447	459	104	430	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	1.73	0.27	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3119	481	1700	3182	418	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.26	0.04	0.16	0.16	0.05	0.25	0.26	0.06	0.24	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.27	0.42	0.42	0.13	0.28	0.28	0.09	0.29	0.29	0.09	0.28	0.28
Volume/Cap:	0.89	0.63	0.63	0.32	0.57	0.57	0.52	0.87	0.89	0.68	0.84	0.19
Delay/Veh:	58.4	26.2	26.2	43.8	34.6	34.6	50.8	45.6	48.1	59.7	48.8	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	26.2	26.2	43.8	34.6	34.6	50.8	45.6	48.1	59.7	48.8	29.9
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	C
HCM2kAvgQ:	18	13	13	3	9	9	4	17	18	5	16	2

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	139	519	0	0	836	329	0	0	0	314	2	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:	139	519	0	0	836	329	0	0	0	314	2	341
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	637	0	0	871	329	0	0	0	314	2	388
User Adj:	1.00	1.00	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:	154	707	0	0	967	365	0	0	0	349	2	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	707	0	0	967	365	0	0	0	349	2	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	707	0	0	967	365	0	0	0	349	2	431
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	0.00	0.00	1.45	0.55	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2613	987	0	0	0	1690	11	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.21	0.21	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.17	0.61	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.54	0.32	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.72	0.72	0.83
Delay/Veh:	25.1	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	24.2	24.2	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	5.7	0.0	0.0	18.5	18.5	0.0	0.0	0.0	24.2	24.2	30.9
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	4	3	0	0	14	14	0	0	0	8	8	10

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	210	820	0	0	693	218	0	0	0	327	2	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	820	0	0	693	218	0	0	0	327	2	280
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	910	0	0	850	218	0	0	0	327	2	290
User Adj:	1.00	1.00	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:	231	999	0	0	933	239	0	0	0	359	2	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	999	0	0	933	239	0	0	0	359	2	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	999	0	0	933	239	0	0	0	359	2	318
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	0.00	0.00	1.59	0.41	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1700	3600	0	0	2865	735	0	0	0	1690	10	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.21	0.21	0.18
Crit Moves:	****				****						****	
Green/Cycle:	0.18	0.62	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.75	0.45	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.75	0.75	0.62
Delay/Veh:	33.0	6.3	0.0	0.0	16.2	16.2	0.0	0.0	0.0	25.9	25.9	21.1
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:	33.0	6.3	0.0	0.0	16.2	16.2	0.0	0.0	0.0	25.9	25.9	21.1
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	6	5	0	0	11	11	0	0	0	8	8	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

Cycle (sec): 60 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 1	1 0		1 0	2 0	0	0 1	0	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	475	115	374	786	0	185	1	294	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	475	115	374	786	0	185	1	294	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	593	115	374	821	0	185	1	294	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	637	124	402	882	0	199	1	316	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	637	124	402	882	0	199	1	316	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	637	124	402	882	0	199	1	316	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3015	585	1700	3600	0	1691	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.24	0.24	0.00	0.12	0.12	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.33	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.67	0.71	0.38	0.00	0.47	0.47	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	19.3	21.4	4.9	0.0	20.0	20.0	25.6	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	19.3	19.3	21.4	4.9	0.0	20.0	20.0	25.6	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	7	8	4	0	4	4	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	642	325	414	593	0	388	2	197	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	642	325	414	593	0	388	2	197	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	732	325	414	750	0	388	2	197	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	797	354	450	816	0	422	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	797	354	450	816	0	422	2	214	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	797	354	450	816	0	422	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.39	0.61	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2493	1107	1700	3600	0	1692	9	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.26	0.23	0.00	0.25	0.25	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.34	0.34	0.29	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.36	0.00	0.93	0.93	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	30.8	44.8	5.4	0.0	46.3	46.3	18.8	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	30.8	30.8	44.8	5.4	0.0	46.3	46.3	18.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	B	A	A	A
HCM2kAvgQ:	0	15	15	13	4	0	13	13	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec): 80 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	96	347	5	30	482	221	131	15	74	4	24	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:	96	347	5	30	482	221	131	15	74	4	24	12
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	434	5	30	508	230	162	15	74	4	24	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:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	122	550	6	38	644	292	205	19	94	5	30	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	550	6	38	644	292	205	19	94	5	30	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	550	6	38	644	292	205	19	94	5	30	15
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	1.98	0.02	1.00	1.38	0.62	0.66	0.06	0.28	0.10	0.60	0.30
Final Sat.:	1700	3559	41	1700	2478	1122	1119	104	511	179	1074	537
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.02	0.26	0.26	0.18	0.18	0.18	0.03	0.03	0.03
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.35	0.35	0.19	0.41	0.41	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.57	0.44	0.44	0.12	0.63	0.63	0.47	0.47	0.47	0.07	0.07	0.07
Delay/Veh:	36.7	20.1	20.1	27.3	19.5	19.5	18.9	18.9	18.9	15.5	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:	36.7	20.1	20.1	27.3	19.5	19.5	18.9	18.9	18.9	15.5	15.5	15.5
LOS by Move:	D	C	C	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	6	6	1	10	10	6	6	6	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec): 65 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	82	467	6	12	369	88	367	62	147	14	20	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:	82	467	6	12	369	88	367	62	147	14	20	26
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	530	6	12	481	132	394	62	147	14	20	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:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	92	596	7	13	540	148	443	70	165	16	22	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	596	7	13	540	148	443	70	165	16	22	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	596	7	13	540	148	443	70	165	16	22	29
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.57	0.43	0.67	0.10	0.23	0.24	0.33	0.43
Final Sat.:	1700	3560	40	1700	2825	775	1133	178	423	414	592	769
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.19	0.19	0.39	0.39	0.39	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.36	0.58	0.58	0.05	0.66	0.66	0.83	0.83	0.83	0.08	0.08	0.08
Delay/Veh:	26.0	20.9	20.9	24.0	22.3	22.3	22.5	22.5	22.5	9.7	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	20.9	20.9	24.0	22.3	22.3	22.5	22.5	22.5	9.7	9.7	9.7
LOS by Move:	C	C	C	C	C	C	C	C	C	A	A	A
HCM2kAvgQ:	2	6	6	0	7	7	15	15	15	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec): 70 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0	0 1	1 0	1 0	0 0	1	0	0 0	0 0
Volume Module:												
Base Vol:	206	270	0	0	400	54	60	0	290	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:	206	270	0	0	400	54	60	0	290	0	0	0
Added Vol:	87	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	270	0	0	400	54	60	0	316	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	332	306	0	0	453	61	68	0	358	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	306	0	0	453	61	68	0	358	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:	332	306	0	0	453	61	68	0	358	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3172	428	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.08	0.00	0.00	0.14	0.14	0.04	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.27	0.47	0.00	0.00	0.20	0.20	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.72	0.18	0.00	0.00	0.72	0.72	0.09	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	28.4	10.7	0.0	0.0	29.7	29.7	11.4	0.0	14.0	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:	28.4	10.7	0.0	0.0	29.7	29.7	11.4	0.0	14.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	C	C	B	A	B	A	A	A
HCM2kAvgQ:	8	2	0	0	7	7	1	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec): 70 Critical Vol./Cap.(X): 0.993
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	343	443	0	0	436	7	17	0	614	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:	343	443	0	0	436	7	17	0	614	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	443	0	0	436	7	17	0	726	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	482	526	0	0	517	8	20	0	861	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	526	0	0	517	8	20	0	861	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:	482	526	0	0	517	8	20	0	861	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.97	0.03	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	3600	0	0	3543	57	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.15	0.00	0.00	0.15	0.15	0.01	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.43	0.00	0.00	0.15	0.15	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.99	0.34	0.00	0.00	0.99	0.99	0.02	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	63.8	13.3	0.0	0.0	67.0	67.0	9.5	0.0	46.7	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:	63.8	13.3	0.0	0.0	67.0	67.0	9.5	0.0	46.7	0.0	0.0	0.0
LOS by Move:	E	B	A	A	E	E	A	A	D	A	A	A
HCM2kAvgQ:	18	4	0	0	11	11	0	0	27	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	381	0	0	170	0	209	0	400	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	381	0	0	170	0	209	0	400	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	436	0	0	181	0	241	0	400	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:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	0	518	0	0	215	0	287	0	476	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	0	0	215	0	287	0	476	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	518	0	0	215	0	287	0	476	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.12	0.00	0.17	0.00	0.26	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.00	0.00	0.25	0.00	0.38	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	0.0	0.0	9.1	0.0	11.4	0.0	13.7	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	12.2	0.0	0.0	9.1	0.0	11.4	0.0	13.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	4	0	7	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

Cycle (sec): 60 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	551	0	0	199	0	449	0	341	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	551	0	0	199	0	449	0	341	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	0	0	244	0	478	0	341	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:	0.89	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	659	0	0	275	0	538	0	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	659	0	0	275	0	538	0	384	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	659	0	0	275	0	538	0	384	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1800	0	0	1800	0	1700	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.15	0.00	0.32	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.31	0.00	0.73	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.9	0.0	0.0	9.0	0.0	17.9	0.0	12.8	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	14.9	0.0	0.0	9.0	0.0	17.9	0.0	12.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	11	0	0	3	0	10	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

Cycle (sec):	60	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	174	275	115	457	0	0	0	0	23	0	206
Growth Adj:	1.00	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	174	275	115	457	0	0	0	0	23	0	206
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	174	275	126	457	0	0	0	0	23	0	261
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	196	0	142	516	0	0	0	0	26	0	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	196	0	142	516	0	0	0	0	26	0	295
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	196	0	142	516	0	0	0	0	26	0	295
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	0.23	0.77	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	384	1393	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.37	0.37	0.00	0.00	0.00	0.00	0.02	0.00	0.16
Crit Moves:					****							****
Green/Cycle:	0.00	0.65	0.00	0.65	0.65	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.17	0.00	0.57	0.57	0.00	0.00	0.00	0.00	0.05	0.00	0.57
Delay/Veh:	0.0	4.3	0.0	6.6	6.6	0.0	0.0	0.0	0.0	15.6	0.0	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:	0.0	4.3	0.0	6.6	6.6	0.0	0.0	0.0	0.0	15.6	0.0	19.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	B
HCM2kAvgQ:	0	1	0	8	8	0	0	0	0	0	0	5

Note: Queue reported is the number of cars per lane.

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****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	0	1 0	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	335	531	159	391	0	0	0	0	19	0	195
Growth Adj:	1.00	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	335	531	159	391	0	0	0	0	19	0	195
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	335	531	204	391	0	0	0	0	19	0	229
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.00	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	387	0	236	452	0	0	0	0	22	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	0	236	452	0	0	0	0	22	0	265
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	0	236	452	0	0	0	0	22	0	265
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	1.00	1.00	0.36	0.64	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1800	1800	605	1159	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.39	0.39	0.00	0.00	0.00	0.00	0.01	0.00	0.15
Crit Moves:					****							****
Green/Cycle:	0.00	0.68	0.00	0.68	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.32	0.00	0.58	0.58	0.00	0.00	0.00	0.00	0.05	0.00	0.58
Delay/Veh:	0.0	4.1	0.0	5.8	5.8	0.0	0.0	0.0	0.0	16.9	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:	0.0	4.1	0.0	5.8	5.8	0.0	0.0	0.0	0.0	16.9	0.0	21.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	3	0	8	8	0	0	0	0	0	0	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	240	371	52	1	400	284	73	48	91	219	46	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:	240	371	52	1	400	284	73	48	91	219	46	37
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	390	52	1	427	308	77	48	123	219	46	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	389	471	63	1	516	372	93	58	149	264	56	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	471	63	1	516	372	93	58	149	264	56	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	471	63	1	516	372	93	58	149	264	56	45
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	0.94	1.00	1.00
Lanes:	2.00	1.76	0.24	1.00	1.16	0.84	1.00	0.28	0.72	1.00	0.55	0.45
Final Sat.:	3200	3176	424	1700	2091	1509	1700	505	1295	1700	998	802
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.15	0.00	0.25	0.25	0.05	0.11	0.11	0.16	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.33	0.33	0.11	0.33	0.33	0.12	0.33	0.33	0.15	0.36	0.36
Volume/Cap:	1.05	0.44	0.44	0.01	0.76	0.76	0.47	0.35	0.35	1.05	0.16	0.16
Delay/Veh:	103.5	25.0	25.0	37.9	31.5	31.5	41.1	24.7	24.7	111.9	20.8	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:	103.5	25.0	25.0	37.9	31.5	31.5	41.1	24.7	24.7	111.9	20.8	20.8
LOS by Move:	F	C	C	D	C	C	D	C	C	F	C	C
HCM2kAvgQ:	12	6	6	0	13	13	3	5	5	14	2	2

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec):	115	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	49.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	326	609	36	16	488	266	91	88	120	271	179	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:	326	609	36	16	488	266	91	88	120	271	179	40
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	700	36	16	573	271	112	88	277	271	179	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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	501	792	41	18	648	307	127	100	313	307	202	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	792	41	18	648	307	127	100	313	307	202	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	501	792	41	18	648	307	127	100	313	307	202	45
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	0.94	1.00	1.00
Lanes:	2.00	1.90	0.10	1.00	1.36	0.64	1.00	0.24	0.76	1.00	0.82	0.18
Final Sat.:	3200	3424	176	1700	2444	1156	1700	434	1366	1700	1471	329
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.01	0.27	0.27	0.07	0.23	0.23	0.18	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.35	0.35	0.11	0.29	0.29	0.11	0.27	0.27	0.20	0.35	0.35
Volume/Cap:	0.91	0.66	0.66	0.09	0.91	0.91	0.65	0.85	0.85	0.91	0.39	0.39
Delay/Veh:	66.1	32.9	32.9	45.9	51.0	51.0	56.5	53.2	53.2	72.9	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	32.9	32.9	45.9	51.0	51.0	56.5	53.2	53.2	72.9	28.3	28.3
LOS by Move:	E	C	C	D	D	D	E	D	D	E	C	C
HCM2kAvgQ:	13	13	13	1	20	20	6	16	16	15	7	7

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec): 110 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	23	36	11	396	2	212	201	444	15	3	465	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	36	11	396	2	212	201	444	15	3	465	143
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	36	11	396	2	231	201	476	15	3	547	143
User Adj:	1.00	1.00	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:	27	42	13	465	2	271	236	559	18	4	642	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	42	13	465	2	271	236	559	18	4	642	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	42	13	465	2	271	236	559	18	4	642	168
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.34	0.51	0.15	0.99	0.01	1.00	1.00	1.94	0.06	0.01	1.99	1.00
Final Sat.:	580	908	277	1692	9	1800	1700	3490	110	20	3579	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.27	0.27	0.15	0.14	0.16	0.16	0.18	0.18	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.32	0.32	0.32	0.16	0.37	0.37	0.21	0.21	0.21
Volume/Cap:	0.20	0.20	0.20	0.86	0.86	0.47	0.86	0.43	0.43	0.86	0.86	0.45
Delay/Veh:	33.9	33.9	33.9	47.9	47.9	30.5	67.5	26.2	26.2	51.6	51.6	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	33.9	47.9	47.9	30.5	67.5	26.2	26.2	51.6	51.6	38.8
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	2	2	2	18	18	7	11	7	7	13	13	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Opening Year (2020) With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	45	23	22	438	0	232	194	590	16	4	753	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	23	22	438	0	232	194	590	16	4	753	313
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	23	22	438	0	323	194	747	16	4	870	313
User Adj:	1.00	1.00	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:	52	27	26	509	0	375	225	868	19	5	1010	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	27	26	509	0	375	225	868	19	5	1010	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	27	26	509	0	375	225	868	19	5	1010	364
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.51	0.25	0.24	1.00	0.00	1.00	1.00	1.96	0.04	0.01	1.99	1.00
Final Sat.:	874	447	427	1700	0	1800	1700	3525	75	16	3583	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.30	0.00	0.21	0.13	0.25	0.25	0.28	0.28	0.20
Crit Moves:	****			****			****				****	
Green/Cycle:	0.20	0.20	0.20	0.31	0.00	0.31	0.14	0.43	0.43	0.29	0.29	0.29
Volume/Cap:	0.30	0.30	0.30	0.97	0.00	0.67	0.97	0.57	0.57	0.97	0.97	0.69
Delay/Veh:	44.7	44.7	44.7	75.0	0.0	42.4	105.2	28.7	28.7	65.5	65.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	44.7	44.7	75.0	0.0	42.4	105.2	28.7	28.7	65.5	65.5	44.8
LOS by Move:	D	D	D	E	A	D	F	C	C	E	E	D
HCM2kAvgQ:	4	4	4	26	0	14	14	13	13	25	25	14

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Note: Queue reported is the number of cars per lane.

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Year 2035 Without Project – Without Improvements

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	122	545	144	94	826	64	89	542	132	142	654	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	144	94	826	64	89	542	132	142	654	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	574	152	99	869	67	94	571	139	149	688	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	574	152	99	869	67	94	571	139	149	688	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	574	152	99	869	67	94	571	139	149	688	91
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	1.86	0.14	1.00	2.41	0.59	1.00	2.65	0.35
Final Sat.:	1800	3006	794	1800	3527	273	1800	4584	1116	1800	5038	662
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.05	0.25	0.25	0.05	0.12	0.12	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.49	0.49	0.53	0.63	0.63	0.50	0.39	0.39	0.81	0.43	0.43
Delay/Veh:	61.2	21.2	21.2	51.8	23.5	23.5	50.6	25.5	25.5	72.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	21.2	21.2	51.8	23.5	23.5	50.6	25.5	25.5	72.5	26.0	26.0
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	7	7	4	11	11	3	5	5	7	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	110	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	45.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1003	144	149	595	95	293	1177	119	236	1001	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	1056	152	157	626	100	308	1239	125	248	1054	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1056	152	157	626	100	308	1239	125	248	1054	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:	204	1056	152	157	626	100	308	1239	125	248	1054	131
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	1.75	0.25	1.00	1.72	0.28	1.00	2.72	0.28	1.00	2.67	0.33
Final Sat.:	1800	3323	477	1800	3277	523	1800	5177	523	1800	5072	628
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.09	0.19	0.19	0.17	0.24	0.24	0.14	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.37	0.37	0.10	0.35	0.35	0.18	0.31	0.31	0.15	0.28	0.28
Volume/Cap:	0.95	0.86	0.86	0.90	0.55	0.55	0.95	0.77	0.77	0.91	0.74	0.74
Delay/Veh:	97.6	37.1	37.1	95.0	29.3	29.3	83.1	36.9	36.9	81.0	38.9	38.9
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:	97.6	37.1	37.1	95.0	29.3	29.3	83.1	36.9	36.9	81.0	38.9	38.9
LOS by Move:	F	D	D	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	11	21	21	9	9	9	15	15	15	12	13	13

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	110	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	199	662	163	195	876	64	69	162	276	288	208	439
Growth Adj:	1.00	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	662	163	195	876	64	69	162	276	288	208	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	697	172	205	922	67	73	171	291	303	219	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	697	172	205	922	67	73	171	291	303	219	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	697	172	205	922	67	73	171	291	303	219	462
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	1.60	0.40	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3049	751	1800	3541	259	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.11	0.26	0.26	0.04	0.09	0.15	0.17	0.12	0.24
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.13	0.31	0.31	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.84	0.72	0.72	0.89	0.84	0.84	0.34	0.32	0.54	0.84	0.32	0.67
Delay/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.7	36.0	63.4	23.8	30.9
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:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.7	36.0	63.4	23.8	30.9
LOS by Move:	E	D	D	F	D	D	D	C	D	E	C	C
HCM2kAvgQ:	10	13	13	10	18	18	3	4	8	13	5	13

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	251	991	83	79	769	67	48	198	205	96	161	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	991	83	79	769	67	48	198	205	96	161	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	264	1043	87	83	809	71	51	208	216	101	169	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1043	87	83	809	71	51	208	216	101	169	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:	264	1043	87	83	809	71	51	208	216	101	169	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.23	0.77
Final Sat.:	1800	3506	294	1800	3495	305	1800	1900	1900	1800	2335	1465
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.23	0.23	0.03	0.11	0.11	0.06	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.40	0.40	0.13	0.33	0.33	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.71	0.74	0.74	0.36	0.71	0.71	0.29	0.37	0.38	0.59	0.25	0.25
Delay/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	29.9	30.1	59.5	28.3	28.3
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:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	29.9	30.1	59.5	28.3	28.3
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	15	15	3	13	13	2	5	5	4	3	3

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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)

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Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	43	648	11	120	1134	39	19	130	42	64	178	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:	43	648	11	120	1134	39	19	130	42	64	178	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:	45	682	12	126	1194	41	20	137	44	67	187	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	682	12	126	1194	41	20	137	44	67	187	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:	45	682	12	126	1194	41	20	137	44	67	187	108
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	1.27	0.73
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2407	1393
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.07	0.31	0.02	0.01	0.07	0.02	0.04	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.44	0.44	0.19	0.55	0.55	0.08	0.24	0.24	0.08	0.24	0.24
Volume/Cap:	0.33	0.41	0.01	0.38	0.58	0.04	0.14	0.30	0.10	0.49	0.33	0.33
Delay/Veh:	63.0	22.3	17.8	49.4	14.6	9.5	58.2	42.3	39.0	69.3	41.8	41.8
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:	63.0	22.3	17.8	49.4	14.6	9.5	58.2	42.3	39.0	69.3	41.8	41.8
LOS by Move:	E	C	B	D	B	A	E	D	D	E	D	D
HCM2kAvgQ:	2	7	0	5	11	0	1	4	1	3	5	5

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	26	999	74	97	731	22	49	259	37	42	183	152
Growth Adj:	1.00	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	999	74	97	731	22	49	259	37	42	183	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	1052	78	102	769	23	52	273	39	44	193	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1052	78	102	769	23	52	273	39	44	193	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1052	78	102	769	23	52	273	39	44	193	160
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	1.09	0.91
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2076	1724
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.06	0.20	0.01	0.03	0.14	0.02	0.02	0.09	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.44	0.44	0.10	0.37	0.37	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.09	0.63	0.09	0.60	0.54	0.03	0.30	0.49	0.07	0.26	0.31	0.31
Delay/Veh:	38.1	21.3	14.9	59.9	25.5	19.5	48.7	33.1	26.6	47.7	29.2	29.2
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:	38.1	21.3	14.9	59.9	25.5	19.5	48.7	33.1	26.6	47.7	29.2	29.2
LOS by Move:	D	C	B	E	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	12	1	4	9	0	2	7	1	2	4	4

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Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.487	
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.9	
Optimal Cycle: OPTIMIZED		Level Of Service:	B	

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	556	348	82	1111	0	0	0	0	809	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	348	82	1111	0	0	0	0	809	0	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	585	0	86	1169	0	0	0	0	852	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	0	86	1169	0	0	0	0	852	0	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	585	0	86	1169	0	0	0	0	852	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.05	0.31	0.00	0.00	0.00	0.00	0.25	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.42	0.00	0.41	0.64	0.00	0.00	0.00	0.00	0.56	0.00	0.12
Delay/Veh:	0.0	19.8	0.0	40.5	14.8	0.0	0.0	0.0	0.0	16.1	0.0	11.8
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	19.8	0.0	40.5	14.8	0.0	0.0	0.0	0.0	16.1	0.0	11.8
LOS by Move:	A	B	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	3	10	0	0	0	0	8	0	1

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0 2	0 2		1 0 2	0 0		0 0 0	0 0		2 0	0 0 1	
Volume Module:												
Base Vol:	0	1162	1018	132	719	0	0	0	0	521	0	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:	0	1162	1018	132	719	0	0	0	0	521	0	58
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	0	139	757	0	0	0	0	548	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	0	139	757	0	0	0	0	548	0	61
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	0	139	757	0	0	0	0	548	0	61
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.08	0.20	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.47	0.00	0.11	0.58	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	0.69	0.00	0.69	0.34	0.00	0.00	0.00	0.00	0.45	0.00	0.09
Delay/Veh:	0.0	19.9	0.0	62.2	7.5	0.0	0.0	0.0	0.0	24.9	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.0	62.2	7.5	0.0	0.0	0.0	0.0	24.9	0.0	20.9
LOS by Move:	A	B	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	14	0	6	4	0	0	0	0	7	0	1

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	349	1062	225	63	1798	35	50	152	707	365	176	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:	349	1062	225	63	1798	35	50	152	707	365	176	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	367	1118	237	66	1893	37	53	160	744	384	185	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1118	237	66	1893	37	53	160	744	384	185	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:	367	1118	237	66	1893	37	53	160	744	384	185	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3400	3800	1900	3400	5591	109	3400	1900	3800	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.12	0.02	0.34	0.34	0.02	0.08	0.20	0.11	0.05	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.41	0.54	0.11	0.39	0.39	0.09	0.29	0.42	0.13	0.33	0.33
Volume/Cap:	0.87	0.72	0.23	0.18	0.87	0.87	0.18	0.29	0.47	0.87	0.15	0.06
Delay/Veh:	76.3	31.4	11.6	54.0	37.8	37.8	56.2	36.6	25.1	75.2	29.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	31.4	11.6	54.0	37.8	37.8	56.2	36.6	25.1	75.2	29.2	28.3
LOS by Move:	E	C	B	D	D	D	E	D	C	E	C	C
HCM2kAvgQ:	11	17	3	1	25	25	1	4	9	11	2	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	0 1		2 0 2	1 0		2 0 1	0 2		2 0 2	0 1	
Volume Module:												
Base Vol:	542	1917	360	109	1032	85	278	302	587	251	253	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	1917	360	109	1032	85	278	302	587	251	253	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	571	2018	379	115	1086	89	293	318	618	264	266	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	2018	379	115	1086	89	293	318	618	264	266	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:	571	2018	379	115	1086	89	293	318	618	264	266	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3400	3800	1900	3400	5266	434	3400	1900	3800	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.53	0.20	0.03	0.21	0.21	0.09	0.17	0.16	0.08	0.07	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.49	0.57	0.08	0.33	0.33	0.08	0.29	0.53	0.08	0.29	0.29
Volume/Cap:	0.72	1.08	0.35	0.44	0.62	0.62	1.08	0.57	0.31	1.00	0.24	0.18
Delay/Veh:	51.3	73.7	10.7	62.6	36.5	36.5	138.8	42.8	12.9	114.0	35.2	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	73.7	10.7	62.6	36.5	36.5	138.8	42.8	12.9	114.0	35.2	34.8
LOS by Move:	D	E	B	E	D	D	F	D	B	F	D	C
HCM2kAvgQ:	12	54	5	3	12	12	11	10	5	10	4	3

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec):	95	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	58.4
Optimal Cycle: OPTIMIZED		Level Of Service:	E

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	441	923	0	0	1366	1138	0	0	0	214	1	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	923	0	0	1366	1138	0	0	0	214	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	972	0	0	1438	1198	0	0	0	225	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	972	0	0	1438	1198	0	0	0	225	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	972	0	0	1438	1198	0	0	0	225	1	418
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	3.00	1.00	0.00	0.00	0.00	0.53	0.01	1.46
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	956	4	2787
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.25	0.63	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.21	0.74	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	1.20	0.35	0.00	0.00	0.48	1.20	0.00	0.00	0.00	1.20	1.20	0.76
Delay/Veh:	149.6	0.6	0.0	0.0	10.9	116.0	0.0	0.0	0.0	145.0	145	42.6
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:	149.6	0.6	0.0	0.0	10.9	116.0	0.0	0.0	0.0	145.0	145	42.6
LOS by Move:	F	A	A	A	B	F	A	A	A	F	F	D
HCM2kAvgQ:	27	1	0	0	7	62	0	0	0	25	25	10

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec):	75	Critical Vol./Cap.(X):	1.165
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	48.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	545	2016	0	0	1200	687	0	0	0	340	7	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	2016	0	0	1200	687	0	0	0	340	7	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	574	2122	0	0	1263	723	0	0	0	358	7	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	2122	0	0	1263	723	0	0	0	358	7	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	574	2122	0	0	1263	723	0	0	0	358	7	646
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	3.00	1.00	0.00	0.00	0.00	0.53	0.01	1.46
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	960	20	2767
Capacity Analysis Module:												
Vol/Sat:	0.32	0.56	0.00	0.00	0.22	0.38	0.00	0.00	0.00	0.37	0.37	0.23
Crit Moves:	****					****					****	
Green/Cycle:	0.27	0.60	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.32	0.32	0.32
Volume/Cap:	1.17	0.93	0.00	0.00	0.68	1.17	0.00	0.00	0.00	1.17	1.17	0.73
Delay/Veh:	121.9	16.2	0.0	0.0	23.1	115.4	0.0	0.0	0.0	111.6	112	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.9	16.2	0.0	0.0	23.1	115.4	0.0	0.0	0.0	111.6	112	25.4
LOS by Move:	F	B	A	A	C	F	A	A	A	F	F	C
HCM2kAvgQ:	28	25	0	0	9	33	0	0	0	32	32	10

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0	771	243	537	1025	0	569	0	505	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	771	243	537	1025	0	569	0	505	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	812	256	565	1079	0	599	0	532	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	812	256	565	1079	0	599	0	532	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	812	256	565	1079	0	599	0	532	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.37	0.00	0.63	0.00	0.00	0.00
Final Sat.:	0	5700	1900	1800	3800	0	2471	0	1191	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.13	0.31	0.28	0.00	0.24	0.00	0.45	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.19	0.19	0.31	0.50	0.00	0.44	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.75	0.71	1.01	0.57	0.00	0.55	0.00	1.01	0.00	0.00	0.00
Delay/Veh:	0.0	43.0	49.1	75.3	14.6	0.0	18.6	0.0	54.1	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	43.0	49.1	75.3	14.6	0.0	18.6	0.0	54.1	0.0	0.0	0.0
LOS by Move:	A	D	D	E	B	A	B	A	D	A	A	A
HCM2kAvgQ:	0	9	9	26	9	0	9	0	35	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 75 Critical Vol./Cap.(X): 1.197
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 58.3
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 3	0 1		1 0 2	0 0		1 0 1!	0 0		0 0 0	0 0	
Volume Module:												
Base Vol:	0 1380	213		504 1010		0	1180	3	370	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 1380	213		504 1010		0	1180	3	370	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 1453	224		531 1063		0	1242	3	389	0	0	0
Reduct Vol:	0 0	0		0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1453	224		531 1063		0	1242	3	389	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 1453	224		531 1063		0	1242	3	389	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900		1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95 1.00	1.00		0.95 1.00		1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00 3.00	1.00		1.00 2.00		0.00	1.62	0.01	0.37	0.00	0.00	0.00
Final Sat.:	0 5700	1900		1800 3800		0	2926	6	706	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.25	0.12		0.29 0.28		0.00	0.42	0.55	0.55	0.00	0.00	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.00 0.25	0.25		0.23 0.49		0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00 1.01	0.47		1.27 0.58		0.00	0.98	1.27	1.27	0.00	0.00	0.00
Delay/Veh:	0.0 53.1	26.9		167.8 12.2		0.0	35.0	146	145.7	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 53.1	26.9		167.8 12.2		0.0	35.0	146	145.7	0.0	0.0	0.0
LOS by Move:	A D	C		F B		A	D	F	F	A	A	A
HCM2kAvgQ:	0 18	5		30 8		0	25	54	54	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 130 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 58.2
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	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:	260	735	30	146	1234	247	348	174	170	25	142	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:	274	774	32	154	1299	260	366	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	774	32	154	1299	260	366	183	179	26	149	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:	274	774	32	154	1299	260	366	183	179	26	149	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	1.92	0.08	1.00	2.00	1.00	1.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1800	3651	149	1800	3800	1900	1800	961	939	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.09	0.34	0.14	0.20	0.19	0.19	0.01	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.35	0.35	0.14	0.34	0.34	0.20	0.33	0.33	0.11	0.24	0.24
Volume/Cap:	1.00	0.60	0.60	0.60	1.00	0.40	1.00	0.57	0.57	0.14	0.33	0.18
Delay/Veh:	108.4	34.4	34.4	62.2	64.5	32.7	97.7	37.7	37.7	53.9	42.9	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.4	34.4	34.4	62.2	64.5	32.7	97.7	37.7	37.7	53.9	42.9	40.2
LOS by Move:	F	C	C	E	E	C	F	D	D	D	D	D
HCM2kAvgQ:	16	12	12	7	32	7	21	11	11	1	5	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	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:	248	1116	29	83	1057	215	340	189	217	16	258	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1175	31	87	1113	226	358	199	228	17	272	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1800	3704	96	1800	3800	1900	1800	884	1016	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.05	0.29	0.12	0.20	0.22	0.22	0.01	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.39	0.39	0.09	0.32	0.32	0.22	0.35	0.35	0.11	0.24	0.24
Volume/Cap:	0.91	0.82	0.82	0.52	0.91	0.37	0.91	0.65	0.65	0.08	0.60	0.31
Delay/Veh:	88.0	37.6	37.6	66.9	52.4	34.6	77.0	39.0	39.0	52.6	49.7	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	37.6	37.6	66.9	52.4	34.6	77.0	39.0	39.0	52.6	49.7	42.5
LOS by Move:	F	D	D	E	D	C	E	D	D	D	D	D
HCM2kAvgQ:	14	22	22	4	24	6	18	14	14	1	10	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	112	441	41	278	679	98	116	581	72	58	640	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	441	41	278	679	98	116	581	72	58	640	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	464	43	293	715	103	122	612	76	61	674	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	464	43	293	715	103	122	612	76	61	674	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	464	43	293	715	103	122	612	76	61	674	161
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	1.75	0.25	1.00	1.78	0.22	1.00	2.42	0.58
Final Sat.:	1800	3477	323	1800	3321	479	1800	3381	419	1800	4600	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.16	0.22	0.22	0.07	0.18	0.18	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.53	0.45	0.45	0.78	0.56	0.56	0.71	0.56	0.56	0.36	0.45	0.45
Delay/Veh:	52.1	31.1	31.1	53.6	25.0	25.0	68.3	30.2	30.2	50.2	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	31.1	31.1	53.6	25.0	25.0	68.3	30.2	30.2	50.2	28.0	28.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	6	6	11	9	9	6	9	9	2	7	7

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	126	598	103	232	665	125	203	515	87	98	549	179
Growth Adj:	1.00	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	598	103	232	665	125	203	515	87	98	549	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	629	108	244	700	132	214	542	92	103	578	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	629	108	244	700	132	214	542	92	103	578	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	629	108	244	700	132	214	542	92	103	578	188
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	1.71	0.29	1.00	1.68	0.32	1.00	1.71	0.29	1.00	2.26	0.74
Final Sat.:	1800	3242	558	1800	3199	601	1800	3251	549	1800	4298	1402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.14	0.22	0.22	0.12	0.17	0.17	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.66	0.66	0.83	0.63	0.63	0.83	0.46	0.46	0.54	0.42	0.42
Delay/Veh:	60.5	35.0	35.0	66.2	29.5	29.5	70.1	25.2	25.2	55.1	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:	60.5	35.0	35.0	66.2	29.5	29.5	70.1	25.2	25.2	55.1	27.5	27.5
LOS by Move:	E	D	D	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	11	11	11	10	7	7	4	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	85	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	27	478	37	80	740	21	25	153	25	34	122	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:	27	478	37	80	740	21	25	153	25	34	122	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	503	39	84	779	22	26	161	26	36	128	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	503	39	84	779	22	26	161	26	36	128	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	503	39	84	779	22	26	161	26	36	128	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	0.95	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.15	0.85	1.00	0.23	0.77	1.00
Final Sat.:	1800	3527	273	1800	3695	105	265	1621	1900	409	1468	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.21	0.21	0.10	0.10	0.01	0.09	0.09	0.03
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.24	0.24	0.08	0.36	0.36	0.27	0.27	0.04	0.24	0.24	0.09
Delay/Veh:	4.5	5.3	5.3	4.7	5.9	5.9	18.7	18.7	16.3	18.3	18.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	5.3	5.3	4.7	5.9	5.9	18.7	18.7	16.3	18.3	18.3	16.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	3	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	43	856	43	46	795	21	48	121	34	21	106	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:	43	856	43	46	795	21	48	121	34	21	106	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	901	45	48	837	22	51	127	36	22	112	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	901	45	48	837	22	51	127	36	22	112	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:	45	901	45	48	837	22	51	127	36	22	112	48
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	1.90	0.10	1.00	1.95	0.05	0.30	0.70	1.00	0.17	0.83	1.00
Final Sat.:	1800	3618	182	1800	3702	98	531	1339	1900	311	1571	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.23	0.23	0.10	0.10	0.02	0.07	0.07	0.03
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.37	0.37	0.04	0.34	0.34	0.32	0.32	0.06	0.24	0.24	0.09
Delay/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	3	3	4	4	1	3	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	340	198	276	553	57	62	886	81	196	745	168
Growth Adj:	1.00	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	340	198	276	553	57	62	886	81	196	745	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	358	208	291	582	60	65	933	85	206	784	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	358	208	291	582	60	65	933	85	206	784	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	358	208	291	582	60	65	933	85	206	784	177
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	1.81	0.19	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	1800	3800	1900	1800	3445	355	1800	5223	477	1800	4651	1049
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.16	0.17	0.17	0.04	0.18	0.18	0.11	0.17	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.33	0.33	0.19	0.41	0.41	0.10	0.27	0.27	0.14	0.31	0.31
Volume/Cap:	0.53	0.29	0.33	0.84	0.41	0.41	0.37	0.66	0.66	0.84	0.55	0.55
Delay/Veh:	58.1	27.9	29.2	65.2	21.6	21.6	54.1	39.6	39.6	75.4	33.7	33.7
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:	58.1	27.9	29.2	65.2	21.6	21.6	54.1	39.6	39.6	75.4	33.7	33.7
LOS by Move:	E	C	C	E	C	C	D	D	D	E	C	C
HCM2kAvgQ:	4	4	5	13	7	7	3	11	11	10	9	9

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	207	606	208	299	524	52	119	1063	56	180	1161	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	606	208	299	524	52	119	1063	56	180	1161	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	218	638	219	315	552	55	125	1119	59	189	1222	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	638	219	315	552	55	125	1119	59	189	1222	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	638	219	315	552	55	125	1119	59	189	1222	226
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	1.82	0.18	1.00	2.85	0.15	1.00	2.53	0.47
Final Sat.:	1800	3800	1900	1800	3457	343	1800	5415	285	1800	4809	891
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.12	0.17	0.16	0.16	0.07	0.21	0.21	0.11	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.35	0.35	0.19	0.39	0.39	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.88	0.49	0.33	0.93	0.40	0.40	0.72	0.73	0.73	0.93	0.85	0.85
Delay/Veh:	78.8	28.1	26.6	78.8	22.4	22.4	71.2	38.7	38.7	96.3	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	28.1	26.6	78.8	22.4	22.4	71.2	38.7	38.7	96.3	41.4	41.4
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	11	8	5	15	6	6	6	13	13	10	18	18

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	63	607	62	15	906	27	11	183	86	148	180	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:	63	607	62	15	906	27	11	183	86	148	180	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:	66	639	65	16	954	28	12	193	91	156	189	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	639	65	16	954	28	12	193	91	156	189	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:	66	639	65	16	954	28	12	193	91	156	189	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:	1.00	1.81	0.19	1.00	1.94	0.06	0.08	1.31	0.61	0.90	1.03	0.07
Final Sat.:	1800	3448	352	1800	3690	110	149	2478	1165	1615	1964	131
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.26	0.26	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.33	0.13	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.48	0.56	0.56	0.07	0.67	0.67	0.33	0.33	0.33	0.40	0.40	0.40
Delay/Veh:	68.9	35.7	35.7	50.4	32.7	32.7	41.8	41.8	41.8	43.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	35.7	35.7	50.4	32.7	32.7	41.8	41.8	41.8	43.1	43.1	43.1
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	11	11	1	15	15	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	126	1134	82	50	931	17	55	208	117	112	197	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:	126	1134	82	50	931	17	55	208	117	112	197	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1194	86	53	980	18	58	219	123	118	207	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1194	86	53	980	18	58	219	123	118	207	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1194	86	53	980	18	58	219	123	118	207	12
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	1.87	0.13	1.00	1.96	0.04	0.30	1.09	0.61	0.72	1.21	0.07
Final Sat.:	1800	3544	256	1800	3732	68	546	2063	1161	1305	2295	128
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.26	0.26	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.38	0.38	0.08	0.36	0.36	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.70	0.88	0.88	0.38	0.74	0.74	0.44	0.44	0.44	0.38	0.38	0.38
Delay/Veh:	76.1	41.4	41.4	64.8	37.7	37.7	43.8	43.8	43.8	42.7	42.7	42.7
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:	76.1	41.4	41.4	64.8	37.7	37.7	43.8	43.8	43.8	42.7	42.7	42.7
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	7	25	25	2	17	17	7	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	93	296	18	180	315	80	50	718	431	246	516	124
Growth Adj:	1.00	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	296	18	180	315	80	50	718	431	246	516	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	312	19	189	332	84	53	756	454	259	543	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	312	19	189	332	84	53	756	454	259	543	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:	98	312	19	189	332	84	53	756	454	259	543	131
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	1.89	0.11	1.00	1.59	0.41	1.00	3.12	1.88	1.00	1.61	0.39
Final Sat.:	1800	3582	218	1800	3030	770	1800	5936	3564	1800	3064	736
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.11	0.11	0.03	0.13	0.13	0.14	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.43	0.43	0.17	0.48	0.48	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.44	0.20	0.20	0.63	0.23	0.23	0.09	0.41	0.41	0.46	0.57	0.57
Delay/Veh:	43.0	13.8	13.8	44.6	11.3	11.3	21.5	24.3	24.3	27.1	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	13.8	13.8	44.6	11.3	11.3	21.5	24.3	24.3	27.1	27.4	27.4
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	2	2	6	3	3	1	5	5	6	8	8

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec):	95	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	172	739	40	301	488	176	102	689	427	271	501	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	739	40	301	488	176	102	689	427	271	501	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	181	778	42	317	514	185	107	725	449	285	527	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	778	42	317	514	185	107	725	449	285	527	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	778	42	317	514	185	107	725	449	285	527	126
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	1.90	0.10	1.00	1.47	0.53	1.00	3.09	1.91	1.00	1.61	0.39
Final Sat.:	1800	3605	195	1800	2793	1007	1800	5865	3635	1800	3066	734
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.18	0.18	0.18	0.06	0.12	0.12	0.16	0.17	0.17
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.21	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.79	0.53	0.53	0.84	0.37	0.37	0.20	0.42	0.42	0.54	0.58	0.58
Delay/Veh:	64.4	19.9	19.9	55.2	12.1	12.1	24.9	27.1	27.1	31.7	30.5	30.5
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:	64.4	19.9	19.9	55.2	12.1	12.1	24.9	27.1	27.1	31.7	30.5	30.5
LOS by Move:	E	B	B	E	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	12	5	5	2	5	5	7	8	8

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	46	551	132	140	1016	55	36	188	146	318	169	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:	46	551	132	140	1016	55	36	188	146	318	169	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	580	139	147	1069	58	38	198	154	335	178	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	580	139	147	1069	58	38	198	154	335	178	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	580	139	147	1069	58	38	198	154	335	178	98
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	1.61	0.39	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3066	734	1800	3605	195	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.08	0.30	0.30	0.02	0.10	0.08	0.19	0.09	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.31	0.31	0.14	0.36	0.36	0.12	0.26	0.26	0.23	0.37	0.37
Volume/Cap:	0.32	0.61	0.61	0.60	0.82	0.82	0.18	0.40	0.31	0.82	0.25	0.14
Delay/Veh:	57.4	36.8	36.8	59.0	37.6	37.6	49.4	39.3	37.6	60.2	25.4	23.9
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:	57.4	36.8	36.8	59.0	37.6	37.6	49.4	39.3	37.6	60.2	25.4	23.9
LOS by Move:	E	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	2	11	11	6	20	20	1	6	4	14	4	2

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	157	1252	381	76	798	29	57	194	88	183	194	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:	157	1252	381	76	798	29	57	194	88	183	194	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	1318	401	80	840	31	60	204	93	193	204	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1318	401	80	840	31	60	204	93	193	204	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1318	401	80	840	31	60	204	93	193	204	54
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	1.53	0.47	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2913	887	1800	3667	133	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.45	0.04	0.23	0.23	0.03	0.11	0.05	0.11	0.11	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.50	0.50	0.08	0.41	0.41	0.09	0.24	0.24	0.12	0.27	0.27
Volume/Cap:	0.55	0.90	0.90	0.58	0.55	0.55	0.38	0.45	0.20	0.90	0.40	0.10
Delay/Veh:	56.9	29.4	29.4	74.3	26.8	26.8	62.9	45.5	40.6	96.1	41.1	36.0
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:	56.9	29.4	29.4	74.3	26.8	26.8	62.9	45.5	40.6	96.1	41.1	36.0
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	7	32	32	4	11	11	3	7	3	11	6	1

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	268	606	175	59	1146	22	41	206	482	332	169	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:	268	606	175	59	1146	22	41	206	482	332	169	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:	282	638	184	62	1206	23	43	217	507	349	178	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	638	184	62	1206	23	43	217	507	349	178	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:	282	638	184	62	1206	23	43	217	507	349	178	14
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	0.95	1.00	1.00
Lanes:	2.00	2.33	0.67	1.00	2.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	4423	1277	1800	5593	107	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.22	0.22	0.02	0.06	0.27	0.19	0.05	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.28	0.28	0.09	0.27	0.27	0.12	0.33	0.33	0.23	0.44	0.44
Volume/Cap:	0.84	0.52	0.52	0.38	0.80	0.80	0.20	0.17	0.81	0.84	0.11	0.02
Delay/Veh:	72.4	36.2	36.2	56.1	43.6	43.6	48.1	26.6	44.5	60.1	15.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	36.2	36.2	56.1	43.6	43.6	48.1	26.6	44.5	60.1	15.8	15.1
LOS by Move:	E	D	D	E	D	D	D	C	D	E	B	B
HCM2kAvgQ:	8	8	8	3	15	15	2	2	18	15	1	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	487	1493	196	78	966	69	95	256	511	264	404	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	1493	196	78	966	69	95	256	511	264	404	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	513	1572	206	82	1017	73	100	269	538	278	425	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1572	206	82	1017	73	100	269	538	278	425	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:	513	1572	206	82	1017	73	100	269	538	278	425	56
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	0.95	1.00	1.00
Lanes:	2.00	2.65	0.35	1.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5039	661	1800	5320	380	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.05	0.19	0.19	0.06	0.07	0.28	0.15	0.11	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.34	0.34	0.09	0.27	0.27	0.10	0.33	0.33	0.17	0.39	0.39
Volume/Cap:	0.92	0.92	0.92	0.48	0.71	0.71	0.54	0.21	0.86	0.92	0.28	0.07
Delay/Veh:	70.7	43.7	43.7	58.9	40.7	40.7	59.5	27.1	48.6	82.7	21.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	43.7	43.7	58.9	40.7	40.7	59.5	27.1	48.6	82.7	21.9	19.8
LOS by Move:	E	D	D	E	D	D	E	C	D	F	C	B
HCM2kAvgQ:	14	24	24	3	12	12	4	3	20	14	4	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	343	749	0	0	1610	581	0	0	0	550	6	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:	343	749	0	0	1610	581	0	0	0	550	6	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	361	788	0	0	1695	612	0	0	0	579	6	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	788	0	0	1695	612	0	0	0	579	6	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	788	0	0	1695	612	0	0	0	579	6	243
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.71	0.01	1.28
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	3069	28	2433
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.22	0.32	0.00	0.00	0.00	0.19	0.23	0.10
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.53	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.62	0.26	0.00	0.00	0.62	0.89	0.00	0.00	0.00	0.51	0.62	0.27
Delay/Veh:	27.9	5.7	0.0	0.0	15.8	33.4	0.0	0.0	0.0	14.8	16.5	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:	27.9	5.7	0.0	0.0	15.8	33.4	0.0	0.0	0.0	14.8	16.5	12.5
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	5	2	0	0	7	15	0	0	0	5	7	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	518	2010	0	0	1112	460	0	0	0	448	2	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	2010	0	0	1112	460	0	0	0	448	2	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	545	2116	0	0	1171	484	0	0	0	472	2	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	2116	0	0	1171	484	0	0	0	472	2	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	2116	0	0	1171	484	0	0	0	472	2	474
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.51	0.01	1.48
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	2718	8	2822
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.15	0.25	0.00	0.00	0.00	0.17	0.26	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.72	0.69	0.00	0.00	0.49	0.80	0.00	0.00	0.00	0.48	0.72	0.47
Delay/Veh:	27.2	8.3	0.0	0.0	16.8	29.2	0.0	0.0	0.0	14.8	18.8	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	8.3	0.0	0.0	16.8	29.2	0.0	0.0	0.0	14.8	18.8	14.6
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	7	9	0	0	4	10	0	0	0	5	9	4

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	760	462	645	1540	0	340	3	570	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	760	462	645	1540	0	340	3	570	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	800	486	679	1621	0	358	3	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	486	679	1621	0	358	3	600	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	800	486	679	1621	0	358	3	600	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	3570	32	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.26	0.20	0.43	0.00	0.10	0.10	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.23	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.81	0.88	0.79	0.00	0.28	0.28	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	22.8	36.5	10.7	0.0	13.4	13.4	32.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	22.8	36.5	10.7	0.0	13.4	13.4	32.5	0.0	0.0	0.0
LOS by Move:	A	B	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	7	11	10	12	0	2	2	14	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.948
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	1693	607	490	1090	0	707	3	500	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	1693	607	490	1090	0	707	3	500	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	1782	639	516	1147	0	744	3	526	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1782	639	516	1147	0	744	3	526	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	1782	639	516	1147	0	744	3	526	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.21	0.79	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4196	1504	3400	3800	0	3586	15	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.15	0.30	0.00	0.21	0.21	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.96	0.91	0.49	0.00	0.72	0.72	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	23.9	23.9	45.7	4.3	0.0	23.2	23.2	49.9	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	23.9	23.9	45.7	4.3	0.0	23.2	23.2	49.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	21	21	9	4	0	8	8	15	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	98	1014	0	0	1625	32	26	0	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:	98	1014	0	0	1625	32	26	0	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:	103	1067	0	0	1711	34	27	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1067	0	0	1711	34	27	0	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:	103	1067	0	0	1711	34	27	0	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	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3800	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.00	0.00	0.45	0.02	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.69	0.00	0.00	0.61	0.61	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.73	0.41	0.00	0.00	0.73	0.03	0.06	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	87.0	2.9	0.0	0.0	11.6	5.4	36.2	0.0	40.1	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:	87.0	2.9	0.0	0.0	11.6	5.4	36.2	0.0	40.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A
HCM2kAvgQ:	6	3	0	0	17	0	1	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0 0		0 0 2	0 1		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	250	1817	0	0	1321	90	63	0	169	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:	250	1817	0	0	1321	90	63	0	169	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:	263	1913	0	0	1391	95	66	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1913	0	0	1391	95	66	0	178	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:	263	1913	0	0	1391	95	66	0	178	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3800	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.50	0.00	0.00	0.37	0.05	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.20	0.69	0.00	0.00	0.49	0.49	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.74	0.73	0.00	0.00	0.74	0.10	0.14	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	62.0	5.4	0.0	0.0	22.9	13.7	37.4	0.0	41.1	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:	62.0	5.4	0.0	0.0	22.9	13.7	37.4	0.0	41.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	B	D	A	D	A	A	A
HCM2kAvgQ:	12	11	0	0	19	1	2	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	114	491	41	62	1035	269	123	48	79	26	227	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:	114	491	41	62	1035	269	123	48	79	26	227	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	517	43	65	1089	283	129	51	83	27	239	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	517	43	65	1089	283	129	51	83	27	239	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	517	43	65	1089	283	129	51	83	27	239	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	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3507	293	1800	3800	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.04	0.29	0.15	0.07	0.03	0.04	0.02	0.13	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.38	0.38	0.12	0.41	0.41	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.67	0.38	0.38	0.29	0.70	0.37	0.70	0.09	0.14	0.15	0.41	0.10
Delay/Veh:	61.3	21.0	21.0	43.1	24.5	19.6	63.5	24.0	24.7	42.8	28.7	24.4
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:	61.3	21.0	21.0	43.1	24.5	19.6	63.5	24.0	24.7	42.8	28.7	24.4
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	5	5	5	2	13	5	6	1	2	1	5	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 51.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	99	1345	0	73	963	87	410	357	87	40	114	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:	99	1345	0	73	963	87	410	357	87	40	114	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:	104	1416	0	77	1014	92	432	376	92	42	120	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1416	0	77	1014	92	432	376	92	42	120	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:	104	1416	0	77	1014	92	432	376	92	42	120	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	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	0	1800	3800	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.00	0.04	0.27	0.05	0.24	0.20	0.05	0.02	0.06	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.38	0.00	0.08	0.35	0.35	0.24	0.36	0.36	0.12	0.24	0.24
Volume/Cap:	0.57	0.98	0.00	0.55	0.75	0.14	0.98	0.54	0.13	0.20	0.26	0.13
Delay/Veh:	67.7	56.5	0.0	72.9	38.7	27.2	87.7	33.4	26.0	53.9	41.7	39.5
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:	67.7	56.5	0.0	72.9	38.7	27.2	87.7	33.4	26.0	53.9	41.7	39.5
LOS by Move:	E	E	A	E	D	C	F	C	C	D	D	D
HCM2kAvgQ:	5	34	0	4	18	2	23	11	2	2	4	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	756	87	285	966	18	27	67	55	68	40	357
Growth Adj:	1.00	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	756	87	285	966	18	27	67	55	68	40	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	796	92	300	1017	19	28	71	58	72	42	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	796	92	300	1017	19	28	71	58	72	42	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	796	92	300	1017	19	28	71	58	72	42	376
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:	0.01	0.21	0.05	0.17	0.27	0.01	0.02	0.04	0.03	0.04	0.02	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.28	0.47	0.22	0.36	0.36	0.11	0.19	0.19	0.19	0.27	0.27
Volume/Cap:	0.05	0.75	0.10	0.75	0.74	0.03	0.15	0.20	0.16	0.21	0.08	0.75
Delay/Veh:	24.3	26.0	8.1	35.4	20.7	12.7	27.9	23.6	23.2	23.9	18.3	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	26.0	8.1	35.4	20.7	12.7	27.9	23.6	23.2	23.9	18.3	31.6
LOS by Move:	C	C	A	D	C	B	C	C	C	C	B	C
HCM2kAvgQ:	0	9	1	8	10	0	1	1	1	1	1	8

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 1	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	37	1006	102	430	1081	33	58	78	30	178	90	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1006	102	430	1081	33	58	78	30	178	90	526
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	1059	107	453	1138	35	61	82	32	187	95	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1059	107	453	1138	35	61	82	32	187	95	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1059	107	453	1138	35	61	82	32	187	95	554
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:	0.02	0.28	0.06	0.25	0.30	0.02	0.03	0.04	0.02	0.10	0.05	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.29	0.51	0.26	0.44	0.44	0.07	0.15	0.15	0.22	0.30	0.30
Volume/Cap:	0.21	0.97	0.11	0.97	0.67	0.04	0.48	0.29	0.11	0.47	0.17	0.97
Delay/Veh:	43.5	55.2	9.8	70.6	20.7	13.3	57.5	40.4	37.6	37.7	25.9	64.1
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:	43.5	55.2	9.8	70.6	20.7	13.3	57.5	40.4	37.6	37.7	25.9	64.1
LOS by Move:	D	E	A	E	C	B	E	D	D	D	C	E
HCM2kAvgQ:	1	21	1	20	13	0	3	2	1	5	2	22

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	495	890	0	0	577	35	0	0	0	343	0	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	890	0	0	577	35	0	0	0	343	0	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	521	937	0	0	607	37	0	0	0	361	0	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	937	0	0	607	37	0	0	0	361	0	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	937	0	0	607	37	0	0	0	361	0	433
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	1.89	0.11	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3583	217	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.20	0.00	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.38	0.60	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.76	0.41	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.67	0.00	0.76
Delay/Veh:	22.8	4.2	0.0	0.0	28.3	28.3	0.0	0.0	0.0	24.8	0.0	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	4.2	0.0	0.0	28.3	28.3	0.0	0.0	0.0	24.8	0.0	28.3
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	10	3	0	0	8	8	0	0	0	7	0	9

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	0	0	0	7	7	7
Lanes:	1 0 2	0 0		0 0 1	1 0		0 0 0	0 0		0 1 0	0 1	
Volume Module:												
Base Vol:	111	949	0	0	1259	408	0	0	0	21	31	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	949	0	0	1259	408	0	0	0	21	31	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	999	0	0	1325	429	0	0	0	22	33	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	999	0	0	1325	429	0	0	0	22	33	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	999	0	0	1325	429	0	0	0	22	33	559
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	1.51	0.49	0.00	0.00	0.00	0.42	0.58	1.00
Final Sat.:	1800	3800	0	0	2870	930	0	0	0	750	1108	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.03	0.03	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.09	0.60	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.74	0.44	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.09	0.09	0.90
Delay/Veh:	62.3	5.7	0.0	0.0	20.6	20.6	0.0	0.0	0.0	18.4	18.4	43.7
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:	62.3	5.7	0.0	0.0	20.6	20.6	0.0	0.0	0.0	18.4	18.4	43.7
LOS by Move:	E	A	A	A	C	C	A	A	A	B	B	D
HCM2kAvgQ:	5	4	0	0	22	22	0	0	0	1	1	17

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec): 95 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 58.0
Optimal Cycle: OPTIMIZED Level Of Service: E

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 1	0	1 0	0 0	0	0 0 0
Volume Module:												
Base Vol:	0	361	320	1080	295	0	319	0	205	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	361	320	1080	295	0	319	0	205	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	380	337	1137	311	0	336	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	337	1137	311	0	336	0	216	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	380	337	1137	311	0	336	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.63	0.08	0.00	0.19	0.00	0.11	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.17	0.17	0.59	0.76	0.00	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	1.06	1.06	0.11	0.00	1.06	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	40.8	107.6	57.1	0.1	0.0	96.3	0.0	40.2	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	40.8	107.6	57.1	0.1	0.0	96.3	0.0	40.2	0.0	0.0	0.0
LOS by Move:	A	D	F	E	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	6	17	49	0	0	17	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 105 Critical Vol./Cap.(X): 1.274
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 130.6
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	801	433	1238	362	0	239	19	428	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	801	433	1238	362	0	239	19	428	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	843	456	1303	381	0	252	20	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	843	456	1303	381	0	252	20	451	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	843	456	1303	381	0	252	20	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1674	133	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.72	0.10	0.00	0.15	0.15	0.24	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.19	0.19	0.57	0.76	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	1.18	1.27	1.27	0.13	0.00	0.81	0.81	1.27	0.00	0.00	0.00
Delay/Veh:	0.0	137	185.9	145.5	0.1	0.0	48.7	48.7	179.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	137	185.9	145.5	0.1	0.0	48.7	48.7	179.3	0.0	0.0	0.0
LOS by Move:	A	F	F	F	A	A	D	D	F	A	A	A
HCM2kAvgQ:	0	25	29	81	0	0	11	11	29	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.202
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	87	0	162	38	213	0	0	308	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	0	162	38	213	0	0	308	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	92	0	171	40	224	0	0	324	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	171	40	224	0	0	324	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:	0	0	0	92	0	171	40	224	0	0	324	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3400	0	1900	3400	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.01	0.06	0.00	0.00	0.09	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.23	0.09	0.11	0.00	0.00	0.21	0.06
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	14.7	30.4	6.9	0.0	0.0	14.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	14.7	30.4	6.9	0.0	0.0	14.2	13.2
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	2	1	1	0	0	2	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0	0 0	2 0	0	0 1	2 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	83	0	68	161	467	0	0	382	179
Growth Adj:	1.00	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	68	161	467	0	0	382	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	87	0	72	169	492	0	0	402	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	72	169	492	0	0	402	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	87	0	72	169	492	0	0	402	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3400	0	1900	3400	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.05	0.13	0.00	0.00	0.11	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.09	0.39	0.25	0.00	0.00	0.27	0.25
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	13.5	33.8	7.6	0.0	0.0	14.6	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.1	0.0	13.5	33.8	7.6	0.0	0.0	14.6	14.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	2	2	0	0	3	3

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	8	16	3	31	7	197	11	36	198	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	8	16	3	31	7	197	11	36	198	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	8	17	3	33	7	207	12	38	208	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	8	17	3	33	7	207	12	38	208	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	8	17	3	33	7	207	12	38	208	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.32	0.06	0.62	1.00	1.89	0.11	0.15	0.85	1.00
Final Sat.:	283	283	665	202	38	392	621	1297	73	110	607	846
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.08	0.08	0.01	0.16	0.16	0.34	0.34	0.00
Crit Moves:			****			****		****			****	
Delay/Veh:	8.6	8.6	7.7	8.8	8.8	8.8	8.5	8.8	8.8	10.1	10.1	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	7.7	8.8	8.8	8.8	8.5	8.8	8.8	10.1	10.1	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:		7.9			8.8			8.8			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.8			8.8			10.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.5	0.5	0.0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	3	10	27	10	3	17	28	273	2	4	300	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:	3	10	27	10	3	17	28	273	2	4	300	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:	3	11	28	11	3	18	29	287	2	4	316	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	28	11	3	18	29	287	2	4	316	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:	3	11	28	11	3	18	29	287	2	4	316	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	0.77	1.00	0.33	0.10	0.57	1.00	1.99	0.01	0.01	0.99	1.00
Final Sat.:	125	415	615	191	57	325	595	1294	9	9	695	812
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.06	0.06	0.06	0.05	0.22	0.22	0.45	0.45	0.02
Crit Moves:			****		****			****		****		
Delay/Veh:	9.0	9.0	8.3	9.1	9.1	9.1	8.9	9.6	9.6	11.7	11.7	7.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	8.3	9.1	9.1	9.1	8.9	9.6	9.6	11.7	11.7	7.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:		8.5			9.1			9.5			11.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.1			9.5			11.5	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.8	0.8	0.0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.0]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	73	0	64	29	197	0	0	166	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	64	29	197	0	0	166	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	77	0	67	31	207	0	0	175	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	77	0	67	31	207	0	0	175	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	345	449	93	186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	631	508	952	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	620	497	952	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.07	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	741	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[12.2]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	42	0	50	97	228	0	0	200	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	50	97	228	0	0	200	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	44	0	53	102	240	0	0	211	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	44	0	53	102	240	0	0	211	77
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	573	693	144	287	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	454	369	884	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	427	340	884	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.06	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	594	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	81	0	599	0	0	0	0	381	39	331	439	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:	81	0	599	0	0	0	0	381	39	331	439	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	599	0	0	0	0	381	39	331	439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	0	631	0	0	0	0	401	41	348	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	631	0	0	0	0	401	41	348	462	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:	85	0	631	0	0	0	0	401	41	348	462	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	1.00	1.00	0.00	1.00	0.00	1.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	1900	0	1800	3447	353	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.33	0.00	0.00	0.00	0.00	0.12	0.12	0.19	0.12	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.54	0.00
Volume/Cap:	0.12	0.00	0.83	0.00	0.00	0.00	0.00	0.38	0.38	0.83	0.22	0.00
Delay/Veh:	17.4	0.0	34.8	0.0	0.0	0.0	0.0	27.3	27.3	54.1	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	0.0	34.8	0.0	0.0	0.0	0.0	27.3	27.3	54.1	8.6	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	1	0	19	0	0	0	0	5	5	13	2	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec):	80	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	0	752	0	548	61	0	0	0	449	497	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:	93	0	752	0	548	61	0	0	0	449	497	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	0	752	0	548	61	0	0	0	449	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	0	792	0	577	64	0	0	0	473	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	792	0	577	64	0	0	0	473	523	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:	98	0	792	0	577	64	0	0	0	473	523	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	1.00	1.00	0.00	0.90	0.10	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	1710	190	1800	3800	0	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.42	0.00	0.34	0.34	0.00	0.00	0.00	0.26	0.14	0.00
Crit Moves:			****								****	
Green/Cycle:	0.54	0.00	0.54	0.00	0.54	0.54	0.00	0.00	0.00	0.39	0.39	0.00
Volume/Cap:	0.10	0.00	0.78	0.00	0.63	0.63	0.00	0.00	0.00	0.68	0.36	0.00
Delay/Veh:	6.6	0.0	16.1	0.0	12.0	12.0	0.0	0.0	0.0	23.7	16.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.6	0.0	16.1	0.0	12.0	12.0	0.0	0.0	0.0	23.7	16.5	0.0
LOS by Move:	A	A	B	A	B	B	A	A	A	C	B	A
HCM2kAvgQ:	1	0	14	0	9	9	0	0	0	10	4	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	296	648	0	0	343	35	0	0	0	367	0	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:	296	648	0	0	343	35	0	0	0	367	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	648	0	0	343	35	0	0	0	367	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	682	0	0	361	37	0	0	0	386	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	682	0	0	361	37	0	0	0	386	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	682	0	0	361	37	0	0	0	386	0	243
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	1.81	0.19	0.00	0.00	0.00	1.63	0.00	1.37
Final Sat.:	1800	3800	0	0	3448	352	0	0	0	2928	0	2610
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.13	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.33	0.65	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.52	0.28	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.52	0.00	0.37
Delay/Veh:	18.9	2.3	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.9	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	2.3	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.9	0.0	19.1
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	B
HCM2kAvgQ:	5	1	0	0	3	3	0	0	0	4	0	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	238	712	0	0	437	74	0	0	0	293	0	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	712	0	0	437	74	0	0	0	293	0	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	712	0	0	437	74	0	0	0	293	0	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	749	0	0	460	78	0	0	0	308	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	749	0	0	460	78	0	0	0	308	0	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	749	0	0	460	78	0	0	0	308	0	364
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	1.71	0.29	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	1800	3800	0	0	3250	550	0	0	0	2650	0	2903
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.12	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.31	0.62	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.45	0.32	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.42	0.00	0.45
Delay/Veh:	19.1	3.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	18.6	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	3.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	18.6	0.0	19.0
LOS by Move:	B	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	4	2	0	0	4	4	0	0	0	3	0	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	662	99	109	601	0	288	0	412	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	662	99	109	601	0	288	0	412	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	662	99	109	601	0	288	0	412	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	697	104	115	633	0	303	0	434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	104	115	633	0	303	0	434	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	697	104	115	633	0	303	0	434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.74	0.26	1.00	2.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	3306	494	1800	3800	0	2564	0	2993	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.06	0.17	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.41	0.38	0.24	0.00	0.55	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	7.2	7.2	25.9	1.4	0.0	22.5	0.0	24.8	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	7.2	7.2	25.9	1.4	0.0	22.5	0.0	24.8	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	4	2	1	0	4	0	6	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	748	213	126	609	0	453	0	291	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	748	213	126	609	0	453	0	291	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	748	213	126	609	0	453	0	291	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	787	224	133	641	0	477	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	787	224	133	641	0	477	0	306	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	787	224	133	641	0	477	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	1.62	0.00	1.38	0.00	0.00	0.00
Final Sat.:	0	2958	842	1800	3800	0	2919	0	2619	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.07	0.17	0.00	0.16	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.52	0.44	0.25	0.00	0.75	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	8.0	8.0	27.2	1.4	0.0	27.1	0.0	22.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	27.2	1.4	0.0	27.1	0.0	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	5	3	1	0	7	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec):	60	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	73	555	16	352	459	242	241	213	79	12	315	405
Growth Adj:	1.00	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	555	16	352	459	242	241	213	79	12	315	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	584	17	371	483	255	254	224	83	13	332	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	584	17	371	483	255	254	224	83	13	332	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	584	17	371	483	255	254	224	83	13	332	426
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	1.94	0.06	1.00	1.31	0.69	1.00	1.46	0.54	1.00	1.00	1.00
Final Sat.:	1800	3694	106	1800	2488	1312	1800	2772	1028	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.21	0.19	0.19	0.14	0.08	0.08	0.01	0.17	0.22
Crit Moves:				****								****
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.08	0.31	0.31	0.41	0.38	0.38	0.33	0.19	0.19	0.02	0.41	0.53
Delay/Veh:	6.0	7.0	7.0	8.3	7.5	7.5	11.3	9.7	9.7	8.8	11.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	7.0	7.0	8.3	7.5	7.5	11.3	9.7	9.7	8.8	11.2	12.6
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	3	3	4	3	3	3	1	1	0	4	6

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 #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	254	612	87	228	472	166	165	345	128	60	499	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	87	228	472	166	165	345	128	60	499	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	644	92	240	497	175	174	363	135	63	525	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	644	92	240	497	175	174	363	135	63	525	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	644	92	240	497	175	174	363	135	63	525	172
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	1.75	0.25	1.00	1.48	0.52	1.00	1.46	0.54	1.00	1.51	0.49
Final Sat.:	1800	3327	473	1800	2811	989	1800	2772	1028	1800	2864	936
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.13	0.18	0.18	0.10	0.13	0.13	0.04	0.18	0.18
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.29	0.38	0.38	0.26	0.35	0.35	0.23	0.31	0.31	0.08	0.43	0.43
Delay/Veh:	7.3	7.5	7.5	7.1	7.3	7.3	10.3	10.5	10.5	9.2	11.5	11.5
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:	7.3	7.5	7.5	7.1	7.3	7.3	10.3	10.5	10.5	9.2	11.5	11.5
LOS by Move:	A	A	A	A	A	A	B	B	B	A	B	B
HCM2kAvgQ:	2	3	3	2	3	3	2	3	3	1	4	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	95	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	144	341	53	57	464	156	182	570	260	75	459	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:	144	341	53	57	464	156	182	570	260	75	459	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	359	56	60	488	164	192	600	274	79	483	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	359	56	60	488	164	192	600	274	79	483	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	359	56	60	488	164	192	600	274	79	483	28
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	1.73	0.27	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3289	511	1800	2844	956	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.17	0.17	0.11	0.16	0.14	0.04	0.13	0.01
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.18	0.41	0.41	0.12	0.36	0.36
Volume/Cap:	0.21	0.27	0.27	0.08	0.43	0.43	0.59	0.38	0.35	0.36	0.36	0.04
Delay/Veh:	17.4	17.6	17.6	16.0	19.4	19.4	43.7	17.7	17.9	42.8	21.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	17.6	17.6	16.0	19.4	19.4	43.7	17.7	17.9	42.8	21.7	18.7
LOS by Move:	B	B	B	B	B	B	D	B	B	D	C	B
HCM2kAvgQ:	2	3	3	1	6	6	6	5	5	3	5	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	95	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	239	679	97	45	389	199	290	728	285	116	882	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:	239	679	97	45	389	199	290	728	285	116	882	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:	252	715	102	47	409	209	305	766	300	122	928	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	715	102	47	409	209	305	766	300	122	928	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:	252	715	102	47	409	209	305	766	300	122	928	117
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	1.75	0.25	1.00	1.32	0.68	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3325	475	1800	2514	1286	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.03	0.16	0.16	0.17	0.20	0.16	0.07	0.24	0.06
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.18	0.41	0.41	0.12	0.36	0.36
Volume/Cap:	0.35	0.54	0.54	0.07	0.41	0.41	0.95	0.49	0.38	0.56	0.68	0.17
Delay/Veh:	19.1	20.8	20.8	15.9	19.1	19.1	77.0	19.0	18.4	49.1	27.1	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:	19.1	20.8	20.8	15.9	19.1	19.1	77.0	19.0	18.4	49.1	27.1	20.1
LOS by Move:	B	C	C	B	B	B	E	B	B	D	C	C
HCM2kAvgQ:	5	8	8	1	6	6	14	7	5	4	12	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 90 Critical Vol./Cap.(X): 1.390
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	109	612	101	142	818	109	141	287	128	155	382	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	612	101	142	818	109	141	287	128	155	382	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	644	106	149	861	115	148	302	135	163	402	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	644	106	149	861	115	148	302	135	163	402	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	644	106	149	861	115	148	302	135	163	402	71
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	1.72	0.28	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.70	0.30
Final Sat.:	1800	3262	538	1800	3353	447	1800	2628	1172	1800	3233	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.00	0.26	0.26	0.00	0.11	0.11	0.00	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.13	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.57	0.60	0.60	0.66	0.75	0.75	0.74	0.33	0.33	0.82	0.36	0.36
Delay/Veh:	49.4	26.4	26.4	51.3	28.6	28.6	60.6	21.4	21.4	68.5	21.7	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:	49.4	26.4	26.4	51.3	28.6	28.6	60.6	21.4	21.4	68.5	21.7	21.7
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	9	9	5	13	13	6	4	4	7	4	4

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 90 Critical Vol./Cap.(X): 1.390
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	117	813	77	127	677	90	186	346	71	71	373	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	813	77	127	677	90	186	346	71	71	373	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	856	81	134	713	95	196	364	75	75	393	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	856	81	134	713	95	196	364	75	75	393	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	856	81	134	713	95	196	364	75	75	393	148
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	1.77	0.23	1.00	1.66	0.34	1.00	1.45	0.55
Final Sat.:	1800	3471	329	1800	3354	446	1800	3153	647	1800	2758	1042
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.21	0.21	0.00	0.12	0.12	0.00	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.32	0.32	0.11	0.31	0.31	0.14	0.37	0.37	0.12	0.34	0.34
Volume/Cap:	0.58	0.78	0.78	0.67	0.69	0.69	0.78	0.32	0.32	0.35	0.41	0.41
Delay/Veh:	48.4	32.2	32.2	54.8	30.1	30.1	58.4	19.6	19.6	41.0	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	32.2	32.2	54.8	30.1	30.1	58.4	19.6	19.6	41.0	22.4	22.4
LOS by Move:	D	C	C	D	C	C	E	B	B	D	C	C
HCM2kAvgQ:	4	13	13	5	10	10	8	4	4	2	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 105 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	25	407	18	70	633	20	25	132	36	60	106	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:	25	407	18	70	633	20	25	132	36	60	106	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	428	19	74	666	21	26	139	38	63	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	428	19	74	666	21	26	139	38	63	112	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	428	19	74	666	21	26	139	38	63	112	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	0.95	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3639	161	1800	3684	116	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.04	0.18	0.18	0.01	0.04	0.02	0.04	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.40	0.40	0.13	0.44	0.44	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.15	0.29	0.29	0.31	0.41	0.41	0.15	0.12	0.07	0.37	0.10	0.11
Delay/Veh:	45.5	19.4	19.4	44.9	18.0	18.0	45.5	27.0	26.6	50.5	26.8	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	19.4	19.4	44.9	18.0	18.0	45.5	27.0	26.6	50.5	26.8	27.0
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	1	4	4	2	6	6	1	1	1	2	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	661	66	101	505	33	51	253	37	38	227	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:	40	661	66	101	505	33	51	253	37	38	227	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	696	69	106	532	35	54	266	39	40	239	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	696	69	106	532	35	54	266	39	40	239	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:	42	696	69	106	532	35	54	266	39	40	239	103
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	1.82	0.18	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3455	345	1800	3567	233	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.06	0.15	0.15	0.03	0.07	0.02	0.02	0.06	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.21	0.58	0.58	0.53	0.43	0.43	0.27	0.20	0.06	0.20	0.18	0.16
Delay/Veh:	38.8	24.9	24.9	47.5	22.6	22.6	39.9	20.1	18.9	38.6	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	24.9	24.9	47.5	22.6	22.6	39.9	20.1	18.9	38.6	19.9	19.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	8	8	4	6	6	2	2	1	1	2	2

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	55	478	26	25	869	47	45	109	146	44	89	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:	55	478	26	25	869	47	45	109	146	44	89	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	503	27	26	915	49	47	115	154	46	94	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	503	27	26	915	49	47	115	154	46	94	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	503	27	26	915	49	47	115	154	46	94	28
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	3400	3800	1900	1800	3605	195	1800	1900	1900	1800	1458	442
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.01	0.01	0.25	0.25	0.03	0.06	0.08	0.03	0.06	0.06
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.48	0.48	0.15	0.53	0.53	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.17	0.28	0.03	0.10	0.48	0.48	0.08	0.19	0.26	0.08	0.21	0.21
Delay/Veh:	42.3	13.0	11.2	37.0	11.4	11.4	24.2	25.5	26.4	24.2	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:	42.3	13.0	11.2	37.0	11.4	11.4	24.2	25.5	26.4	24.2	25.7	25.7
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	0	1	7	7	1	2	3	1	2	2

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1	1 0	1 0	1 0	1	1 0	0	1 0
Volume Module:												
Base Vol:	160	872	102	69	538	70	95	189	91	41	179	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:	160	872	102	69	538	70	95	189	91	41	179	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:	168	918	107	73	566	74	100	199	96	43	188	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	918	107	73	566	74	100	199	96	43	188	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:	168	918	107	73	566	74	100	199	96	43	188	14
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	1.00	0.93	0.07
Final Sat.:	3400	3800	1900	1800	3363	438	1800	1900	1900	1800	1771	129
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.06	0.04	0.17	0.17	0.06	0.10	0.05	0.02	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.14	0.45	0.45	0.12	0.43	0.43	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.36	0.54	0.13	0.34	0.39	0.39	0.15	0.29	0.14	0.07	0.29	0.29
Delay/Veh:	35.4	15.6	11.9	38.9	15.2	15.2	17.4	18.9	17.2	16.5	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:	35.4	15.6	11.9	38.9	15.2	15.2	17.4	18.9	17.2	16.5	18.9	18.9
LOS by Move:	D	B	B	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	8	1	2	5	5	2	3	1	1	3	3

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1 0		1 0 3	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	461	121	89	969	0	0	0	0	51	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	461	121	89	969	0	0	0	0	51	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	485	127	94	1020	0	0	0	0	54	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	127	94	1020	0	0	0	0	54	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	127	94	1020	0	0	0	0	54	0	62
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	2.38	0.62	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4515	1185	1800	5700	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.05	0.18	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.45	0.45	0.22	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.24	0.24	0.24	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Delay/Veh:	0.0	19.1	19.1	43.6	3.8	0.0	0.0	0.0	0.0	33.7	0.0	33.8
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	19.1	19.1	43.6	3.8	0.0	0.0	0.0	0.0	33.7	0.0	33.8
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	4	3	2	0	0	0	0	1	0	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0 2	1 0		1 0 3	0 0		0 0 0	0 0		1 0 0	0 1	
Volume Module:												
Base Vol:	0	1046	26	44	619	0	0	0	0	71	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	26	44	619	0	0	0	0	71	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1101	27	46	652	0	0	0	0	75	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1101	27	46	652	0	0	0	0	75	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1101	27	46	652	0	0	0	0	75	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5562	138	1800	5700	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.34	0.34	0.33	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.18
Delay/Veh:	0.0	8.8	8.8	63.2	3.5	0.0	0.0	0.0	0.0	34.2	0.0	34.8
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	8.8	8.8	63.2	3.5	0.0	0.0	0.0	0.0	34.2	0.0	34.8
LOS by Move:	A	A	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	1	0	0	0	0	2	0	3

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.255
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	583	161	69	985	0	0	0	0	85	0	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	583	161	69	985	0	0	0	0	85	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
PHF Volume:	0	583	161	73	985	0	0	0	0	89	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	161	73	985	0	0	0	0	89	0	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	583	161	73	985	0	0	0	0	89	0	37
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	0.15	0.08	0.04	0.26	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.55	0.14	0.69	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.28	0.15	0.28	0.37	0.00	0.00	0.00	0.00	0.19	0.00	0.07
Delay/Veh:	0.0	11.1	10.2	52.3	2.8	0.0	0.0	0.0	0.0	38.2	0.0	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	10.2	52.3	2.8	0.0	0.0	0.0	0.0	38.2	0.0	36.4
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	2	3	3	0	0	0	0	3	0	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	970	90	70	660	0	0	0	0	210	0	70
Growth Adj:	1.00	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	970	90	70	660	0	0	0	0	210	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1021	95	74	695	0	0	0	0	221	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	95	74	695	0	0	0	0	221	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1021	95	74	695	0	0	0	0	221	0	74
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	0.27	0.05	0.04	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.09	0.67	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.46	0.09	0.46	0.27	0.00	0.00	0.00	0.00	0.43	0.00	0.14
Delay/Veh:	0.0	9.8	7.2	61.5	3.4	0.0	0.0	0.0	0.0	37.7	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	7.2	61.5	3.4	0.0	0.0	0.0	0.0	37.7	0.0	32.5
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	7	1	3	2	0	0	0	0	7	0	2

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	103	143	231	148	955	54	334	131	39	26	993	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	143	231	148	955	54	334	131	39	26	993	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	151	243	156	1005	57	352	138	41	27	1045	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	151	243	156	1005	57	352	138	41	27	1045	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:	108	151	243	156	1005	57	352	138	41	27	1045	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.90	0.10
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	3400	3607	193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.13	0.05	0.26	0.03	0.10	0.04	0.02	0.01	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.13	0.37	0.37	0.11	0.35	0.35
Volume/Cap:	0.32	0.12	0.38	0.46	0.78	0.09	0.82	0.10	0.06	0.07	0.82	0.82
Delay/Veh:	44.3	21.8	25.5	46.8	32.9	21.7	58.5	19.1	18.8	40.4	33.3	33.3
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:	44.3	21.8	25.5	46.8	32.9	21.7	58.5	19.1	18.8	40.4	33.3	33.3
LOS by Move:	D	C	C	D	C	C	E	B	B	D	C	C
HCM2kAvgQ:	2	1	5	3	15	1	8	1	1	0	17	17

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	211	289	220	180	945	77	160	190	65	29	1102	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:	211	289	220	180	945	77	160	190	65	29	1102	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:	222	304	232	189	995	81	168	200	68	31	1160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	304	232	189	995	81	168	200	68	31	1160	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:	222	304	232	189	995	81	168	200	68	31	1160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	3400	3570	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.12	0.06	0.26	0.04	0.05	0.05	0.04	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.10	0.37	0.37	0.11	0.38	0.38
Volume/Cap:	0.65	0.24	0.36	0.56	0.77	0.13	0.50	0.14	0.10	0.08	0.86	0.86
Delay/Veh:	52.7	23.0	25.2	49.3	32.6	22.1	47.7	19.5	19.2	40.5	32.7	32.7
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:	52.7	23.0	25.2	49.3	32.6	22.1	47.7	19.5	19.2	40.5	32.7	32.7
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	5	3	5	4	14	1	3	2	1	0	19	19

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	482	0	0	760	846	0	0	0	14	0	658
Growth Adj:	1.00	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	482	0	0	760	846	0	0	0	14	0	658
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	507	0	0	800	891	0	0	0	15	0	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	507	0	0	800	891	0	0	0	15	0	693
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	507	0	0	800	891	0	0	0	15	0	693
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.04	0.00	1.96
Final Sat.:	1800	1900	0	0	1900	1900	0	0	0	77	0	3718
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.42	0.47	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.11	0.70	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.04	0.38	0.00	0.00	0.71	0.79	0.00	0.00	0.00	0.79	0.00	0.78
Delay/Veh:	38.6	2.5	0.0	0.0	12.0	14.7	0.0	0.0	0.0	41.0	0.0	40.1
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:	38.6	2.5	0.0	0.0	12.0	14.7	0.0	0.0	0.0	41.0	0.0	40.1
LOS by Move:	D	A	A	A	B	B	A	A	A	D	A	D
HCM2kAvgQ:	0	2	0	0	13	17	0	0	0	12	0	11

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	615	0	0	690	801	0	0	0	29	0	585
Growth Adj:	1.00	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	615	0	0	690	801	0	0	0	29	0	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	647	0	0	726	843	0	0	0	31	0	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	647	0	0	726	843	0	0	0	31	0	616
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	647	0	0	726	843	0	0	0	31	0	616
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.09	0.00	1.91
Final Sat.:	1800	1900	0	0	1900	1900	0	0	0	171	0	3620
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.38	0.44	0.00	0.00	0.00	0.18	0.00	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.13	0.69	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.49	0.00	0.00	0.68	0.79	0.00	0.00	0.00	0.79	0.00	0.75
Delay/Veh:	28.2	2.8	0.0	0.0	11.3	14.6	0.0	0.0	0.0	35.1	0.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	2.8	0.0	0.0	11.3	14.6	0.0	0.0	0.0	35.1	0.0	33.1
LOS by Move:	C	A	A	A	B	B	A	A	A	D	A	C
HCM2kAvgQ:	0	3	0	0	10	14	0	0	0	9	0	9

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	92	730	33	0	415	0	70	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	60	92	730	33	0	415	0	70	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	63	0	768	35	0	437	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	63	0	768	35	0	437	0	74	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	63	0	768	35	0	437	0	74	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	1800	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.43	0.02	0.00	0.24	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.51	0.66	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.00	0.83	0.03	0.00	0.83	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	50.9	0.0	28.3	3.1	0.0	56.6	0.0	34.0	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	50.9	0.0	28.3	3.1	0.0	56.6	0.0	34.0	0.0	0.0	0.0
LOS by Move:	A	D	A	C	A	A	E	A	C	A	A	A
HCM2kAvgQ:	0	2	0	25	0	0	19	0	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	159	663	53	0	508	0	60	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	37	159	663	53	0	508	0	60	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	39	0	698	56	0	535	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	0	698	56	0	535	0	63	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	39	0	698	56	0	535	0	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	1800	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.39	0.03	0.00	0.30	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.45	0.60	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	0.00	0.86	0.05	0.00	0.86	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	0.0	46.9	0.0	36.6	5.7	0.0	49.9	0.0	26.4	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	46.9	0.0	36.6	5.7	0.0	49.9	0.0	26.4	0.0	0.0	0.0
LOS by Move:	A	D	A	D	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	1	0	26	0	0	22	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	54	69	9	9	265	51	29	73	81	25	75	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:	54	69	9	9	265	51	29	73	81	25	75	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	73	9	9	279	54	31	77	85	26	79	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	73	9	9	279	54	31	77	85	26	79	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	73	9	9	279	54	31	77	85	26	79	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.88	0.12	1.00	0.84	0.16	1.00	0.47	0.53	0.22	0.68	0.10
Final Sat.:	545	530	69	576	539	104	526	287	318	125	374	55
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.02	0.52	0.52	0.06	0.27	0.27	0.21	0.21	0.21
Crit Moves:			****			****			****		****	
Delay/Veh:	9.7	9.2	9.2	8.8	13.5	13.5	9.5	10.1	10.1	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.2	9.2	8.8	13.5	13.5	9.5	10.1	10.1	10.6	10.6	10.6
LOS by Move:	A	A	A	A	B	B	A	B	B	B	B	B
ApproachDel:		9.4			13.4			10.0			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			13.4			10.0			10.6	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.0	1.0	1.0	0.1	0.3	0.3	0.2	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Meridian Avenue									San Bernardino Avenue								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R		L	-	T	- R	L	-	T	- R	
Control:	Stop Sign				Stop Sign					Stop Sign				Stop Sign				
Rights:	Include				Include					Include				Include				
Min. Green:	0	0	0		0	0	0			0	0	0		0	0	0		
Lanes:	1	0	0	1 0	1	0	0	1 0		1	0	0	1 0	0	0	1!	0 0	
Volume Module:																		
Base Vol:	91	323	25		13	139	63			97	222	91		10	116	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:	91	323	25		13	139	63			97	222	91		10	116	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:	96	340	26		14	146	66			102	234	96		11	122	32		
Reduct Vol:	0	0	0		0	0	0			0	0	0		0	0	0		
Reduced Vol:	96	340	26		14	146	66			102	234	96		11	122	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:	96	340	26		14	146	66			102	234	96		11	122	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:	1.00	0.93	0.07		1.00	0.69	0.31			1.00	0.71	0.29		0.06	0.75	0.19		
Final Sat.:	481	485	38		443	337	153			470	369	151		29	340	88		
Capacity Analysis Module:																		
Vol/Sat:	0.20	0.70	0.70		0.03	0.43	0.43			0.22	0.63	0.63		0.36	0.36	0.36		
Crit Moves:		****				****					****				****			
Delay/Veh:	11.7	22.7	22.7		10.6	14.4	14.4			12.0	19.4	19.4		13.9	13.9	13.9		
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:	11.7	22.7	22.7		10.6	14.4	14.4			12.0	19.4	19.4		13.9	13.9	13.9		
LOS by Move:	B	C	C		B	B	B			B	C	C		B	B	B		
ApproachDel:		20.4				14.2					17.6				13.9			
Delay Adj:		1.00				1.00					1.00				1.00			
ApprAdjDel:		20.4				14.2					17.6				13.9			
LOS by Appr:		C				B					C				B			
AllWayAvgQ:	0.2	1.9	1.9		0.0	0.6	0.6			0.3	1.4	1.4		0.5	0.5	0.5		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 7.2 Worst Case Level Of Service: B[14.5]

****

Street Name:	Meridian Avenue								Valley Boulevard							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			235	0	174			70	145	0			0	136	140		
Growth Adj:	1.00	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			235	0	174			70	145	0			0	136	140		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
PHF Volume:	0	0	0			247	0	183			74	153	0			0	143	147		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			247	0	183			74	153	0			0	143	147		
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			441	xxxx	145			291	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			550	xxxx	882			1283	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			526	xxxx	882			1283	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.47	xxxx	0.21			0.06	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			2.5	xxxx	0.8			0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			17.8	xxxx	10.1			8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*			C	*	B			A	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					14.5					xxxxxx					xxxxxx				
ApproachLOS:	*					B					*					*				

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 21.0 Worst Case Level Of Service: F[76.1]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	245	0	95	145	335	0	0	305	165
Growth Adj:	1.00	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	245	0	95	145	335	0	0	305	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	258	0	100	153	353	0	0	321	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	258	0	100	153	353	0	0	321	174
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	889	xxxx	247	495	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	286	xxxx	759	1079	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	255	xxxx	759	1079	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.01	xxxx	0.13	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	10.0	xxxx	0.5	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	101.5	xxxx	10.5	8.9	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			76.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled				Uncontrolled
Rights:	Include					Include					Ignore				Include
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	2			0	0	0			0	80	2			4	100	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	2			0	0	0			0	80	2			4	100	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	2			0	0	0			0	84	0			4	105	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	0			0	84	0			4	105	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	42			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			84	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1026			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1525	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1026			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1525	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.5					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue								C Street							
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	6			0	0	0			0	140	4			4	160	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	6			0	0	0			0	140	4			4	160	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	6			0	0	0			0	147	0			4	168	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	6			0	0	0			0	147	0			4	168	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	74			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			147	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:		8.7					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 13.4 Worst Case Level Of Service: E[45.6]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	231	0	99	161	391	0	0	227	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	231	0	99	161	391	0	0	227	113
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	745	940	114	340	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	354	266	924	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	319	231	924	1230	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.72	0.00	0.11	0.13	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	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	397	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	45.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			45.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[11.2]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	558	0	0	482	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	558	0	0	482	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	8	3	587	0	0	507	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	8	3	587	0	0	507	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	807	1101	254	515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	323	214	752	1061	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	322	213	752	1061	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	594	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	197	35	12	765	38	28	43	33	42	36	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	197	35	12	765	38	28	43	33	42	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	207	37	13	805	40	29	45	35	44	38	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	207	37	13	805	40	29	45	35	44	38	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	207	37	13	805	40	29	45	35	44	38	26
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	1.70	0.30	1.00	1.91	0.09	0.28	0.41	0.31	0.42	0.34	0.24
Final Sat.:	1800	3227	573	1800	3620	180	504	774	594	758	649	451
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.01	0.22	0.22	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.02	0.10	0.10	0.01	0.33	0.33	0.20	0.20	0.20	0.20	0.20	0.20
Delay/Veh:	2.3	2.5	2.5	2.3	3.2	3.2	28.2	28.2	28.2	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	2.5	2.5	2.3	3.2	3.2	28.2	28.2	28.2	28.2	28.2	28.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	2	2	2	2	2	2	2	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	93	784	41	29	472	35	42	90	47	41	72	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:	93	784	41	29	472	35	42	90	47	41	72	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	825	43	31	497	37	44	95	49	43	76	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	825	43	31	497	37	44	95	49	43	76	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:	98	825	43	31	497	37	44	95	49	43	76	37
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	1.90	0.10	1.00	1.86	0.14	0.24	0.50	0.26	0.29	0.48	0.23
Final Sat.:	1800	3611	189	1800	3538	262	440	943	492	518	910	443
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.14	0.14	0.10	0.10	0.10	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.09	0.36	0.36	0.03	0.22	0.22	0.31	0.31	0.31	0.26	0.26	0.26
Delay/Veh:	3.5	4.5	4.5	3.3	3.9	3.9	24.4	24.4	24.4	23.7	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.5	4.5	3.3	3.9	3.9	24.4	24.4	24.4	23.7	23.7	23.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	2	2	4	4	4	3	3	3

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	193	454	161	84	832	30	41	226	347	111	197	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	454	161	84	832	30	41	226	347	111	197	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	203	478	169	88	876	32	43	238	365	117	207	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	478	169	88	876	32	43	238	365	117	207	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	478	169	88	876	32	43	238	365	117	207	163
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	1.48	0.52	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2805	995	1800	3668	132	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.05	0.24	0.24	0.02	0.13	0.19	0.06	0.11	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.73	0.47	0.47	0.42	0.73	0.73	0.23	0.38	0.59	0.62	0.33	0.26
Delay/Veh:	53.4	22.5	22.5	44.7	30.8	30.8	41.7	24.5	28.2	54.8	24.8	23.8
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:	53.4	22.5	22.5	44.7	30.8	30.8	41.7	24.5	28.2	54.8	24.8	23.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	3	12	12	1	5	9	4	4	3

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	288	798	89	78	475	77	80	273	269	76	344	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:	288	798	89	78	475	77	80	273	269	76	344	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	840	94	82	500	81	84	287	283	80	362	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	840	94	82	500	81	84	287	283	80	362	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	840	94	82	500	81	84	287	283	80	362	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	0.95	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.72	0.28	1.00	1.01	0.99	1.00	1.00	1.00
Final Sat.:	1800	3419	381	1800	3270	530	1800	1914	1886	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.25	0.05	0.15	0.15	0.05	0.15	0.15	0.04	0.19	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.39	0.39	0.12	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.84	0.64	0.64	0.37	0.49	0.49	0.47	0.48	0.48	0.44	0.61	0.20
Delay/Veh:	59.1	24.9	24.9	44.7	29.0	29.0	51.0	28.8	28.8	50.1	33.5	25.6
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:	59.1	24.9	24.9	44.7	29.0	29.0	51.0	28.8	28.8	50.1	33.5	25.6
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	12	11	11	3	7	7	3	7	7	3	9	2

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	147	539	0	0	1045	401	0	0	0	355	2	371
Growth Adj:	1.00	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	539	0	0	1045	401	0	0	0	355	2	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	567	0	0	1100	422	0	0	0	374	2	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	567	0	0	1100	422	0	0	0	374	2	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	567	0	0	1100	422	0	0	0	374	2	391
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	1.45	0.55	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2746	1054	0	0	0	1790	10	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.14	0.65	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.60	0.23	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.79	0.79	0.78
Delay/Veh:	38.1	2.4	0.0	0.0	14.1	14.1	0.0	0.0	0.0	36.5	36.5	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	2.4	0.0	0.0	14.1	14.1	0.0	0.0	0.0	36.5	36.5	35.1
LOS by Move:	D	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	1	0	0	14	14	0	0	0	10	10	10

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	290	891	0	0	697	227	0	0	0	373	3	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	891	0	0	697	227	0	0	0	373	3	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	938	0	0	734	239	0	0	0	393	3	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	938	0	0	734	239	0	0	0	393	3	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	938	0	0	734	239	0	0	0	393	3	273
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	1.51	0.49	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2866	934	0	0	0	1786	14	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.22	0.22	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.24	0.59	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.72	0.42	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.72	0.72	0.47
Delay/Veh:	31.0	4.5	0.0	0.0	18.9	18.9	0.0	0.0	0.0	25.9	25.9	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	4.5	0.0	0.0	18.9	18.9	0.0	0.0	0.0	25.9	25.9	19.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	7	3	0	0	9	9	0	0	0	8	8	4

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 1	1 0		1 0 2	0 0		0 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	482	114	425	992	0	208	1	358	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	482	114	425	992	0	208	1	358	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	507	120	447	1044	0	219	1	377	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	507	120	447	1044	0	219	1	377	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	507	120	447	1044	0	219	1	377	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3073	727	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.25	0.27	0.00	0.12	0.12	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.32	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.52	0.77	0.43	0.00	0.47	0.47	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	17.9	26.9	3.0	0.0	22.2	22.2	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	17.9	26.9	3.0	0.0	22.2	22.2	31.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	5	10	3	0	4	4	8	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	820	372	416	647	0	410	2	203	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	820	372	416	647	0	410	2	203	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	863	392	438	681	0	432	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	863	392	438	681	0	432	2	214	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	863	392	438	681	0	432	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2614	1186	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.24	0.18	0.00	0.24	0.24	0.11	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.36	0.36	0.27	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.90	0.90	0.28	0.00	0.90	0.90	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	26.8	26.8	44.2	2.7	0.0	44.4	44.4	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	26.8	44.2	2.7	0.0	44.4	44.4	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	15	15	12	2	0	12	12	3	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	90	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	185	378	6	27	680	335	134	17	125	5	29	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:	185	378	6	27	680	335	134	17	125	5	29	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	398	6	28	716	353	141	18	132	5	31	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	398	6	28	716	353	141	18	132	5	31	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:	195	398	6	28	716	353	141	18	132	5	31	9
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	1.97	0.03	1.00	1.34	0.66	0.50	0.06	0.44	0.12	0.67	0.21
Final Sat.:	1800	3741	59	1800	2546	1254	898	114	838	220	1273	395
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.28	0.28	0.16	0.16	0.16	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.39	0.39	0.20	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.66	0.28	0.28	0.08	0.66	0.66	0.46	0.46	0.46	0.07	0.07	0.07
Delay/Veh:	46.4	17.7	17.7	29.5	20.1	20.1	24.1	24.1	24.1	19.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	17.7	17.7	29.5	20.1	20.1	24.1	24.1	24.1	19.0	19.0	19.0
LOS by Move:	D	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	6	3	3	1	11	11	6	6	6	1	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	175	639	8	7	398	79	439	75	330	22	26	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	639	8	7	398	79	439	75	330	22	26	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	673	8	7	419	83	462	79	347	23	27	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	673	8	7	419	83	462	79	347	23	27	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:	184	673	8	7	419	83	462	79	347	23	27	23
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	1.98	0.02	1.00	1.67	0.33	0.53	0.09	0.38	0.33	0.36	0.31
Final Sat.:	1800	3753	47	1800	3171	629	961	164	722	587	694	587
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.00	0.13	0.13	0.48	0.48	0.48	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.25	0.25	0.13	0.25	0.25	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.77	0.71	0.71	0.03	0.52	0.52	0.90	0.90	0.90	0.07	0.07	0.07
Delay/Veh:	52.1	29.8	29.8	28.5	26.1	26.1	24.2	24.2	24.2	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	29.8	29.8	28.5	26.1	26.1	24.2	24.2	24.2	6.2	6.2	6.2
LOS by Move:	D	C	C	C	C	C	C	C	C	A	A	A
HCM2kAvgQ:	6	8	8	0	5	5	22	22	22	1	1	1

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Average Delay (sec/veh): 6.4 Worst Case Level Of Service: D[26.9]

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	106 247	0	0	558	154		123	0	162	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:	106 247	0	0	558	154		123	0	162	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:	112 260	0	0	587	162		129	0	171	0	0	0
Reduct Vol:	0 0	0	0	0	0		0	0	0	0	0	0
FinalVolume:	112 260	0	0	587	162		129	0	171	0	0	0
Critical Gap Module:												
Critical Gp:	4.1 xxxx xxxxx	xxxxx	xxxx	xxxxx			6.8 xxxx		6.9	xxxxx xxxx		xxxxx
FollowUpTim:	2.2 xxxx xxxxx	xxxxx	xxxx	xxxxx			3.5 xxxx		3.3	xxxxx xxxx		xxxxx
Capacity Module:												
Cnflict Vol:	749 xxxx xxxxx	xxxx	xxxx	xxxxx			1022 xxxx		375	xxxx xxxx		xxxxx
Potent Cap.:	869 xxxx xxxxx	xxxx	xxxx	xxxxx			236 xxxx		629	xxxx xxxx		xxxxx
Move Cap.:	869 xxxx xxxxx	xxxx	xxxx	xxxxx			212 xxxx		629	xxxx xxxx		xxxxx
Volume/Cap:	0.13 xxxx xxxx	xxxx	xxxx	xxxx			0.61 xxxx		0.27	xxxx xxxx		xxxx
Level Of Service Module:												
2Way95thQ:	0.4 xxxx xxxxx	xxxx	xxxx	xxxxx			3.5 xxxx		1.1	xxxx xxxx		xxxxx
Control Del:	9.8 xxxx xxxxx	xxxxx	xxxx	xxxxx			45.3 xxxx		12.8	xxxxx xxxx		xxxxx
LOS by Move:	A *	*	*	*	*		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			26.9			xxxxxx		
ApproachLOS:	*			*			D			*		

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 38.5 Worst Case Level Of Service: F[101.2]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	429	659	0	0	439	11	41	0	831	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:	429	659	0	0	439	11	41	0	831	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:	452	694	0	0	462	12	43	0	875	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	452	694	0	0	462	12	43	0	875	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	474	xxxx	xxxxx	xxxx	xxxx	xxxxx	1718	xxxx	237	xxxx	xxxx	xxxxx
Potent Cap.:	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	82	xxxx	771	xxxx	xxxx	xxxxx
Move Cap.:	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	56	xxxx	771	xxxx	xxxx	xxxxx
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	xxxx	1.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.3	xxxx	25.7	xxxx	xxxx	xxxxx
Control Del:	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	175.6	xxxx	97.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	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			101.2			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 26.6 Worst Case Level Of Service: E[44.0]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	388	0	0	248	0	402	0	572	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	388	0	0	248	0	402	0	572	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	408	0	0	261	0	423	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	408	0	0	261	0	423	0	602	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	669	xxxx	261	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	426	xxxx	782	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	426	xxxx	782	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.99	xxxx	0.77	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	12.4	xxxx	7.5	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	73.7	xxxx	23.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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			44.0			xxxxxx		
ApproachLOS:	*			*			E			*		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 531.5 Worst Case Level Of Service: F[843.8]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	620	0	0	220	0	1050	0	380	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	620	0	0	220	0	1050	0	380	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	653	0	0	232	0	1105	0	400	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	653	0	0	232	0	1105	0	400	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	884	xxxx	232	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	xxxx	813	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	xxxx	813	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.47	xxxx	0.49	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	102	xxxx	2.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1144	xxxx	13.6	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			843.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[12.8]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	197	292	108	678	0	0	0	0	32	0	193
Growth Adj:	1.00	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	197	292	108	678	0	0	0	0	32	0	193
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	207	0	114	714	0	0	0	0	34	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	207	0	114	714	0	0	0	0	34	0	203
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	207	xxxx	xxxxx	xxxx	xxxx	xxxxx	1148	xxxx	207
Potent Cap.:	xxxx	xxxx	xxxxx	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx	222	xxxx	838
Move Cap.:	xxxx	xxxx	xxxxx	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx	207	xxxx	838
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	xxxx	0.24
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	0.9
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	25.8	xxxx	10.7
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.8		
ApproachLOS:	*			*			*			B		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C[15.1]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	393	619	171	468	0	0	0	0	22	0	207
Growth Adj:	1.00	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	393	619	171	468	0	0	0	0	22	0	207
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	414	0	180	493	0	0	0	0	23	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	414	0	180	493	0	0	0	0	23	0	218
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	414	xxxx	xxxxx	xxxx	xxxx	xxxxx	1266	xxxx	414
Potent Cap.:	xxxx	xxxx	xxxxx	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	188	xxxx	643
Move Cap.:	xxxx	xxxx	xxxxx	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	163	xxxx	643
Volume/Cap:	xxxx	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.34
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.7	xxxx	13.4
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.1		
ApproachLOS:	*			*			*			C		

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	57.9
Optimal Cycle: OPTIMIZED		Level Of Service:	E

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	220	402	71	1	581	333	83	69	109	279	48	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:	220	402	71	1	581	333	83	69	109	279	48	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:	232	423	75	1	612	351	87	73	115	294	51	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	423	75	1	612	351	87	73	115	294	51	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:	232	423	75	1	612	351	87	73	115	294	51	47
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:	0.66	1.14	0.20	1.00	1.27	0.73	1.00	0.39	0.61	1.00	0.52	0.48
Final Sat.:	1185	2166	383	1800	2416	1384	1800	737	1163	1800	981	919
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.25	0.25	0.05	0.10	0.10	0.16	0.05	0.05
Crit Moves:		****				****		****		****		
Green/Cycle:	0.24	0.24	0.24	0.28	0.28	0.28	0.10	0.24	0.24	0.18	0.32	0.32
Volume/Cap:	0.82	0.82	0.82	0.00	0.90	0.90	0.47	0.41	0.41	0.90	0.16	0.16
Delay/Veh:	55.2	55.2	55.2	33.7	57.2	57.2	63.6	44.6	44.6	82.3	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	55.2	55.2	33.7	57.2	57.2	63.6	44.6	44.6	82.3	31.6	31.6
LOS by Move:	E	E	E	C	E	E	E	D	D	F	C	C
HCM2kAvgQ:	16	16	16	0	22	22	4	6	6	15	2	2

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

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Cycle (sec):	130	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	98.9
Optimal Cycle: OPTIMIZED		Level Of Service:	F

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Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	309	741	44	22	611	289	118	114	139	370	212	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:	309	741	44	22	611	289	118	114	139	370	212	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	325	780	46	23	643	304	124	120	146	389	223	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	780	46	23	643	304	124	120	146	389	223	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:	325	780	46	23	643	304	124	120	146	389	223	64
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:	0.59	1.33	0.08	1.00	1.36	0.64	1.00	0.45	0.55	1.00	0.78	0.22
Final Sat.:	1057	2534	150	1800	2580	1220	1800	856	1044	1800	1475	425
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.01	0.25	0.25	0.07	0.14	0.14	0.22	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.27	0.27	0.27	0.24	0.24	0.24	0.10	0.24	0.24	0.19	0.32	0.32
Volume/Cap:	1.14	1.14	1.14	0.05	1.05	1.05	0.66	0.59	0.59	1.14	0.47	0.47
Delay/Veh:	120.8	121	120.8	38.4	92.0	92.0	72.7	49.3	49.3	143.3	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.8	121	120.8	38.4	92.0	92.0	72.7	49.3	49.3	143.3	36.3	36.3
LOS by Move:	F	F	F	D	F	F	E	D	D	F	D	D
HCM2kAvgQ:	35	35	35	1	26	26	6	9	9	26	8	8

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	43.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	0 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	41	65	21	424	2	203	226	545	15	3	506	159
Growth Adj:	1.00	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	65	21	424	2	203	226	545	15	3	506	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	68	22	446	2	214	238	574	16	3	533	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	68	22	446	2	214	238	574	16	3	533	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	68	22	446	2	214	238	574	16	3	533	167
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:	0.33	0.51	0.16	0.99	0.01	1.00	1.00	0.97	0.03	0.01	1.99	1.00
Final Sat.:	603	955	309	1792	8	1900	1800	1849	51	22	3776	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.11	0.13	0.31	0.31	0.14	0.14	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.19	0.19	0.19
Volume/Cap:	0.28	0.28	0.28	0.81	0.81	0.37	0.81	0.88	0.88	0.74	0.74	0.46
Delay/Veh:	30.9	30.9	30.9	43.6	43.6	28.3	61.5	43.8	43.8	45.0	45.0	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	43.6	43.6	28.3	61.5	43.8	43.8	45.0	45.0	40.2
LOS by Move:	C	C	C	D	D	C	E	D	D	D	D	D
HCM2kAvgQ:	3	3	3	15	15	5	10	20	20	9	9	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

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Cycle (sec): 105 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 72.2
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	100	46	50	465	0	232	201	705	16	4	849	323
Growth Adj:	1.00	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	46	50	465	0	232	201	705	16	4	849	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	48	53	489	0	244	212	742	17	4	894	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	48	53	489	0	244	212	742	17	4	894	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	48	53	489	0	244	212	742	17	4	894	340
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:	0.52	0.23	0.25	1.00	0.00	1.00	1.00	0.98	0.02	0.01	1.99	1.00
Final Sat.:	943	434	471	1800	0	1900	1800	1858	42	18	3781	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.00	0.13	0.12	0.40	0.40	0.24	0.24	0.18
Crit Moves:	****			****				****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.00	0.25	0.21	0.43	0.43	0.21	0.21	0.21
Volume/Cap:	0.45	0.45	0.45	1.10	0.00	0.52	0.55	0.93	0.93	1.10	1.10	0.84
Delay/Veh:	36.6	36.6	36.6	111.4	0.0	38.2	42.2	43.4	43.4	105.0	105	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	111.4	0.0	38.2	42.2	43.4	43.4	105.0	105	57.5
LOS by Move:	D	D	D	F	A	D	D	D	D	F	F	E
HCM2kAvgQ:	6	6	6	26	0	7	7	27	27	24	24	13

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Note: Queue reported is the number of cars per lane.

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Year 2035 Without Project – With Improvements

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.8
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	122	545	144	94	826	64	89	542	132	142	654	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	144	94	826	64	89	542	132	142	654	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	574	152	99	869	67	94	571	139	149	688	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	574	152	99	869	67	94	571	139	149	688	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	574	152	99	869	67	94	571	139	149	688	91
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	1.86	0.14	1.00	2.41	0.59	1.00	2.65	0.35
Final Sat.:	1800	3006	794	1800	3527	273	1800	4584	1116	1800	5038	662
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.05	0.25	0.25	0.05	0.12	0.12	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.49	0.49	0.53	0.63	0.63	0.50	0.39	0.39	0.81	0.43	0.43
Delay/Veh:	61.2	21.2	21.2	51.8	23.5	23.5	50.6	25.5	25.5	72.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	21.2	21.2	51.8	23.5	23.5	50.6	25.5	25.5	72.5	26.0	26.0
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	7	7	4	11	11	3	5	5	7	6	6

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	110	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	45.0
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1003	144	149	595	95	293	1177	119	236	1001	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	1056	152	157	626	100	308	1239	125	248	1054	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1056	152	157	626	100	308	1239	125	248	1054	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:	204	1056	152	157	626	100	308	1239	125	248	1054	131
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	1.75	0.25	1.00	1.72	0.28	1.00	2.72	0.28	1.00	2.67	0.33
Final Sat.:	1800	3323	477	1800	3277	523	1800	5177	523	1800	5072	628
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.09	0.19	0.19	0.17	0.24	0.24	0.14	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.37	0.37	0.10	0.35	0.35	0.18	0.31	0.31	0.15	0.28	0.28
Volume/Cap:	0.95	0.86	0.86	0.90	0.55	0.55	0.95	0.77	0.77	0.91	0.74	0.74
Delay/Veh:	97.6	37.1	37.1	95.0	29.3	29.3	83.1	36.9	36.9	81.0	38.9	38.9
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:	97.6	37.1	37.1	95.0	29.3	29.3	83.1	36.9	36.9	81.0	38.9	38.9
LOS by Move:	F	D	D	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	11	21	21	9	9	9	15	15	15	12	13	13

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec): 110 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	199	662	163	195	876	64	69	162	276	288	208	439
Growth Adj:	1.00	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	662	163	195	876	64	69	162	276	288	208	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	697	172	205	922	67	73	171	291	303	219	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	697	172	205	922	67	73	171	291	303	219	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	697	172	205	922	67	73	171	291	303	219	462
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	1.60	0.40	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3049	751	1800	3541	259	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.11	0.26	0.26	0.04	0.09	0.15	0.17	0.12	0.24
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.13	0.31	0.31	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.84	0.72	0.72	0.89	0.84	0.84	0.34	0.32	0.54	0.84	0.32	0.67
Delay/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.7	36.0	63.4	23.8	30.9
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:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.7	36.0	63.4	23.8	30.9
LOS by Move:	E	D	D	F	D	D	D	C	D	E	C	C
HCM2kAvgQ:	10	13	13	10	18	18	3	4	8	13	5	13

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec): 105 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	251	991	83	79	769	67	48	198	205	96	161	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	991	83	79	769	67	48	198	205	96	161	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	264	1043	87	83	809	71	51	208	216	101	169	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1043	87	83	809	71	51	208	216	101	169	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:	264	1043	87	83	809	71	51	208	216	101	169	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.84	0.16	1.00	1.00	1.00	1.00	1.23	0.77
Final Sat.:	1800	3506	294	1800	3495	305	1800	1900	1900	1800	2335	1465
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.23	0.23	0.03	0.11	0.11	0.06	0.07	0.07
Crit Moves:	****				****			****			****	
Green/Cycle:	0.21	0.40	0.40	0.13	0.33	0.33	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.71	0.74	0.74	0.36	0.71	0.71	0.29	0.37	0.38	0.59	0.25	0.25
Delay/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	29.9	30.1	59.5	28.3	28.3
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:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	29.9	30.1	59.5	28.3	28.3
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	15	15	3	13	13	2	5	5	4	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec): 130 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	43	648	11	120	1134	39	19	130	42	64	178	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:	43	648	11	120	1134	39	19	130	42	64	178	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:	45	682	12	126	1194	41	20	137	44	67	187	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	682	12	126	1194	41	20	137	44	67	187	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:	45	682	12	126	1194	41	20	137	44	67	187	108
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	1.51	0.49	1.00	1.27	0.73
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2872	928	1800	2407	1393
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.07	0.31	0.02	0.01	0.05	0.05	0.04	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.44	0.44	0.19	0.55	0.55	0.08	0.24	0.24	0.08	0.24	0.24
Volume/Cap:	0.33	0.41	0.01	0.38	0.58	0.04	0.14	0.20	0.20	0.49	0.33	0.33
Delay/Veh:	63.0	22.3	17.8	49.4	14.6	9.5	58.2	40.1	40.1	69.3	41.8	41.8
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:	63.0	22.3	17.8	49.4	14.6	9.5	58.2	40.1	40.1	69.3	41.8	41.8
LOS by Move:	E	C	B	D	B	A	E	D	D	E	D	D
HCM2kAvgQ:	2	7	0	5	11	0	1	3	3	3	5	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

Cycle (sec): 105 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	999	74	97	731	22	49	259	37	42	183	152
Growth Adj:	1.00	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	999	74	97	731	22	49	259	37	42	183	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	1052	78	102	769	23	52	273	39	44	193	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1052	78	102	769	23	52	273	39	44	193	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1052	78	102	769	23	52	273	39	44	193	160
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	1.75	0.25	1.00	1.09	0.91
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3325	475	1800	2076	1724
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.06	0.20	0.01	0.03	0.08	0.08	0.02	0.09	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.44	0.44	0.10	0.37	0.37	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.09	0.63	0.09	0.60	0.54	0.03	0.30	0.28	0.28	0.26	0.31	0.31
Delay/Veh:	38.1	21.3	14.9	59.9	25.5	19.5	48.7	28.7	28.7	47.7	29.2	29.2
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:	38.1	21.3	14.9	59.9	25.5	19.5	48.7	28.7	28.7	47.7	29.2	29.2
LOS by Move:	D	C	B	E	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	12	1	4	9	0	2	3	3	2	4	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec):	85	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	556	348	82	1111	0	0	0	0	809	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	348	82	1111	0	0	0	0	809	0	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	585	0	86	1169	0	0	0	0	852	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	0	86	1169	0	0	0	0	852	0	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	585	0	86	1169	0	0	0	0	852	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.05	0.31	0.00	0.00	0.00	0.00	0.25	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.42	0.00	0.41	0.64	0.00	0.00	0.00	0.00	0.56	0.00	0.12
Delay/Veh:	0.0	19.8	0.0	40.5	14.8	0.0	0.0	0.0	0.0	16.1	0.0	11.8
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	19.8	0.0	40.5	14.8	0.0	0.0	0.0	0.0	16.1	0.0	11.8
LOS by Move:	A	B	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	3	10	0	0	0	0	8	0	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

Cycle (sec): 105 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1162	1018	132	719	0	0	0	0	521	0	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:	0	1162	1018	132	719	0	0	0	0	521	0	58
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1223	0	139	757	0	0	0	0	548	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1223	0	139	757	0	0	0	0	548	0	61
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1223	0	139	757	0	0	0	0	548	0	61
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.08	0.20	0.00	0.00	0.00	0.00	0.16	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.47	0.00	0.11	0.58	0.00	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	0.69	0.00	0.69	0.34	0.00	0.00	0.00	0.00	0.45	0.00	0.09
Delay/Veh:	0.0	19.9	0.0	62.2	7.5	0.0	0.0	0.0	0.0	24.9	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	0.0	62.2	7.5	0.0	0.0	0.0	0.0	24.9	0.0	20.9
LOS by Move:	A	B	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	14	0	6	4	0	0	0	0	7	0	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	120	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	349	1062	225	63	1798	35	50	152	707	365	176	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:	349	1062	225	63	1798	35	50	152	707	365	176	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	367	1118	237	66	1893	37	53	160	744	384	185	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1118	237	66	1893	37	53	160	744	384	185	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:	367	1118	237	66	1893	37	53	160	744	384	185	40
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36
Final Sat.:	3400	5700	1900	1800	5700	1900	3400	3800	1900	3400	3125	675
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.12	0.04	0.33	0.02	0.02	0.04	0.39	0.11	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.37	0.50	0.12	0.37	0.37	0.09	0.32	0.44	0.13	0.35	0.35
Volume/Cap:	0.90	0.53	0.25	0.31	0.90	0.05	0.17	0.13	0.90	0.90	0.17	0.17
Delay/Veh:	76.9	28.2	14.0	51.9	39.5	22.6	51.4	28.7	40.9	75.7	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:	76.9	28.2	14.0	51.9	39.5	22.6	51.4	28.7	40.9	75.7	25.7	25.7
LOS by Move:	E	C	B	D	D	C	D	C	D	E	C	C
HCM2kAvgQ:	11	10	4	2	25	1	1	2	27	11	2	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec):	125	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.5
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	542	1917	360	109	1032	85	278	302	587	251	253	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	1917	360	109	1032	85	278	302	587	251	253	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	571	2018	379	115	1086	89	293	318	618	264	266	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	2018	379	115	1086	89	293	318	618	264	266	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:	571	2018	379	115	1086	89	293	318	618	264	266	100
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	1.45	0.55
Final Sat.:	3400	5700	1900	1800	5700	1900	3400	3800	1900	3400	2763	1037
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.20	0.06	0.19	0.05	0.09	0.08	0.33	0.08	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.44	0.53	0.08	0.31	0.31	0.11	0.33	0.54	0.09	0.30	0.30
Volume/Cap:	0.79	0.80	0.38	0.80	0.61	0.15	0.80	0.26	0.60	0.91	0.32	0.32
Delay/Veh:	55.5	28.0	13.5	91.8	37.2	30.8	70.8	30.4	16.6	89.8	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	28.0	13.5	91.8	37.2	30.8	70.8	30.4	16.6	89.8	33.6	33.6
LOS by Move:	E	C	B	F	D	C	E	C	B	F	C	C
HCM2kAvgQ:	13	21	6	7	11	2	8	4	12	9	5	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

Cycle (sec): 65 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	5 0	2	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	441	923	0	0	1366	1138	0	0	0	214	1	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	923	0	0	1366	1138	0	0	0	214	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	972	0	0	1438	1198	0	0	0	225	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	972	0	0	1438	1198	0	0	0	225	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	972	0	0	1438	1198	0	0	0	225	1	418
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	5.00	2.00	0.00	0.00	0.00	1.99	0.01	2.00
Final Sat.:	3400	5700	0	0	9500	3800	0	0	0	3584	17	3800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.00	0.00	0.15	0.32	0.00	0.00	0.00	0.06	0.06	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.73	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.62	0.23	0.00	0.00	0.30	0.62	0.00	0.00	0.00	0.35	0.35	0.62
Delay/Veh:	26.7	0.5	0.0	0.0	7.1	10.1	0.0	0.0	0.0	25.0	25.0	28.9
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:	26.7	0.5	0.0	0.0	7.1	10.1	0.0	0.0	0.0	25.0	25.0	28.9
LOS by Move:	C	A	A	A	A	B	A	A	A	C	C	C
HCM2kAvgQ:	6	1	0	0	3	8	0	0	0	2	2	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

Cycle (sec):	60	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	5 0	2	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	545	2016	0	0	1200	687	0	0	0	340	7	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	2016	0	0	1200	687	0	0	0	340	7	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	574	2122	0	0	1263	723	0	0	0	358	7	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	2122	0	0	1263	723	0	0	0	358	7	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	574	2122	0	0	1263	723	0	0	0	358	7	646
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	5.00	2.00	0.00	0.00	0.00	1.96	0.04	2.00
Final Sat.:	3400	5700	0	0	9500	3800	0	0	0	3531	73	3800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.00	0.00	0.13	0.19	0.00	0.00	0.00	0.10	0.10	0.17
Crit Moves:	****				****							****
Green/Cycle:	0.29	0.61	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.58	0.61	0.00	0.00	0.42	0.60	0.00	0.00	0.00	0.35	0.35	0.58
Delay/Veh:	20.5	4.9	0.0	0.0	16.1	19.0	0.0	0.0	0.0	17.4	17.4	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	4.9	0.0	0.0	16.1	19.0	0.0	0.0	0.0	17.4	17.4	20.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	C
HCM2kAvgQ:	6	6	0	0	4	6	0	0	0	3	3	6

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 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	60	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	4 0	2	2 0	3 0	0	2 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	771	243	537	1025	0	569	0	505	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	771	243	537	1025	0	569	0	505	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	812	256	565	1079	0	599	0	532	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	812	256	565	1079	0	599	0	532	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	812	256	565	1079	0	599	0	532	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	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	3.00	0.00	2.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	3800	3400	5700	0	3400	1900	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.07	0.17	0.19	0.00	0.18	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.53	0.00	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.21	0.76	0.35	0.00	0.48	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	15.0	29.4	6.0	0.0	14.9	0.0	23.4	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	15.6	15.0	29.4	6.0	0.0	14.9	0.0	23.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	3	2	7	3	0	5	0	10	0	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 #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

Cycle (sec):	60	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	4 0	2	2 0	3 0	0	2 0	1 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1380	213	504	1010	0	1180	3	370	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	1380	213	504	1010	0	1180	3	370	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	1453	224	531	1063	0	1242	3	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1453	224	531	1063	0	1242	3	389	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	1453	224	531	1063	0	1242	3	389	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	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	3.00	0.00	2.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	3800	3400	5700	0	3400	1900	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.06	0.16	0.19	0.00	0.37	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.32	0.32	0.17	0.49	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.19	0.89	0.38	0.00	0.89	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	14.8	42.6	7.8	0.0	23.8	9.3	14.0	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	18.0	14.8	42.6	7.8	0.0	23.8	9.3	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	6	1	9	3	0	16	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec):	120	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.2
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	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:	260	735	30	146	1234	247	348	174	170	25	142	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:	274	774	32	154	1299	260	366	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	774	32	154	1299	260	366	183	179	26	149	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:	274	774	32	154	1299	260	366	183	179	26	149	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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.00	1.00	2.00	1.01	0.99	2.00	1.30	0.70
Final Sat.:	1800	5476	224	1800	3800	1900	3400	1922	1878	3400	2464	1336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.14	0.09	0.34	0.14	0.11	0.10	0.10	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.36	0.36	0.19	0.38	0.38	0.12	0.29	0.29	0.09	0.26	0.26
Volume/Cap:	0.89	0.39	0.39	0.44	0.89	0.36	0.89	0.33	0.33	0.08	0.23	0.23
Delay/Veh:	78.5	27.3	27.3	46.6	40.2	25.4	76.0	34.4	34.4	50.3	35.7	35.7
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:	78.5	27.3	27.3	46.6	40.2	25.4	76.0	34.4	34.4	50.3	35.7	35.7
LOS by Move:	E	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	14	6	6	5	25	6	10	5	5	1	3	3

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

Cycle (sec): 110 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2 1	0	1 0	2 0	1	2 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	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:	248	1116	29	83	1057	215	340	189	217	16	258	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1175	31	87	1113	226	358	199	228	17	272	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1175	31	87	1113	226	358	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.32	0.68
Final Sat.:	1800	5556	144	1800	3800	1900	3400	1900	1900	3400	2501	1299
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.05	0.29	0.12	0.11	0.10	0.12	0.00	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.36	0.36	0.16	0.35	0.35	0.13	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	0.84	0.58	0.58	0.31	0.84	0.34	0.84	0.34	0.39	0.05	0.39	0.39
Delay/Veh:	67.3	27.5	27.5	44.0	37.9	26.5	65.0	29.6	30.4	45.1	32.9	32.9
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:	67.3	27.5	27.5	44.0	37.9	26.5	65.0	29.6	30.4	45.1	32.9	32.9
LOS by Move:	E	C	C	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	12	10	10	3	19	5	9	5	6	0	5	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	112	441	41	278	679	98	116	581	72	58	640	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	441	41	278	679	98	116	581	72	58	640	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	464	43	293	715	103	122	612	76	61	674	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	464	43	293	715	103	122	612	76	61	674	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	464	43	293	715	103	122	612	76	61	674	161
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	1.75	0.25	1.00	2.67	0.33	1.00	2.42	0.58
Final Sat.:	1800	3477	323	1800	3321	479	1800	5072	628	1800	4600	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.16	0.22	0.22	0.07	0.12	0.12	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.53	0.45	0.45	0.78	0.56	0.56	0.71	0.37	0.37	0.36	0.45	0.45
Delay/Veh:	52.1	31.1	31.1	53.6	25.0	25.0	68.3	27.0	27.0	50.2	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	31.1	31.1	53.6	25.0	25.0	68.3	27.0	27.0	50.2	28.0	28.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	6	6	11	9	9	6	5	5	2	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 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	126	598	103	232	665	125	203	515	87	98	549	179
Growth Adj:	1.00	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	598	103	232	665	125	203	515	87	98	549	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	629	108	244	700	132	214	542	92	103	578	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	629	108	244	700	132	214	542	92	103	578	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	629	108	244	700	132	214	542	92	103	578	188
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	1.71	0.29	1.00	1.68	0.32	1.00	2.57	0.43	1.00	2.26	0.74
Final Sat.:	1800	3242	558	1800	3199	601	1800	4876	824	1800	4298	1402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.14	0.22	0.22	0.12	0.11	0.11	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.66	0.66	0.83	0.63	0.63	0.83	0.31	0.31	0.54	0.42	0.42
Delay/Veh:	60.5	35.0	35.0	66.2	29.5	29.5	70.1	23.0	23.0	55.1	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:	60.5	35.0	35.0	66.2	29.5	29.5	70.1	23.0	23.0	55.1	27.5	27.5
LOS by Move:	E	D	D	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	11	11	11	10	4	4	4	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	85	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	27	478	37	80	740	21	25	153	25	34	122	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:	27	478	37	80	740	21	25	153	25	34	122	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	503	39	84	779	22	26	161	26	36	128	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	503	39	84	779	22	26	161	26	36	128	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	503	39	84	779	22	26	161	26	36	128	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	0.95	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.15	0.85	1.00	0.23	0.77	1.00
Final Sat.:	1800	3527	273	1800	3695	105	265	1621	1900	409	1468	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.21	0.21	0.10	0.10	0.01	0.09	0.09	0.03
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.24	0.24	0.08	0.36	0.36	0.27	0.27	0.04	0.24	0.24	0.09
Delay/Veh:	4.5	5.3	5.3	4.7	5.9	5.9	18.7	18.7	16.3	18.3	18.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	5.3	5.3	4.7	5.9	5.9	18.7	18.7	16.3	18.3	18.3	16.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	3	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec): 105 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	43	856	43	46	795	21	48	121	34	21	106	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:	43	856	43	46	795	21	48	121	34	21	106	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	901	45	48	837	22	51	127	36	22	112	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	901	45	48	837	22	51	127	36	22	112	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:	45	901	45	48	837	22	51	127	36	22	112	48
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	1.90	0.10	1.00	1.95	0.05	0.30	0.70	1.00	0.17	0.83	1.00
Final Sat.:	1800	3618	182	1800	3702	98	531	1339	1900	311	1571	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.23	0.23	0.10	0.10	0.02	0.07	0.07	0.03
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.37	0.37	0.04	0.34	0.34	0.32	0.32	0.06	0.24	0.24	0.09
Delay/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	3	3	4	4	1	3	3	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	340	198	276	553	57	62	886	81	196	745	168
Growth Adj:	1.00	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	340	198	276	553	57	62	886	81	196	745	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	358	208	291	582	60	65	933	85	206	784	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	358	208	291	582	60	65	933	85	206	784	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	358	208	291	582	60	65	933	85	206	784	177
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	1.81	0.19	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	1800	3800	1900	1800	3445	355	1800	5223	477	1800	4651	1049
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.11	0.16	0.17	0.17	0.04	0.18	0.18	0.11	0.17	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.18	0.41	0.41	0.10	0.28	0.28	0.12	0.31	0.31
Volume/Cap:	0.53	0.27	0.32	0.92	0.41	0.41	0.37	0.63	0.63	0.92	0.55	0.55
Delay/Veh:	56.2	25.2	26.4	78.4	20.9	20.9	52.0	36.4	36.4	90.0	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:	56.2	25.2	26.4	78.4	20.9	20.9	52.0	36.4	36.4	90.0	32.4	32.4
LOS by Move:	E	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	4	4	4	14	6	6	2	10	10	11	9	9

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	207	606	208	299	524	52	119	1063	56	180	1161	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	606	208	299	524	52	119	1063	56	180	1161	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	218	638	219	315	552	55	125	1119	59	189	1222	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	638	219	315	552	55	125	1119	59	189	1222	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	638	219	315	552	55	125	1119	59	189	1222	226
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	1.82	0.18	1.00	2.85	0.15	1.00	2.53	0.47
Final Sat.:	1800	3800	1900	1800	3457	343	1800	5415	285	1800	4809	891
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.12	0.17	0.16	0.16	0.07	0.21	0.21	0.11	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.35	0.35	0.19	0.39	0.39	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.88	0.49	0.33	0.93	0.40	0.40	0.72	0.73	0.73	0.93	0.85	0.85
Delay/Veh:	78.8	28.1	26.6	78.8	22.4	22.4	71.2	38.7	38.7	96.3	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	28.1	26.6	78.8	22.4	22.4	71.2	38.7	38.7	96.3	41.4	41.4
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	11	8	5	15	6	6	6	13	13	10	18	18

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	63	607	62	15	906	27	11	183	86	148	180	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:	63	607	62	15	906	27	11	183	86	148	180	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:	66	639	65	16	954	28	12	193	91	156	189	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	639	65	16	954	28	12	193	91	156	189	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:	66	639	65	16	954	28	12	193	91	156	189	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:	1.00	1.81	0.19	1.00	1.94	0.06	0.08	1.31	0.61	0.90	1.03	0.07
Final Sat.:	1800	3448	352	1800	3690	110	149	2478	1165	1615	1964	131
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.26	0.26	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.33	0.13	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.48	0.56	0.56	0.07	0.67	0.67	0.33	0.33	0.33	0.40	0.40	0.40
Delay/Veh:	68.9	35.7	35.7	50.4	32.7	32.7	41.8	41.8	41.8	43.1	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	35.7	35.7	50.4	32.7	32.7	41.8	41.8	41.8	43.1	43.1	43.1
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	11	11	1	15	15	5	5	5	6	6	6

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	126	1134	82	50	931	17	55	208	117	112	197	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:	126	1134	82	50	931	17	55	208	117	112	197	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	1194	86	53	980	18	58	219	123	118	207	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1194	86	53	980	18	58	219	123	118	207	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1194	86	53	980	18	58	219	123	118	207	12
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	1.87	0.13	1.00	1.96	0.04	0.30	1.09	0.61	0.72	1.21	0.07
Final Sat.:	1800	3544	256	1800	3732	68	546	2063	1161	1305	2295	128
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.26	0.26	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.38	0.38	0.08	0.36	0.36	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.70	0.88	0.88	0.38	0.74	0.74	0.44	0.44	0.44	0.38	0.38	0.38
Delay/Veh:	76.1	41.4	41.4	64.8	37.7	37.7	43.8	43.8	43.8	42.7	42.7	42.7
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:	76.1	41.4	41.4	64.8	37.7	37.7	43.8	43.8	43.8	42.7	42.7	42.7
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	7	25	25	2	17	17	7	7	7	5	5	5

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 85 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	93	296	18	180	315	80	50	718	431	246	516	124
Growth Adj:	1.00	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	296	18	180	315	80	50	718	431	246	516	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	312	19	189	332	84	53	756	454	259	543	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	312	19	189	332	84	53	756	454	259	543	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:	98	312	19	189	332	84	53	756	454	259	543	131
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	1.89	0.11	1.00	1.59	0.41	1.00	3.12	1.88	1.00	1.61	0.39
Final Sat.:	1800	3582	218	1800	3030	770	1800	5936	3564	1800	3064	736
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.11	0.11	0.03	0.13	0.13	0.14	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.46	0.19	0.19	0.89	0.24	0.24	0.09	0.39	0.39	0.44	0.54	0.54
Delay/Veh:	42.1	11.5	11.5	76.4	11.9	11.9	18.9	21.4	21.4	23.8	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	11.5	11.5	76.4	11.9	11.9	18.9	21.4	21.4	23.8	24.0	24.0
LOS by Move:	D	B	B	E	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	2	2	8	3	3	1	4	4	5	7	7

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	739	40	301	488	176	102	689	427	271	501	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	739	40	301	488	176	102	689	427	271	501	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	181	778	42	317	514	185	107	725	449	285	527	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	778	42	317	514	185	107	725	449	285	527	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	778	42	317	514	185	107	725	449	285	527	126
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	1.90	0.10	1.00	1.47	0.53	1.00	3.09	1.91	1.00	1.61	0.39
Final Sat.:	1800	3605	195	1800	2793	1007	1800	5865	3635	1800	3066	734
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.18	0.18	0.18	0.06	0.12	0.12	0.16	0.17	0.17
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.21	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.79	0.53	0.53	0.84	0.37	0.37	0.20	0.42	0.42	0.54	0.58	0.58
Delay/Veh:	64.4	19.9	19.9	55.2	12.1	12.1	24.9	27.1	27.1	31.7	30.5	30.5
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:	64.4	19.9	19.9	55.2	12.1	12.1	24.9	27.1	27.1	31.7	30.5	30.5
LOS by Move:	E	B	B	E	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	12	5	5	2	5	5	7	8	8

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	115	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	40.1
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	46	551	132	140	1016	55	36	188	146	318	169	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:	46	551	132	140	1016	55	36	188	146	318	169	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	48	580	139	147	1069	58	38	198	154	335	178	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	580	139	147	1069	58	38	198	154	335	178	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	580	139	147	1069	58	38	198	154	335	178	98
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	1.61	0.39	1.00	1.90	0.10	1.00	1.13	0.87	1.00	1.29	0.71
Final Sat.:	1800	3066	734	1800	3605	195	1800	2139	1661	1800	2451	1349
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.08	0.30	0.30	0.02	0.09	0.09	0.19	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.30	0.30	0.14	0.35	0.35	0.12	0.27	0.27	0.22	0.37	0.37
Volume/Cap:	0.31	0.63	0.63	0.59	0.84	0.84	0.18	0.34	0.34	0.84	0.20	0.20
Delay/Veh:	54.3	36.7	36.7	56.4	38.7	38.7	47.3	34.7	34.7	61.8	23.0	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:	54.3	36.7	36.7	56.4	38.7	38.7	47.3	34.7	34.7	61.8	23.0	23.0
LOS by Move:	D	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	2	11	11	6	20	20	1	5	5	14	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

Cycle (sec):	130	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	36.7
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	157	1252	381	76	798	29	57	194	88	183	194	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:	157	1252	381	76	798	29	57	194	88	183	194	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	1318	401	80	840	31	60	204	93	193	204	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1318	401	80	840	31	60	204	93	193	204	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1318	401	80	840	31	60	204	93	193	204	54
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	1.53	0.47	1.00	1.93	0.07	1.00	1.38	0.62	1.00	1.58	0.42
Final Sat.:	1800	2913	887	1800	3667	133	1800	2614	1186	1800	3009	791
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.45	0.04	0.23	0.23	0.03	0.08	0.08	0.11	0.07	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.50	0.50	0.08	0.41	0.41	0.09	0.24	0.24	0.12	0.27	0.27
Volume/Cap:	0.55	0.90	0.90	0.58	0.55	0.55	0.38	0.33	0.33	0.90	0.25	0.25
Delay/Veh:	56.9	29.4	29.4	74.3	26.8	26.8	62.9	41.9	41.9	96.1	37.7	37.7
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:	56.9	29.4	29.4	74.3	26.8	26.8	62.9	41.9	41.9	96.1	37.7	37.7
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	7	32	32	4	11	11	3	5	5	11	4	4

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec): 110 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	268	606	175	59	1146	22	41	206	482	332	169	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:	268	606	175	59	1146	22	41	206	482	332	169	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:	282	638	184	62	1206	23	43	217	507	349	178	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	638	184	62	1206	23	43	217	507	349	178	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:	282	638	184	62	1206	23	43	217	507	349	178	14
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	0.95	1.00	1.00
Lanes:	2.00	2.33	0.67	1.00	2.94	0.06	0.35	1.65	1.00	1.00	1.00	1.00
Final Sat.:	3400	4423	1277	1800	5593	107	625	3140	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.03	0.22	0.22	0.07	0.07	0.27	0.19	0.09	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.28	0.28	0.09	0.28	0.28	0.12	0.35	0.35	0.21	0.44	0.44
Volume/Cap:	0.91	0.51	0.51	0.38	0.77	0.77	0.60	0.20	0.77	0.93	0.21	0.02
Delay/Veh:	82.6	34.3	34.3	53.7	39.7	39.7	52.2	24.3	39.1	66.4	16.4	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	34.3	34.3	53.7	39.7	39.7	52.2	24.3	39.1	66.4	16.4	14.9
LOS by Move:	F	C	C	D	D	D	D	C	D	E	B	B
HCM2kAvgQ:	8	7	7	2	14	14	5	3	16	16	3	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

Cycle (sec): 115 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	487	1493	196	78	966	69	95	256	511	264	404	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	1493	196	78	966	69	95	256	511	264	404	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	513	1572	206	82	1017	73	100	269	538	278	425	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1572	206	82	1017	73	100	269	538	278	425	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:	513	1572	206	82	1017	73	100	269	538	278	425	56
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	0.95	1.00	1.00
Lanes:	2.00	2.65	0.35	1.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	5039	661	1800	5320	380	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.05	0.19	0.19	0.06	0.07	0.28	0.15	0.11	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.34	0.34	0.09	0.27	0.27	0.10	0.33	0.33	0.17	0.39	0.39
Volume/Cap:	0.92	0.92	0.92	0.48	0.71	0.71	0.54	0.21	0.86	0.92	0.28	0.07
Delay/Veh:	70.7	43.7	43.7	58.9	40.7	40.7	59.5	27.1	48.6	82.7	21.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	43.7	43.7	58.9	40.7	40.7	59.5	27.1	48.6	82.7	21.9	19.8
LOS by Move:	E	D	D	E	D	D	E	C	D	F	C	B
HCM2kAvgQ:	14	24	24	3	12	12	4	3	20	14	4	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec):	65	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	343	749	0	0	1610	581	0	0	0	550	6	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:	343	749	0	0	1610	581	0	0	0	550	6	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	361	788	0	0	1695	612	0	0	0	579	6	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	788	0	0	1695	612	0	0	0	579	6	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	788	0	0	1695	612	0	0	0	579	6	243
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.71	0.01	1.28
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	3069	28	2433
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.00	0.00	0.22	0.32	0.00	0.00	0.00	0.19	0.23	0.10
Crit Moves:	****					****					****	
Green/Cycle:	0.15	0.60	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.69	0.23	0.00	0.00	0.51	0.73	0.00	0.00	0.00	0.60	0.73	0.32
Delay/Veh:	33.3	3.8	0.0	0.0	11.6	18.2	0.0	0.0	0.0	20.4	23.5	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	3.8	0.0	0.0	11.6	18.2	0.0	0.0	0.0	20.4	23.5	17.0
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	5	2	0	0	5	10	0	0	0	6	9	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	518	2010	0	0	1112	460	0	0	0	448	2	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	2010	0	0	1112	460	0	0	0	448	2	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	545	2116	0	0	1171	484	0	0	0	472	2	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	2116	0	0	1171	484	0	0	0	472	2	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	2116	0	0	1171	484	0	0	0	472	2	474
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.51	0.01	1.48
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	2718	8	2822
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.15	0.25	0.00	0.00	0.00	0.17	0.26	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.72	0.69	0.00	0.00	0.49	0.80	0.00	0.00	0.00	0.48	0.72	0.47
Delay/Veh:	27.2	8.3	0.0	0.0	16.8	29.2	0.0	0.0	0.0	14.8	18.8	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	8.3	0.0	0.0	16.8	29.2	0.0	0.0	0.0	14.8	18.8	14.6
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	7	9	0	0	4	10	0	0	0	5	9	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

Cycle (sec): 60 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2 0	2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	760	462	645	1540	0	340	3	570	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	760	462	645	1540	0	340	3	570	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	800	486	679	1621	0	358	3	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	486	679	1621	0	358	3	600	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	800	486	679	1621	0	358	3	600	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	3570	32	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.26	0.20	0.43	0.00	0.10	0.10	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.23	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.66	0.81	0.88	0.79	0.00	0.28	0.28	0.88	0.00	0.00	0.00
Delay/Veh:	0.0	19.1	22.8	36.5	10.7	0.0	13.4	13.4	32.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	22.8	36.5	10.7	0.0	13.4	13.4	32.5	0.0	0.0	0.0
LOS by Move:	A	B	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	7	11	10	12	0	2	2	14	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

Cycle (sec):	60	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1 0		2 0 2	0 0		1 1 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	1693	607	490	1090	0	707	3	500	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	1693	607	490	1090	0	707	3	500	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	1782	639	516	1147	0	744	3	526	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1782	639	516	1147	0	744	3	526	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	1782	639	516	1147	0	744	3	526	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.21	0.79	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4196	1504	3400	3800	0	3586	15	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.15	0.30	0.00	0.21	0.21	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.44	0.44	0.17	0.61	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.96	0.96	0.91	0.49	0.00	0.72	0.72	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	23.9	23.9	45.7	4.3	0.0	23.2	23.2	49.9	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	23.9	23.9	45.7	4.3	0.0	23.2	23.2	49.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	21	21	9	4	0	8	8	15	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec):	130	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 3	0	0	0	0 2	1 0	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	98	1014	0	0	1625	32	26	0	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:	98	1014	0	0	1625	32	26	0	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:	103	1067	0	0	1711	34	27	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1067	0	0	1711	34	27	0	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:	103	1067	0	0	1711	34	27	0	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	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5590	110	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.00	0.00	0.31	0.31	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.69	0.00	0.00	0.58	0.58	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.52	0.27	0.00	0.00	0.52	0.52	0.06	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	64.4	2.3	0.0	0.0	10.6	10.6	36.2	0.0	40.1	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:	64.4	2.3	0.0	0.0	10.6	10.6	36.2	0.0	40.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	2	0	0	9	9	1	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

Cycle (sec): 130 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	250	1817	0	0	1321	90	63	0	169	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:	250	1817	0	0	1321	90	63	0	169	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:	263	1913	0	0	1391	95	66	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1913	0	0	1391	95	66	0	178	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:	263	1913	0	0	1391	95	66	0	178	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.81	0.19	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5336	364	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.00	0.00	0.26	0.26	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.25	0.69	0.00	0.00	0.44	0.44	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.59	0.48	0.00	0.00	0.59	0.59	0.14	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	48.5	3.1	0.0	0.0	24.0	24.0	37.4	0.0	41.1	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:	48.5	3.1	0.0	0.0	24.0	24.0	37.4	0.0	41.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	10	4	0	0	13	13	2	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 95 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	114	491	41	62	1035	269	123	48	79	26	227	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:	114	491	41	62	1035	269	123	48	79	26	227	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	517	43	65	1089	283	129	51	83	27	239	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	517	43	65	1089	283	129	51	83	27	239	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	517	43	65	1089	283	129	51	83	27	239	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	0.95	1.00	1.00
Lanes:	1.00	2.77	0.23	1.00	2.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	5261	439	1800	4524	1176	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.04	0.24	0.24	0.07	0.01	0.04	0.02	0.06	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.36	0.36	0.12	0.37	0.37	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.63	0.27	0.27	0.31	0.65	0.65	0.65	0.04	0.13	0.14	0.19	0.10
Delay/Veh:	55.8	20.4	20.4	42.3	24.2	24.2	55.4	20.8	21.8	40.0	22.5	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	20.4	20.4	42.3	24.2	24.2	55.4	20.8	21.8	40.0	22.5	21.8
LOS by Move:	E	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	3	3	2	11	11	5	0	1	1	2	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 105 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	99	1345	0	73	963	87	410	357	87	40	114	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:	99	1345	0	73	963	87	410	357	87	40	114	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:	104	1416	0	77	1014	92	432	376	92	42	120	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1416	0	77	1014	92	432	376	92	42	120	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:	104	1416	0	77	1014	92	432	376	92	42	120	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	3.00	0.00	1.00	2.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	5700	0	1800	5228	472	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.00	0.04	0.19	0.19	0.24	0.10	0.05	0.02	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.30	0.00	0.10	0.30	0.30	0.24	0.40	0.40	0.13	0.30	0.30
Volume/Cap:	0.61	0.84	0.00	0.45	0.66	0.66	1.01	0.25	0.12	0.18	0.11	0.10
Delay/Veh:	60.6	39.6	0.0	53.1	34.0	34.0	85.2	18.9	17.8	42.4	26.8	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	39.6	0.0	53.1	34.0	34.0	85.2	18.9	17.8	42.4	26.8	27.0
LOS by Move:	E	D	A	D	C	C	F	B	B	D	C	C
HCM2kAvgQ:	4	16	0	3	11	11	21	3	1	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec): 60 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	756	87	285	966	18	27	67	55	68	40	357
Growth Adj:	1.00	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	756	87	285	966	18	27	67	55	68	40	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	796	92	300	1017	19	28	71	58	72	42	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	796	92	300	1017	19	28	71	58	72	42	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	796	92	300	1017	19	28	71	58	72	42	376
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:	0.01	0.21	0.05	0.17	0.27	0.01	0.02	0.04	0.03	0.04	0.02	0.20
Crit Moves:	****				****		****					****
Green/Cycle:	0.12	0.27	0.46	0.21	0.36	0.36	0.12	0.19	0.19	0.19	0.27	0.27
Volume/Cap:	0.06	0.78	0.10	0.78	0.73	0.03	0.14	0.19	0.16	0.21	0.08	0.73
Delay/Veh:	24.1	26.3	7.8	37.0	18.9	11.5	25.1	21.5	21.1	21.7	16.7	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	26.3	7.8	37.0	18.9	11.5	25.1	21.5	21.1	21.7	16.7	29.0
LOS by Move:	C	C	A	D	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	9	1	8	9	0	1	1	1	1	1	8

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	37	1006	102	430	1081	33	58	78	30	178	90	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1006	102	430	1081	33	58	78	30	178	90	526
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	1059	107	453	1138	35	61	82	32	187	95	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1059	107	453	1138	35	61	82	32	187	95	554
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1059	107	453	1138	35	61	82	32	187	95	554
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:	0.02	0.28	0.06	0.25	0.30	0.02	0.03	0.04	0.02	0.10	0.05	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.29	0.51	0.26	0.44	0.44	0.07	0.15	0.15	0.22	0.30	0.30
Volume/Cap:	0.21	0.97	0.11	0.97	0.67	0.04	0.48	0.29	0.11	0.47	0.17	0.97
Delay/Veh:	43.5	55.2	9.8	70.6	20.7	13.3	57.5	40.4	37.6	37.7	25.9	64.1
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:	43.5	55.2	9.8	70.6	20.7	13.3	57.5	40.4	37.6	37.7	25.9	64.1
LOS by Move:	D	E	A	E	C	B	E	D	D	D	C	E
HCM2kAvgQ:	1	21	1	20	13	0	3	2	1	5	2	22

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec): 60 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	495	890	0	0	577	35	0	0	0	343	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	890	0	0	577	35	0	0	0	343	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	521	937	0	0	607	37	0	0	0	361	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	937	0	0	607	37	0	0	0	361	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	937	0	0	607	37	0	0	0	361	0	105
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	1.89	0.11	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3583	217	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.20	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.63	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.73	0.39	0.00	0.00	0.73	0.73	0.00	0.00	0.00	0.73	0.00	0.20
Delay/Veh:	20.5	3.3	0.0	0.0	26.7	26.7	0.0	0.0	0.0	29.1	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	3.3	0.0	0.0	26.7	26.7	0.0	0.0	0.0	29.1	0.0	17.6
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	10	3	0	0	7	7	0	0	0	8	0	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

Cycle (sec):	80	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0	0 1	1 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	111	949	0	0	1259	408	0	0	0	21	31	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	949	0	0	1259	408	0	0	0	21	31	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	999	0	0	1325	429	0	0	0	22	33	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	999	0	0	1325	429	0	0	0	22	33	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	999	0	0	1325	429	0	0	0	22	33	559
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	1.51	0.49	0.00	0.00	0.00	0.42	0.58	1.00
Final Sat.:	1800	3800	0	0	2870	930	0	0	0	750	1108	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.03	0.03	0.29
Crit Moves:	****				****							****
Green/Cycle:	0.09	0.60	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.74	0.44	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.09	0.09	0.90
Delay/Veh:	62.3	5.7	0.0	0.0	20.6	20.6	0.0	0.0	0.0	18.4	18.4	43.7
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:	62.3	5.7	0.0	0.0	20.6	20.6	0.0	0.0	0.0	18.4	18.4	43.7
LOS by Move:	E	A	A	A	C	C	A	A	A	B	B	D
HCM2kAvgQ:	5	4	0	0	22	22	0	0	0	1	1	17

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec): 60 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2	0 1	2	0 2	0 0	0	1	0 1 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	361	320	1080	295	0	319	0	205	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	361	320	1080	295	0	319	0	205	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	380	337	1137	311	0	336	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	337	1137	311	0	336	0	216	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	380	337	1137	311	0	336	0	216	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.33	0.08	0.00	0.19	0.00	0.11	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.23	0.23	0.43	0.66	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.78	0.78	0.12	0.00	0.78	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	21.4	34.4	16.6	1.6	0.0	29.4	0.0	20.9	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	21.4	34.4	16.6	1.6	0.0	29.4	0.0	20.9	0.0	0.0	0.0
LOS by Move:	A	C	C	B	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	3	8	11	0	0	8	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

Cycle (sec):	60	Critical Vol./Cap.(X):	0.956
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	32.7
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 1	0	1 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	801	433	1238	362	0	239	19	428	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	801	433	1238	362	0	239	19	428	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	843	456	1303	381	0	252	20	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	843	456	1303	381	0	252	20	451	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	843	456	1303	381	0	252	20	451	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	1674	133	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.38	0.10	0.00	0.15	0.15	0.24	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.25	0.25	0.40	0.65	0.00	0.25	0.25	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.88	0.96	0.96	0.15	0.00	0.61	0.61	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	33.4	53.7	31.5	1.9	0.0	22.3	22.3	45.8	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	33.4	53.7	31.5	1.9	0.0	22.3	22.3	45.8	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	11	14	19	1	0	5	5	14	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec): 75 Critical Vol./Cap.(X): 0.202
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	87	0	162	38	213	0	0	308	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	0	162	38	213	0	0	308	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	92	0	171	40	224	0	0	324	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	171	40	224	0	0	324	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:	0	0	0	92	0	171	40	224	0	0	324	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3400	0	1900	3400	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.01	0.06	0.00	0.00	0.09	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.23	0.09	0.11	0.00	0.00	0.21	0.06
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	14.7	30.4	6.9	0.0	0.0	14.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	14.7	30.4	6.9	0.0	0.0	14.2	13.2
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	2	1	1	0	0	2	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec):	75	Critical Vol./Cap.(X):	0.209
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	0 0	0 0	0	2 0	0 0	1	2 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	83	0	68	161	467	0	0	382	179
Growth Adj:	1.00	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	68	161	467	0	0	382	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	87	0	72	169	492	0	0	402	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	72	169	492	0	0	402	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	87	0	72	169	492	0	0	402	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3400	0	1900	3400	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.05	0.13	0.00	0.00	0.11	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.13	0.53	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.06	0.00	0.09	0.39	0.25	0.00	0.00	0.27	0.25
Delay/Veh:	0.0	0.0	0.0	13.1	0.0	13.5	33.8	7.6	0.0	0.0	14.6	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.1	0.0	13.5	33.8	7.6	0.0	0.0	14.6	14.9
LOS by Move:	A	A	A	B	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	2	2	0	0	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.186
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1! 0	0	1 0	1	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	1	1	8	16	3	31	7	197	11	36	198	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	8	16	3	31	7	197	11	36	198	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	1	8	17	3	33	7	207	12	38	208	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	8	17	3	33	7	207	12	38	208	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	8	17	3	33	7	207	12	38	208	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.32	0.06	0.62	1.00	1.89	0.11	0.31	1.69	1.00
Final Sat.:	284	284	669	205	38	397	615	1285	72	204	1140	783
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.08	0.08	0.01	0.16	0.16	0.19	0.18	0.00
Crit Moves:			****	****				****		****		
Delay/Veh:	8.6	8.6	7.7	8.7	8.7	8.7	8.5	8.8	8.8	9.2	9.0	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	7.7	8.7	8.7	8.7	8.5	8.8	8.8	9.2	9.0	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.9			8.7			8.8			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.9			8.7			8.8			9.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0	1 1	0 1
Volume Module:												
Base Vol:	3	10	27	10	3	17	28	273	2	4	300	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:	3	10	27	10	3	17	28	273	2	4	300	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:	3	11	28	11	3	18	29	287	2	4	316	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	28	11	3	18	29	287	2	4	316	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:	3	11	28	11	3	18	29	287	2	4	316	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	0.77	1.00	0.33	0.10	0.57	1.00	1.99	0.01	0.03	1.97	1.00
Final Sat.:	125	418	621	195	58	331	590	1282	9	17	1278	738
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.05	0.05	0.05	0.05	0.05	0.22	0.22	0.25	0.25	0.02
Crit Moves:			****		****			****		****		
Delay/Veh:	9.0	9.0	8.3	9.0	9.0	9.0	8.9	9.6	9.6	9.8	9.8	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	8.3	9.0	9.0	9.0	8.9	9.6	9.6	9.8	9.8	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.5			9.0			9.5			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.0			9.5			9.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.0]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	73	0	64	29	197	0	0	166	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	64	29	197	0	0	166	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	77	0	67	31	207	0	0	175	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	77	0	67	31	207	0	0	175	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	345	449	93	186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	631	508	952	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	620	497	952	1400	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.07	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	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	741	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[12.2]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	42	0	50	97	228	0	0	200	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	50	97	228	0	0	200	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	44	0	53	102	240	0	0	211	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	44	0	53	102	240	0	0	211	77
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	573	693	144	287	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	454	369	884	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	427	340	884	1286	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.06	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	594	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	0	0	0	31	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	81	0	599	0	0	0	0	381	39	331	439	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:	81	0	599	0	0	0	0	381	39	331	439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	0	631	0	0	0	0	401	41	348	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	0	631	0	0	0	0	401	41	348	462	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:	85	0	631	0	0	0	0	401	41	348	462	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	1.00	1.00	0.00	0.00	0.00	1.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	0	0	1800	3447	353	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.33	0.00	0.00	0.00	0.00	0.12	0.12	0.19	0.12	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.54	0.00
Volume/Cap:	0.12	0.00	0.83	0.00	0.00	0.00	0.00	0.38	0.38	0.83	0.22	0.00
Delay/Veh:	17.4	0.0	34.8	0.0	0.0	0.0	0.0	27.3	27.3	54.1	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	0.0	34.8	0.0	0.0	0.0	0.0	27.3	27.3	54.1	8.6	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	1	0	19	0	0	0	0	5	5	13	2	0

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

Cycle (sec):	130	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.3
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	0	0	0	31	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	0	752	0	0	0	0	548	61	449	497	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:	93	0	752	0	0	0	0	548	61	449	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	0	792	0	0	0	0	577	64	473	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	792	0	0	0	0	577	64	473	523	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:	98	0	792	0	0	0	0	577	64	473	523	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	1.00	1.00	0.00	0.00	0.00	1.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	0	0	1800	3419	381	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.42	0.00	0.00	0.00	0.00	0.17	0.17	0.26	0.14	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.24	0.24	0.28	0.52	0.00
Volume/Cap:	0.12	0.00	0.95	0.00	0.00	0.00	0.00	0.71	0.71	0.95	0.27	0.00
Delay/Veh:	18.7	0.0	50.9	0.0	0.0	0.0	0.0	50.0	50.0	75.7	13.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	0.0	50.9	0.0	0.0	0.0	0.0	50.0	50.0	75.7	13.5	0.0
LOS by Move:	B	A	D	A	A	A	A	D	D	E	B	A
HCM2kAvgQ:	2	0	34	0	0	0	0	12	12	24	4	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

Cycle (sec): 60 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	296	648	0	0	343	35	0	0	0	367	0	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:	296	648	0	0	343	35	0	0	0	367	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	682	0	0	361	37	0	0	0	386	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	682	0	0	361	37	0	0	0	386	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	682	0	0	361	37	0	0	0	386	0	243
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	1.81	0.19	0.00	0.00	0.00	1.63	0.00	1.37
Final Sat.:	1800	3800	0	0	3448	352	0	0	0	2928	0	2610
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.13	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.33	0.65	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.25	0.00	0.25
Volume/Cap:	0.52	0.28	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.52	0.00	0.37
Delay/Veh:	18.9	2.3	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.9	0.0	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	2.3	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.9	0.0	19.1
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	B
HCM2kAvgQ:	5	1	0	0	3	3	0	0	0	4	0	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	238	712	0	0	437	74	0	0	0	293	0	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	712	0	0	437	74	0	0	0	293	0	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	749	0	0	460	78	0	0	0	308	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	749	0	0	460	78	0	0	0	308	0	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	749	0	0	460	78	0	0	0	308	0	364
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	1.71	0.29	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	1800	3800	0	0	3250	550	0	0	0	2650	0	2903
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.12	0.00	0.13
Crit Moves:	****				****							****
Green/Cycle:	0.31	0.62	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.45	0.32	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.42	0.00	0.45
Delay/Veh:	19.1	3.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	18.6	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	3.1	0.0	0.0	17.1	17.1	0.0	0.0	0.0	18.6	0.0	19.0
LOS by Move:	B	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	4	2	0	0	4	4	0	0	0	3	0	4

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

Cycle (sec): 60 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	662	99	109	601	0	288	0	412	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	662	99	109	601	0	288	0	412	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	697	104	115	633	0	303	0	434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	697	104	115	633	0	303	0	434	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	697	104	115	633	0	303	0	434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.74	0.26	1.00	2.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	3306	494	1800	3800	0	2564	0	2993	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.06	0.17	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.41	0.38	0.24	0.00	0.55	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	7.2	7.2	25.9	1.4	0.0	22.5	0.0	24.8	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	7.2	7.2	25.9	1.4	0.0	22.5	0.0	24.8	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	4	2	1	0	4	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

Cycle (sec):	60	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	748	213	126	609	0	453	0	291	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	748	213	126	609	0	453	0	291	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	787	224	133	641	0	477	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	787	224	133	641	0	477	0	306	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	787	224	133	641	0	477	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.56	0.44	1.00	2.00	0.00	1.62	0.00	1.38	0.00	0.00	0.00
Final Sat.:	0	2958	842	1800	3800	0	2919	0	2619	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.07	0.17	0.00	0.16	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.52	0.44	0.25	0.00	0.75	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	8.0	8.0	27.2	1.4	0.0	27.1	0.0	22.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	8.0	27.2	1.4	0.0	27.1	0.0	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	5	5	3	1	0	7	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	73	555	16	352	459	242	241	213	79	12	315	405
Growth Adj:	1.00	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	555	16	352	459	242	241	213	79	12	315	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	584	17	371	483	255	254	224	83	13	332	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	584	17	371	483	255	254	224	83	13	332	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	584	17	371	483	255	254	224	83	13	332	426
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	1.94	0.06	1.00	1.31	0.69	1.00	2.19	0.81	1.00	2.00	1.00
Final Sat.:	1800	3694	106	1800	2488	1312	1800	4158	1542	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.21	0.19	0.19	0.14	0.05	0.05	0.01	0.09	0.22
Crit Moves:				****								****
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.08	0.31	0.31	0.41	0.38	0.38	0.33	0.13	0.13	0.02	0.20	0.53
Delay/Veh:	6.0	7.0	7.0	8.3	7.5	7.5	11.3	9.3	9.3	8.8	9.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	7.0	7.0	8.3	7.5	7.5	11.3	9.3	9.3	8.8	9.6	12.6
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	B
HCM2kAvgQ:	1	3	3	4	3	3	3	1	1	0	2	6

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

Cycle (sec):	60	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	254	612	87	228	472	166	165	345	128	60	499	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	87	228	472	166	165	345	128	60	499	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	644	92	240	497	175	174	363	135	63	525	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	644	92	240	497	175	174	363	135	63	525	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	644	92	240	497	175	174	363	135	63	525	172
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	1.75	0.25	1.00	1.48	0.52	1.00	2.19	0.81	1.00	2.26	0.74
Final Sat.:	1800	3327	473	1800	2811	989	1800	4158	1542	1800	4297	1403
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.13	0.18	0.18	0.10	0.09	0.09	0.04	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.29	0.38	0.38	0.26	0.35	0.35	0.23	0.20	0.20	0.08	0.29	0.29
Delay/Veh:	7.3	7.5	7.5	7.1	7.3	7.3	10.3	9.7	9.7	9.2	10.2	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:	7.3	7.5	7.5	7.1	7.3	7.3	10.3	9.7	9.7	9.2	10.2	10.2
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	2	3	3	2	3	3	2	2	2	1	2	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	90	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	144	341	53	57	464	156	182	570	260	75	459	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:	144	341	53	57	464	156	182	570	260	75	459	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	359	56	60	488	164	192	600	274	79	483	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	359	56	60	488	164	192	600	274	79	483	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	359	56	60	488	164	192	600	274	79	483	28
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	1.73	0.27	1.00	1.50	0.50	1.00	2.06	0.94	1.00	2.83	0.17
Final Sat.:	1800	3289	511	1800	2844	956	1800	3914	1786	1800	5383	317
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.03	0.17	0.17	0.11	0.15	0.15	0.04	0.09	0.09
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.13	0.39	0.39	0.12	0.38	0.38
Volume/Cap:	0.20	0.26	0.26	0.08	0.41	0.41	0.80	0.39	0.39	0.38	0.24	0.24
Delay/Veh:	14.9	15.1	15.1	13.7	16.5	16.5	61.4	18.0	18.0	41.9	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	15.1	15.1	13.7	16.5	16.5	61.4	18.0	18.0	41.9	17.8	17.8
LOS by Move:	B	B	B	B	B	B	E	B	B	D	B	B
HCM2kAvgQ:	2	3	3	1	5	5	8	5	5	2	3	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	239	679	97	45	389	199	290	728	285	116	882	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:	239	679	97	45	389	199	290	728	285	116	882	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:	252	715	102	47	409	209	305	766	300	122	928	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	715	102	47	409	209	305	766	300	122	928	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:	252	715	102	47	409	209	305	766	300	122	928	117
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	1.75	0.25	1.00	1.32	0.68	1.00	2.16	0.84	1.00	2.66	0.34
Final Sat.:	1800	3325	475	1800	2514	1286	1800	4096	1604	1800	5063	637
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.21	0.03	0.16	0.16	0.17	0.19	0.19	0.07	0.18	0.18
Crit Moves:		****					****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.22	0.43	0.43	0.13	0.34	0.34
Volume/Cap:	0.37	0.57	0.57	0.07	0.43	0.43	0.77	0.43	0.43	0.53	0.54	0.54
Delay/Veh:	22.0	24.0	24.0	18.3	21.9	21.9	50.2	17.5	17.5	49.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	24.0	24.0	18.3	21.9	21.9	50.2	17.5	17.5	49.5	26.5	26.5
LOS by Move:	C	C	C	B	C	C	D	B	B	D	C	C
HCM2kAvgQ:	5	9	9	1	6	6	11	6	6	4	8	8

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	109	612	101	142	818	109	141	287	128	155	382	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	612	101	142	818	109	141	287	128	155	382	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	644	106	149	861	115	148	302	135	163	402	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	644	106	149	861	115	148	302	135	163	402	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	644	106	149	861	115	148	302	135	163	402	71
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	1.72	0.28	1.00	1.76	0.24	1.00	1.38	0.62	1.00	1.70	0.30
Final Sat.:	1800	3262	538	1800	3353	447	1800	2628	1172	1800	3233	567
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.08	0.26	0.26	0.08	0.11	0.11	0.09	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.33	0.33	0.13	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.57	0.60	0.60	0.66	0.75	0.75	0.74	0.33	0.33	0.82	0.36	0.36
Delay/Veh:	49.4	26.4	26.4	51.3	28.6	28.6	60.6	21.4	21.4	68.5	21.7	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:	49.4	26.4	26.4	51.3	28.6	28.6	60.6	21.4	21.4	68.5	21.7	21.7
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	9	9	5	13	13	6	4	4	7	4	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

Cycle (sec): 90 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	117	813	77	127	677	90	186	346	71	71	373	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	813	77	127	677	90	186	346	71	71	373	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	856	81	134	713	95	196	364	75	75	393	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	856	81	134	713	95	196	364	75	75	393	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	856	81	134	713	95	196	364	75	75	393	148
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	1.77	0.23	1.00	1.66	0.34	1.00	1.45	0.55
Final Sat.:	1800	3471	329	1800	3354	446	1800	3153	647	1800	2758	1042
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.07	0.21	0.21	0.11	0.12	0.12	0.04	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.32	0.32	0.11	0.31	0.31	0.14	0.37	0.37	0.12	0.34	0.34
Volume/Cap:	0.58	0.78	0.78	0.67	0.69	0.69	0.78	0.32	0.32	0.35	0.41	0.41
Delay/Veh:	48.4	32.2	32.2	54.8	30.1	30.1	58.4	19.6	19.6	41.0	22.4	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	32.2	32.2	54.8	30.1	30.1	58.4	19.6	19.6	41.0	22.4	22.4
LOS by Move:	D	C	C	D	C	C	E	B	B	D	C	C
HCM2kAvgQ:	4	13	13	5	10	10	8	4	4	2	5	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 105 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	25	407	18	70	633	20	25	132	36	60	106	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:	25	407	18	70	633	20	25	132	36	60	106	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	428	19	74	666	21	26	139	38	63	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	428	19	74	666	21	26	139	38	63	112	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	428	19	74	666	21	26	139	38	63	112	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	0.95	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3639	161	1800	3684	116	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.04	0.18	0.18	0.01	0.04	0.02	0.04	0.03	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.40	0.40	0.13	0.44	0.44	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.15	0.29	0.29	0.31	0.41	0.41	0.15	0.12	0.07	0.37	0.10	0.11
Delay/Veh:	45.5	19.4	19.4	44.9	18.0	18.0	45.5	27.0	26.6	50.5	26.8	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	19.4	19.4	44.9	18.0	18.0	45.5	27.0	26.6	50.5	26.8	27.0
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	1	4	4	2	6	6	1	1	1	2	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 90 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	661	66	101	505	33	51	253	37	38	227	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:	40	661	66	101	505	33	51	253	37	38	227	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	696	69	106	532	35	54	266	39	40	239	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	696	69	106	532	35	54	266	39	40	239	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:	42	696	69	106	532	35	54	266	39	40	239	103
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	1.82	0.18	1.00	1.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3455	345	1800	3567	233	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.06	0.15	0.15	0.03	0.07	0.02	0.02	0.06	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.21	0.58	0.58	0.53	0.43	0.43	0.27	0.20	0.06	0.20	0.18	0.16
Delay/Veh:	38.8	24.9	24.9	47.5	22.6	22.6	39.9	20.1	18.9	38.6	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	24.9	24.9	47.5	22.6	22.6	39.9	20.1	18.9	38.6	19.9	19.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	8	8	4	6	6	2	2	1	1	2	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	55	478	26	25	869	47	45	109	146	44	89	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:	55	478	26	25	869	47	45	109	146	44	89	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	503	27	26	915	49	47	115	154	46	94	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	503	27	26	915	49	47	115	154	46	94	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	503	27	26	915	49	47	115	154	46	94	28
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.53	0.47
Final Sat.:	3400	3800	1900	1800	3605	195	1800	1900	1900	1800	2916	884
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.01	0.01	0.25	0.25	0.03	0.06	0.08	0.03	0.03	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.48	0.48	0.15	0.53	0.53	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.17	0.28	0.03	0.10	0.48	0.48	0.08	0.19	0.26	0.08	0.10	0.10
Delay/Veh:	42.3	13.0	11.2	37.0	11.4	11.4	24.2	25.1	25.9	24.2	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	13.0	11.2	37.0	11.4	11.4	24.2	25.1	25.9	24.2	24.2	24.2
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	0	1	7	7	1	2	3	1	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

Cycle (sec):	85	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	160	872	102	69	538	70	95	189	91	41	179	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:	160	872	102	69	538	70	95	189	91	41	179	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:	168	918	107	73	566	74	100	199	96	43	188	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	918	107	73	566	74	100	199	96	43	188	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:	168	918	107	73	566	74	100	199	96	43	188	14
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.77	0.23	1.00	1.35	0.65	1.00	1.86	0.14
Final Sat.:	3400	3800	1900	1800	3363	438	1800	2565	1235	1800	3543	257
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.06	0.04	0.17	0.17	0.06	0.08	0.08	0.02	0.05	0.05
Crit Moves:		****		****				****				
Green/Cycle:	0.14	0.45	0.45	0.12	0.43	0.43	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.36	0.54	0.13	0.34	0.39	0.39	0.15	0.21	0.21	0.07	0.15	0.15
Delay/Veh:	35.4	15.6	11.9	38.9	15.2	15.2	17.4	17.6	17.6	16.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	15.6	11.9	38.9	15.2	15.2	17.4	17.6	17.6	16.5	17.1	17.1
LOS by Move:	D	B	B	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	8	1	2	5	5	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	461	121	89	969	0	0	0	0	51	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	461	121	89	969	0	0	0	0	51	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	485	127	94	1020	0	0	0	0	54	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	127	94	1020	0	0	0	0	54	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	127	94	1020	0	0	0	0	54	0	62
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	2.38	0.62	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4515	1185	1800	5700	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.05	0.18	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.45	0.45	0.22	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.24	0.24	0.24	0.27	0.00	0.00	0.00	0.00	0.10	0.00	0.11
Delay/Veh:	0.0	19.1	19.1	43.6	3.8	0.0	0.0	0.0	0.0	33.7	0.0	33.8
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	19.1	19.1	43.6	3.8	0.0	0.0	0.0	0.0	33.7	0.0	33.8
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	4	4	3	2	0	0	0	0	1	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec): 130 Critical Vol./Cap.(X): 0.289
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1046	26	44	619	0	0	0	0	71	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	26	44	619	0	0	0	0	71	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1101	27	46	652	0	0	0	0	75	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1101	27	46	652	0	0	0	0	75	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1101	27	46	652	0	0	0	0	75	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5562	138	1800	5700	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.03	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.58	0.08	0.66	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Volume/Cap:	0.00	0.34	0.34	0.33	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.18
Delay/Veh:	0.0	8.8	8.8	63.2	3.5	0.0	0.0	0.0	0.0	34.2	0.0	34.8
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	8.8	8.8	63.2	3.5	0.0	0.0	0.0	0.0	34.2	0.0	34.8
LOS by Move:	A	A	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	1	0	0	0	0	2	0	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.255
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	583	161	69	985	0	0	0	0	85	0	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	583	161	69	985	0	0	0	0	85	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
PHF Volume:	0	583	161	73	985	0	0	0	0	89	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	161	73	985	0	0	0	0	89	0	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	583	161	73	985	0	0	0	0	89	0	37
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	0.15	0.08	0.04	0.26	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.55	0.55	0.14	0.69	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.28	0.15	0.28	0.37	0.00	0.00	0.00	0.00	0.19	0.00	0.07
Delay/Veh:	0.0	11.1	10.2	52.3	2.8	0.0	0.0	0.0	0.0	38.2	0.0	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	10.2	52.3	2.8	0.0	0.0	0.0	0.0	38.2	0.0	36.4
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	2	3	3	0	0	0	0	3	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
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	970	90	70	660	0	0	0	0	210	0	70
Growth Adj:	1.00	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	970	90	70	660	0	0	0	0	210	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1021	95	74	695	0	0	0	0	221	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1021	95	74	695	0	0	0	0	221	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1021	95	74	695	0	0	0	0	221	0	74
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	0.27	0.05	0.04	0.18	0.00	0.00	0.00	0.00	0.12	0.00	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.58	0.58	0.09	0.67	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.46	0.09	0.46	0.27	0.00	0.00	0.00	0.00	0.43	0.00	0.14
Delay/Veh:	0.0	9.8	7.2	61.5	3.4	0.0	0.0	0.0	0.0	37.7	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	7.2	61.5	3.4	0.0	0.0	0.0	0.0	37.7	0.0	32.5
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	7	1	3	2	0	0	0	0	7	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	103	143	231	148	955	54	334	131	39	26	993	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	143	231	148	955	54	334	131	39	26	993	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	151	243	156	1005	57	352	138	41	27	1045	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	151	243	156	1005	57	352	138	41	27	1045	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:	108	151	243	156	1005	57	352	138	41	27	1045	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	1.90	0.10
Final Sat.:	3400	5700	1900	3400	5395	305	3400	3800	1900	3400	3607	193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.13	0.05	0.19	0.19	0.10	0.04	0.02	0.01	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.13	0.37	0.37	0.11	0.35	0.35
Volume/Cap:	0.32	0.08	0.38	0.46	0.55	0.55	0.82	0.10	0.06	0.07	0.82	0.82
Delay/Veh:	44.3	21.4	25.5	46.8	26.6	26.6	58.5	19.1	18.8	40.4	33.3	33.3
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:	44.3	21.4	25.5	46.8	26.6	26.6	58.5	19.1	18.8	40.4	33.3	33.3
LOS by Move:	D	C	C	D	C	C	E	B	B	D	C	C
HCM2kAvgQ:	2	1	5	3	8	8	8	1	1	0	17	17

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	31.5
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	211	289	220	180	945	77	160	190	65	29	1102	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:	211	289	220	180	945	77	160	190	65	29	1102	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:	222	304	232	189	995	81	168	200	68	31	1160	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	304	232	189	995	81	168	200	68	31	1160	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:	222	304	232	189	995	81	168	200	68	31	1160	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.77	0.23	2.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	3400	5700	1900	3400	5271	429	3400	3800	1900	3400	3570	230
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.12	0.06	0.19	0.19	0.05	0.05	0.04	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.34	0.34	0.10	0.34	0.34	0.10	0.37	0.37	0.11	0.38	0.38
Volume/Cap:	0.65	0.16	0.36	0.56	0.56	0.56	0.50	0.14	0.10	0.08	0.86	0.86
Delay/Veh:	52.7	22.1	25.2	49.3	26.7	26.7	47.7	19.5	19.2	40.5	32.7	32.7
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:	52.7	22.1	25.2	49.3	26.7	26.7	47.7	19.5	19.2	40.5	32.7	32.7
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	C
HCM2kAvgQ:	5	2	5	4	8	8	3	2	1	0	19	19

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

Cycle (sec):	80	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	16.0
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	482	0	0	760	846	0	0	0	14	0	658
Growth Adj:	1.00	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	482	0	0	760	846	0	0	0	14	0	658
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	507	0	0	800	891	0	0	0	15	0	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	507	0	0	800	891	0	0	0	15	0	693
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	507	0	0	800	891	0	0	0	15	0	693
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	0.04	0.00	1.96
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	77	0	3718
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.21	0.47	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.13	0.69	0.00	0.00	0.57	0.57	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.03	0.19	0.00	0.00	0.37	0.82	0.00	0.00	0.00	0.82	0.00	0.81
Delay/Veh:	31.0	1.4	0.0	0.0	6.6	16.2	0.0	0.0	0.0	38.0	0.0	36.9
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:	31.0	1.4	0.0	0.0	6.6	16.2	0.0	0.0	0.0	38.0	0.0	36.9
LOS by Move:	C	A	A	A	A	B	A	A	A	D	A	D
HCM2kAvgQ:	0	1	0	0	4	17	0	0	0	11	0	10

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

Cycle (sec): 75 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	615	0	0	690	801	0	0	0	29	0	585
Growth Adj:	1.00	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	615	0	0	690	801	0	0	0	29	0	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	647	0	0	726	843	0	0	0	31	0	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	647	0	0	726	843	0	0	0	31	0	616
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	647	0	0	726	843	0	0	0	31	0	616
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	0.09	0.00	1.91
Final Sat.:	1800	3800	0	0	3800	1900	0	0	0	171	0	3620
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.19	0.44	0.00	0.00	0.00	0.18	0.00	0.17
Crit Moves:	****					****				****		
Green/Cycle:	0.13	0.69	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.25	0.00	0.00	0.34	0.79	0.00	0.00	0.00	0.79	0.00	0.75
Delay/Veh:	28.2	1.4	0.0	0.0	6.4	14.6	0.0	0.0	0.0	35.1	0.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	1.4	0.0	0.0	6.4	14.6	0.0	0.0	0.0	35.1	0.0	33.1
LOS by Move:	C	A	A	A	A	B	A	A	A	D	A	C
HCM2kAvgQ:	0	1	0	0	3	14	0	0	0	9	0	9

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	2 0	0 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	92	730	33	0	415	0	70	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	60	92	730	33	0	415	0	70	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	63	0	768	35	0	437	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	63	0	768	35	0	437	0	74	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	63	0	768	35	0	437	0	74	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	3400	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.23	0.02	0.00	0.24	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.25	0.00	0.32	0.57	0.00	0.35	0.00	0.35	0.00	0.00	0.00
Volume/Cap:	0.00	0.13	0.00	0.70	0.03	0.00	0.70	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	0.0	25.4	4.4	0.0	26.7	0.0	16.2	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	22.2	0.0	25.4	4.4	0.0	26.7	0.0	16.2	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	1	0	9	0	0	10	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

Cycle (sec):	80	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	2 0	0 1	0	1 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	159	663	53	0	508	0	60	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	37	159	663	53	0	508	0	60	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	39	0	698	56	0	535	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	0	698	56	0	535	0	63	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	39	0	698	56	0	535	0	63	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	3400	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.21	0.03	0.00	0.30	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.24	0.00	0.28	0.52	0.00	0.41	0.00	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.09	0.00	0.73	0.06	0.00	0.73	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	0.0	30.9	7.2	0.0	24.1	0.0	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	24.1	0.0	30.9	7.2	0.0	24.1	0.0	13.1	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	1	0	10	0	0	12	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	60	Critical Vol./Cap.(X):	0.231
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
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:	54	69	9	9	265	51	29	73	81	25	75	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:	54	69	9	9	265	51	29	73	81	25	75	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	73	9	9	279	54	31	77	85	26	79	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	73	9	9	279	54	31	77	85	26	79	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	73	9	9	279	54	31	77	85	26	79	12
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	0.88	0.12	1.00	0.84	0.16	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1800	1681	219	1800	1593	307	1800	1900	1900	1800	3314	486
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.01	0.18	0.18	0.02	0.04	0.04	0.01	0.02	0.02
Crit Moves:					****			****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.06	0.08	0.08	0.01	0.32	0.32	0.04	0.11	0.12	0.04	0.06	0.06
Delay/Veh:	4.4	4.5	4.5	4.2	5.8	5.8	10.7	11.0	11.1	10.7	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	4.5	4.5	4.2	5.8	5.8	10.7	11.0	11.1	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	0	0	0	2	2	0	1	1	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec): 60 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
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:	91	323	25	13	139	63	97	222	91	10	116	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:	91	323	25	13	139	63	97	222	91	10	116	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:	96	340	26	14	146	66	102	234	96	11	122	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	340	26	14	146	66	102	234	96	11	122	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:	96	340	26	14	146	66	102	234	96	11	122	32
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	0.93	0.07	1.00	0.69	0.31	1.00	1.42	0.58	1.00	1.59	0.41
Final Sat.:	1800	1764	136	1800	1307	593	1800	2695	1105	1800	3019	781
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.11	0.11	0.06	0.09	0.09	0.01	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.10	0.35	0.35	0.01	0.20	0.20	0.15	0.23	0.23	0.02	0.11	0.11
Delay/Veh:	4.6	6.1	6.1	4.2	5.1	5.1	11.5	11.7	11.7	10.5	11.0	11.0
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:	4.6	6.1	6.1	4.2	5.1	5.1	11.5	11.7	11.7	10.5	11.0	11.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	3	3	0	1	1	1	2	2	0	1	1

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	235	0	174	70	145	0	0	136	140
Growth Adj:	1.00	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	235	0	174	70	145	0	0	136	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	247	0	183	74	153	0	0	143	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	183	74	153	0	0	143	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	247	0	183	74	153	0	0	143	147
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.10	0.04	0.04	0.00	0.00	0.08	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.15	0.44	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.21	0.27	0.09	0.00	0.00	0.26	0.27
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	8.8	27.2	9.3	0.0	0.0	18.6	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.6	0.0	8.8	27.2	9.3	0.0	0.0	18.6	18.7
LOS by Move:	A	A	A	A	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	2	2	1	0	0	2	2

****

Note: Queue reported is the number of cars per lane.

****

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	245	0	95	145	335	0	0	305	165
Growth Adj:	1.00	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	245	0	95	145	335	0	0	305	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	258	0	100	153	353	0	0	321	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	100	153	353	0	0	321	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	258	0	100	153	353	0	0	321	174
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	2466	1334
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.05	0.08	0.09	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.15	0.44	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.11	0.56	0.21	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.0	0.0	9.7	0.0	8.2	34.0	10.0	0.0	0.0	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.7	0.0	8.2	34.0	10.0	0.0	0.0	20.5	20.5
LOS by Move:	A	A	A	A	A	A	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	3	0	1	4	2	0	0	4	4

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	2			0	0	0			0	80	2			4	100	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	2			0	0	0			0	80	2			4	100	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	2			0	0	0			0	84	0			4	105	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	2			0	0	0			0	84	0			4	105	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	42			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			84	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1026			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1525	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1026			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1525	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.00			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.5			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.4	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.5					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	6			0	0	0			0	140	4			4	160	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	6			0	0	0			0	140	4			4	160	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	6			0	0	0			0	147	0			4	168	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	6			0	0	0			0	147	0			4	168	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	74			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			147	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	1 0	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	231	0	99	161	391	0	0	227	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	99	161	391	0	0	227	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:	0	0	0	231	0	99	161	391	0	0	227	113
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.09	0.10	0.00	0.00	0.06	0.06
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.52	0.00	0.52	0.42	0.42	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.10	0.22	0.25	0.00	0.00	0.14	0.14
Delay/Veh:	0.0	0.0	0.0	6.5	0.0	5.6	10.5	10.4	0.0	0.0	9.8	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:	0.0	0.0	0.0	6.5	0.0	5.6	10.5	10.4	0.0	0.0	9.8	9.9
LOS by Move:	A	A	A	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	2	2	0	0	1	1

****

Note: Queue reported is the number of cars per lane.

****

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

Cycle (sec):	130	Critical Vol./Cap.(X):	0.161
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	1.1
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	558	0	0	482	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	558	0	0	482	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	8	3	587	0	0	507	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	8	3	587	0	0	507	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	8	3	587	0	0	507	7
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.13	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.21	0.00	0.00	0.18	0.01
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	0.5	0.8	0.0	0.0	0.7	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	0.5	0.8	0.0	0.0	0.7	0.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
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:	26	197	35	12	765	38	28	43	33	42	36	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	197	35	12	765	38	28	43	33	42	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	207	37	13	805	40	29	45	35	44	38	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	207	37	13	805	40	29	45	35	44	38	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	207	37	13	805	40	29	45	35	44	38	26
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	1.70	0.30	1.00	1.91	0.09	1.00	0.57	0.43	1.00	0.59	0.41
Final Sat.:	1800	3227	573	1800	3620	180	1800	1075	825	1800	1121	779
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.01	0.22	0.22	0.02	0.04	0.04	0.02	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.02	0.10	0.10	0.01	0.33	0.33	0.06	0.14	0.14	0.08	0.11	0.11
Delay/Veh:	2.3	2.5	2.5	2.3	3.2	3.2	26.4	27.5	27.5	26.8	27.1	27.1
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:	2.3	2.5	2.5	2.3	3.2	3.2	26.4	27.5	27.5	26.8	27.1	27.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	1	1	0	2	2	1	2	2	1	1	1

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
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:	93	784	41	29	472	35	42	90	47	41	72	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:	93	784	41	29	472	35	42	90	47	41	72	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	825	43	31	497	37	44	95	49	43	76	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	825	43	31	497	37	44	95	49	43	76	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:	98	825	43	31	497	37	44	95	49	43	76	37
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	1.90	0.10	1.00	1.86	0.14	1.00	0.66	0.34	1.00	0.67	0.33
Final Sat.:	1800	3611	189	1800	3538	262	1800	1248	652	1800	1279	621
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.14	0.14	0.02	0.08	0.08	0.02	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.08	0.35	0.35	0.03	0.22	0.22	0.08	0.24	0.24	0.08	0.19	0.19
Delay/Veh:	3.0	3.9	3.9	2.8	3.3	3.3	24.1	26.2	26.2	24.1	25.5	25.5
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:	3.0	3.9	3.9	2.8	3.3	3.3	24.1	26.2	26.2	24.1	25.5	25.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	1	1	1	3	3	1	2	2

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec):	95	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	193	454	161	84	832	30	41	226	347	111	197	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	454	161	84	832	30	41	226	347	111	197	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	203	478	169	88	876	32	43	238	365	117	207	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	478	169	88	876	32	43	238	365	117	207	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	478	169	88	876	32	43	238	365	117	207	163
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	1.48	0.52	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2805	995	1800	3668	132	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.05	0.24	0.24	0.02	0.13	0.19	0.06	0.11	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.37	0.37	0.12	0.33	0.33	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.73	0.47	0.47	0.42	0.73	0.73	0.23	0.38	0.59	0.62	0.33	0.26
Delay/Veh:	53.4	22.5	22.5	44.7	30.8	30.8	41.7	24.5	28.2	54.8	24.8	23.8
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:	53.4	22.5	22.5	44.7	30.8	30.8	41.7	24.5	28.2	54.8	24.8	23.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	3	12	12	1	5	9	4	4	3

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	288	798	89	78	475	77	80	273	269	76	344	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:	288	798	89	78	475	77	80	273	269	76	344	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	303	840	94	82	500	81	84	287	283	80	362	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	840	94	82	500	81	84	287	283	80	362	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	840	94	82	500	81	84	287	283	80	362	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	0.95	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.72	0.28	1.00	1.01	0.99	1.00	1.00	1.00
Final Sat.:	1800	3419	381	1800	3270	530	1800	1914	1886	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.25	0.05	0.15	0.15	0.05	0.15	0.15	0.04	0.19	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.20	0.39	0.39	0.12	0.31	0.31	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.84	0.64	0.64	0.37	0.49	0.49	0.47	0.48	0.48	0.44	0.61	0.20
Delay/Veh:	59.1	24.9	24.9	44.7	29.0	29.0	51.0	28.8	28.8	50.1	33.5	25.6
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:	59.1	24.9	24.9	44.7	29.0	29.0	51.0	28.8	28.8	50.1	33.5	25.6
LOS by Move:	E	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	12	11	11	3	7	7	3	7	7	3	9	2

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

Cycle (sec):	65	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	147	539	0	0	1045	401	0	0	0	355	2	371
Growth Adj:	1.00	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	539	0	0	1045	401	0	0	0	355	2	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	567	0	0	1100	422	0	0	0	374	2	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	567	0	0	1100	422	0	0	0	374	2	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	567	0	0	1100	422	0	0	0	374	2	391
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	1.45	0.55	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2746	1054	0	0	0	1790	10	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.21	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.15	0.65	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.26	0.26	0.26
Volume/Cap:	0.56	0.23	0.00	0.00	0.81	0.81	0.00	0.00	0.00	0.81	0.81	0.80
Delay/Veh:	33.4	2.3	0.0	0.0	14.5	14.5	0.0	0.0	0.0	36.6	36.6	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	2.3	0.0	0.0	14.5	14.5	0.0	0.0	0.0	36.6	36.6	35.1
LOS by Move:	C	A	A	A	B	B	A	A	A	D	D	D
HCM2kAvgQ:	4	1	0	0	14	14	0	0	0	10	10	9

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	290	891	0	0	697	227	0	0	0	373	3	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	891	0	0	697	227	0	0	0	373	3	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	938	0	0	734	239	0	0	0	393	3	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	938	0	0	734	239	0	0	0	393	3	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	938	0	0	734	239	0	0	0	393	3	273
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	1.51	0.49	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2866	934	0	0	0	1786	14	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.00	0.00	0.26	0.26	0.00	0.00	0.00	0.22	0.22	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.24	0.59	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.72	0.42	0.00	0.00	0.72	0.72	0.00	0.00	0.00	0.72	0.72	0.47
Delay/Veh:	31.0	4.5	0.0	0.0	18.9	18.9	0.0	0.0	0.0	25.9	25.9	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	4.5	0.0	0.0	18.9	18.9	0.0	0.0	0.0	25.9	25.9	19.2
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	B
HCM2kAvgQ:	7	3	0	0	9	9	0	0	0	8	8	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

Cycle (sec):	60	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle: OPTIMIZED		Level Of Service:	B

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	482	114	425	992	0	208	1	358	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	482	114	425	992	0	208	1	358	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	507	120	447	1044	0	219	1	377	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	507	120	447	1044	0	219	1	377	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	507	120	447	1044	0	219	1	377	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3073	727	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.25	0.27	0.00	0.12	0.12	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.32	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.52	0.52	0.77	0.43	0.00	0.47	0.47	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	17.9	17.9	26.9	3.0	0.0	22.2	22.2	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	17.9	26.9	3.0	0.0	22.2	22.2	31.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	5	10	3	0	4	4	8	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	820	372	416	647	0	410	2	203	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	820	372	416	647	0	410	2	203	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	863	392	438	681	0	432	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	863	392	438	681	0	432	2	214	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	863	392	438	681	0	432	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.38	0.62	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2614	1186	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.24	0.18	0.00	0.24	0.24	0.11	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.36	0.36	0.27	0.63	0.00	0.27	0.27	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.90	0.90	0.28	0.00	0.90	0.90	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	26.8	26.8	44.2	2.7	0.0	44.4	44.4	20.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.8	26.8	44.2	2.7	0.0	44.4	44.4	20.8	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	15	15	12	2	0	12	12	3	0	0	0

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	90	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
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:	185	378	6	27	680	335	134	17	125	5	29	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:	185	378	6	27	680	335	134	17	125	5	29	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	398	6	28	716	353	141	18	132	5	31	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	398	6	28	716	353	141	18	132	5	31	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:	195	398	6	28	716	353	141	18	132	5	31	9
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	1.97	0.03	1.00	1.34	0.66	1.00	0.12	0.88	1.00	0.76	0.24
Final Sat.:	1800	3741	59	1800	2546	1254	1800	227	1673	1800	1450	450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.28	0.28	0.08	0.08	0.08	0.00	0.02	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.39	0.39	0.20	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.66	0.28	0.28	0.08	0.66	0.66	0.23	0.23	0.23	0.01	0.06	0.06
Delay/Veh:	46.4	17.7	17.7	29.5	20.1	20.1	20.8	20.7	20.7	18.4	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:	46.4	17.7	17.7	29.5	20.1	20.1	20.8	20.7	20.7	18.4	18.9	18.9
LOS by Move:	D	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	6	3	3	1	11	11	3	3	3	0	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec): 65 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
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:	175	639	8	7	398	79	439	75	330	22	26	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	639	8	7	398	79	439	75	330	22	26	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	673	8	7	419	83	462	79	347	23	27	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	673	8	7	419	83	462	79	347	23	27	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:	184	673	8	7	419	83	462	79	347	23	27	23
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	1.98	0.02	1.00	1.67	0.33	1.00	0.19	0.81	1.00	0.54	0.46
Final Sat.:	1800	3753	47	1800	3171	629	1800	352	1548	1800	1029	871
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.00	0.13	0.13	0.26	0.22	0.22	0.01	0.03	0.03
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.68	0.62	0.62	0.03	0.46	0.46	0.55	0.48	0.48	0.03	0.06	0.06
Delay/Veh:	39.1	23.0	23.0	24.0	20.6	20.6	12.7	11.5	11.5	7.7	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	23.0	23.0	24.0	20.6	20.6	12.7	11.5	11.5	7.7	7.8	7.8
LOS by Move:	D	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	5	7	7	0	4	4	6	5	5	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec): 60 Critical Vol./Cap.(X): 0.150
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	106	247	0	0	558	154	123	0	162	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:	106	247	0	0	558	154	123	0	162	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:	112	260	0	0	587	162	129	0	171	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	260	0	0	587	162	129	0	171	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:	112	260	0	0	587	162	129	0	171	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.35	0.65	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	4467	1233	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.00	0.00	0.13	0.13	0.07	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.38	0.00	0.00	0.44	0.44	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	xxxx	0.12	0.00	0.00	0.30	0.30	0.14	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	11.0	0.0	0.0	9.3	9.3	5.9	0.0	6.1	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	11.0	0.0	0.0	9.3	9.3	5.9	0.0	6.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	1	0	0	2	2	1	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

Cycle (sec): 60 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	429	659	0	0	439	11	41	0	831	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:	429	659	0	0	439	11	41	0	831	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:	452	694	0	0	462	12	43	0	875	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	694	0	0	462	12	43	0	875	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:	452	694	0	0	462	12	43	0	875	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5561	139	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.12	0.00	0.00	0.08	0.08	0.02	0.00	0.46	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.27	0.38	0.00	0.00	0.12	0.12	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.94	0.32	0.00	0.00	0.71	0.71	0.05	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	50.2	12.2	0.0	0.0	31.9	31.9	5.4	0.0	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:	50.2	12.2	0.0	0.0	31.9	31.9	5.4	0.0	21.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	A	A	C	A	A	A
HCM2kAvgQ:	14	3	0	0	4	4	0	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

Cycle (sec):	60	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	9.4
Optimal Cycle: OPTIMIZED		Level Of Service:	A

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	388	0	0	248	0	402	0	572	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	388	0	0	248	0	402	0	572	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	408	0	0	261	0	423	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	408	0	0	261	0	423	0	602	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	408	0	0	261	0	423	0	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.07	0.00	0.24	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.24	0.00	0.00	0.24	0.00	0.70	0.00	0.70	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.00	0.00	0.29	0.00	0.34	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	21.3	0.0	0.0	19.6	0.0	1.7	0.0	2.2	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	21.3	0.0	0.0	19.6	0.0	1.7	0.0	2.2	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	2	0	1	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	2	0 0	0 0	2	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	620	0	0	220	0	1050	0	380	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	620	0	0	220	0	1050	0	380	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	653	0	0	232	0	1105	0	400	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	653	0	0	232	0	1105	0	400	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	653	0	0	232	0	1105	0	400	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.06	0.00	0.61	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.20	0.00	0.00	0.20	0.00	0.73	0.00	0.73	0.00	0.00	0.00
Volume/Cap:	0.00	0.84	0.00	0.00	0.30	0.00	0.84	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	0.0	33.7	0.0	0.0	21.2	0.0	7.3	0.0	0.9	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	33.7	0.0	0.0	21.2	0.0	7.3	0.0	0.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	0	0	2	0	8	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

Cycle (sec): 60 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	197	292	108	678	0	0	0	0	32	0	193
Growth Adj:	1.00	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	197	292	108	678	0	0	0	0	32	0	193
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	207	0	114	714	0	0	0	0	34	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	207	0	114	714	0	0	0	0	34	0	203
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	207	0	114	714	0	0	0	0	34	0	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	1800	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.06	0.38	0.00	0.00	0.00	0.00	0.02	0.00	0.11
Crit Moves:					****							****
Green/Cycle:	0.00	0.17	0.00	0.57	0.74	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Volume/Cap:	0.00	0.66	0.00	0.11	0.51	0.00	0.00	0.00	0.00	0.12	0.00	0.66
Delay/Veh:	0.0	33.7	0.0	4.0	1.6	0.0	0.0	0.0	0.0	22.2	0.0	34.0
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	33.7	0.0	4.0	1.6	0.0	0.0	0.0	0.0	22.2	0.0	34.0
LOS by Move:	A	C	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	1	1	0	0	0	0	1	0	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	0 1	1	1	0 1	0 0	0	0 0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	393	619	171	468	0	0	0	0	22	0	207
Growth Adj:	1.00	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	393	619	171	468	0	0	0	0	22	0	207
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	414	0	180	493	0	0	0	0	23	0	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	414	0	180	493	0	0	0	0	23	0	218
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	414	0	180	493	0	0	0	0	23	0	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	1900	1800	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.10	0.26	0.00	0.00	0.00	0.00	0.01	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.45	0.00	0.21	0.66	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.48	0.00	0.48	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.48
Delay/Veh:	0.0	11.5	0.0	25.3	2.8	0.0	0.0	0.0	0.0	17.9	0.0	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	0.0	25.3	2.8	0.0	0.0	0.0	0.0	17.9	0.0	23.3
LOS by Move:	A	B	A	C	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	5	0	4	2	0	0	0	0	0	0	4

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 110 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
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:	220	402	71	1	581	333	83	69	109	279	48	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:	220	402	71	1	581	333	83	69	109	279	48	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:	232	423	75	1	612	351	87	73	115	294	51	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	423	75	1	612	351	87	73	115	294	51	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:	232	423	75	1	612	351	87	73	115	294	51	47
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	1.70	0.30	1.00	1.27	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3230	570	1800	2416	1384	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.25	0.25	0.05	0.04	0.06	0.16	0.03	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.34	0.34	0.11	0.30	0.30	0.12	0.28	0.28	0.19	0.36	0.36
Volume/Cap:	0.84	0.38	0.38	0.01	0.84	0.84	0.42	0.14	0.21	0.84	0.07	0.07
Delay/Veh:	71.3	26.9	26.9	43.6	43.3	43.3	51.3	30.0	31.1	64.3	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	26.9	26.9	43.6	43.3	43.3	51.3	30.0	31.1	64.3	21.9	21.9
LOS by Move:	E	C	C	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	11	6	6	0	17	17	3	2	3	13	1	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 130 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 54.2
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
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:	309	741	44	22	611	289	118	114	139	370	212	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:	309	741	44	22	611	289	118	114	139	370	212	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	325	780	46	23	643	304	124	120	146	389	223	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	780	46	23	643	304	124	120	146	389	223	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:	325	780	46	23	643	304	124	120	146	389	223	64
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	1.89	0.11	1.00	1.36	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3587	213	1800	2580	1220	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.22	0.01	0.25	0.25	0.07	0.06	0.08	0.22	0.12	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.35	0.35	0.11	0.27	0.27	0.12	0.24	0.24	0.23	0.36	0.36
Volume/Cap:	0.92	0.62	0.62	0.11	0.92	0.92	0.60	0.26	0.32	0.92	0.33	0.09
Delay/Veh:	83.3	35.0	35.0	52.9	60.9	60.9	66.8	41.7	42.7	76.9	29.8	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	35.0	35.0	52.9	60.9	60.9	66.8	41.7	42.7	76.9	29.8	26.3
LOS by Move:	F	C	C	D	E	E	E	D	D	E	C	C
HCM2kAvgQ:	17	13	13	1	22	22	6	4	4	20	5	1

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	41	65	21	424	2	203	226	545	15	3	506	159
Growth Adj:	1.00	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	65	21	424	2	203	226	545	15	3	506	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	68	22	446	2	214	238	574	16	3	533	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	68	22	446	2	214	238	574	16	3	533	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	68	22	446	2	214	238	574	16	3	533	167
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:	0.33	0.51	0.16	0.99	0.01	1.00	1.00	1.95	0.05	0.01	1.99	1.00
Final Sat.:	603	955	309	1792	8	1900	1800	3698	102	22	3776	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.11	0.13	0.16	0.16	0.14	0.14	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.26	0.26	0.31	0.31	0.31	0.16	0.35	0.35	0.19	0.19	0.19
Volume/Cap:	0.28	0.28	0.28	0.81	0.81	0.37	0.81	0.44	0.44	0.74	0.74	0.46
Delay/Veh:	30.9	30.9	30.9	43.6	43.6	28.3	61.5	24.4	24.4	45.0	45.0	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	43.6	43.6	28.3	61.5	24.4	24.4	45.0	45.0	40.2
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	3	3	3	15	15	5	10	6	6	9	9	5

Note: Queue reported is the number of cars per lane.

Colton's Hub City Center
Year 2035 Without Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

Cycle (sec):	115	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	45.4
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	100	46	50	465	0	232	201	705	16	4	849	323
Growth Adj:	1.00	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	46	50	465	0	232	201	705	16	4	849	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	48	53	489	0	244	212	742	17	4	894	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	48	53	489	0	244	212	742	17	4	894	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	48	53	489	0	244	212	742	17	4	894	340
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:	0.52	0.23	0.25	1.00	0.00	1.00	1.00	1.96	0.04	0.01	1.99	1.00
Final Sat.:	943	434	471	1800	0	1900	1800	3716	84	18	3781	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.00	0.13	0.12	0.20	0.20	0.24	0.24	0.18
Crit Moves:	****			****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.31	0.00	0.31	0.13	0.40	0.40	0.27	0.27	0.27
Volume/Cap:	0.49	0.49	0.49	0.89	0.00	0.42	0.89	0.50	0.50	0.89	0.89	0.67
Delay/Veh:	42.9	42.9	42.9	56.2	0.0	33.4	84.4	24.5	24.5	52.1	52.1	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	42.9	56.2	0.0	33.4	84.4	24.5	24.5	52.1	52.1	44.7
LOS by Move:	D	D	D	E	A	C	F	C	C	D	D	D
HCM2kAvgQ:	7	7	7	20	0	6	11	9	9	18	18	11

Note: Queue reported is the number of cars per lane.

Year 2035 With Project – Without Improvements

Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

Cycle (sec):	95	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.9
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	122	545	144	94	826	64	89	542	132	142	654	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	144	94	826	64	89	542	132	142	654	86
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	545	144	101	826	64	89	549	132	142	658	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	574	152	106	869	67	94	578	139	149	693	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	574	152	106	869	67	94	578	139	149	693	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:	128	574	152	106	869	67	94	578	139	149	693	95
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	1.86	0.14	1.00	2.42	0.58	1.00	2.64	0.36
Final Sat.:	1800	3006	794	1800	3527	273	1800	4595	1105	1800	5014	686
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.06	0.25	0.25	0.05	0.13	0.13	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.49	0.49	0.57	0.63	0.63	0.50	0.39	0.39	0.81	0.43	0.43
Delay/Veh:	61.2	21.2	21.2	53.7	23.5	23.5	50.6	25.6	25.6	72.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	21.2	21.2	53.7	23.5	23.5	50.6	25.6	25.6	72.5	26.0	26.0
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	7	7	4	11	11	3	5	5	7	6	6

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	46.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1003	144	169	595	95	293	1197	119	236	1023	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	1056	152	178	626	100	308	1260	125	248	1077	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1056	152	178	626	100	308	1260	125	248	1077	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1056	152	178	626	100	308	1260	125	248	1077	154
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	1.75	0.25	1.00	1.72	0.28	1.00	2.73	0.27	1.00	2.63	0.37
Final Sat.:	1800	3323	477	1800	3277	523	1800	5185	515	1800	4988	712
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.10	0.19	0.19	0.17	0.24	0.24	0.14	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.36	0.36	0.10	0.35	0.35	0.18	0.31	0.31	0.15	0.28	0.28
Volume/Cap:	0.95	0.88	0.88	0.96	0.55	0.55	0.95	0.78	0.78	0.91	0.77	0.77
Delay/Veh:	97.6	38.9	38.9	104.3	29.3	29.3	83.1	37.3	37.3	81.0	39.7	39.7
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:	97.6	38.9	38.9	104.3	29.3	29.3	83.1	37.3	37.3	81.0	39.7	39.7
LOS by Move:	F	D	D	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	11	22	22	10	9	9	15	15	15	12	14	14

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

Cycle (sec):	110	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	43.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	199	662	163	195	876	64	69	162	276	288	208	439
Growth Adj:	1.00	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	662	163	195	876	64	69	162	276	288	208	439
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	662	163	195	876	64	69	169	276	288	212	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	697	172	205	922	67	73	178	291	303	223	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	697	172	205	922	67	73	178	291	303	223	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	697	172	205	922	67	73	178	291	303	223	462
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	1.60	0.40	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3049	751	1800	3541	259	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.11	0.26	0.26	0.04	0.09	0.15	0.17	0.12	0.24
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.13	0.31	0.31	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.84	0.72	0.72	0.89	0.84	0.84	0.34	0.33	0.54	0.84	0.32	0.67
Delay/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.9	35.9	63.4	23.9	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.9	35.9	63.4	23.9	30.8
LOS by Move:	E	D	D	F	D	D	D	C	D	E	C	C
HCM2kAvgQ:	10	13	13	10	18	18	3	4	8	13	5	13

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	251	991	83	79	769	67	48	198	205	96	161	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	991	83	79	769	67	48	198	205	96	161	101
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	991	83	79	769	67	48	218	205	96	183	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	264	1043	87	83	809	71	51	229	216	101	193	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1043	87	83	809	71	51	229	216	101	193	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:	264	1043	87	83	809	71	51	229	216	101	193	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.84	0.16	1.00	1.03	0.97	1.00	1.29	0.71
Final Sat.:	1800	3506	294	1800	3495	305	1800	1958	1842	1800	2449	1351
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.23	0.23	0.03	0.12	0.12	0.06	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.40	0.40	0.13	0.33	0.33	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.71	0.74	0.74	0.36	0.71	0.71	0.29	0.40	0.40	0.59	0.27	0.27
Delay/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	30.3	30.3	59.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	30.3	30.3	59.5	28.6	28.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	15	15	3	13	13	2	5	5	4	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	43	648	11	120	1134	39	19	130	42	64	178	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:	43	648	11	120	1134	39	19	130	42	64	178	103
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	648	11	128	1134	39	19	152	42	64	196	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	682	12	135	1194	41	20	160	44	67	206	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	682	12	135	1194	41	20	160	44	67	206	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	682	12	135	1194	41	20	160	44	67	206	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	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	1.27	0.73
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2418	1382
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.07	0.31	0.02	0.01	0.08	0.02	0.04	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.42	0.42	0.18	0.53	0.53	0.08	0.25	0.25	0.08	0.25	0.25
Volume/Cap:	0.31	0.42	0.01	0.41	0.59	0.04	0.14	0.34	0.09	0.47	0.34	0.34
Delay/Veh:	59.9	22.8	18.2	48.6	15.9	10.3	55.5	40.5	36.6	65.5	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:	59.9	22.8	18.2	48.6	15.9	10.3	55.5	40.5	36.6	65.5	39.6	39.6
LOS by Move:	E	C	B	D	B	B	E	D	D	E	D	D
HCM2kAvgQ:	2	7	0	5	12	0	1	5	1	3	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.3
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
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:	26	999	74	97	731	22	49	259	37	42	183	152
Growth Adj:	1.00	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	999	74	97	731	22	49	259	37	42	183	152
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	999	74	123	731	22	49	327	37	42	254	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	1052	78	129	769	23	52	344	39	44	267	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1052	78	129	769	23	52	344	39	44	267	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1052	78	129	769	23	52	344	39	44	267	186
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	1.18	0.82
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	1900	1900	1800	2239	1561
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.07	0.20	0.01	0.03	0.18	0.02	0.02	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.38	0.38	0.11	0.34	0.34	0.11	0.33	0.33	0.11	0.33	0.33
Volume/Cap:	0.10	0.73	0.11	0.68	0.60	0.04	0.27	0.56	0.06	0.23	0.37	0.37
Delay/Veh:	35.9	26.5	17.8	59.2	27.0	20.3	42.7	28.9	21.4	41.9	24.4	24.4
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:	35.9	26.5	17.8	59.2	27.0	20.3	42.7	28.9	21.4	41.9	24.4	24.4
LOS by Move:	D	C	B	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	13	1	5	9	0	2	8	1	1	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0 2	0 2		1 0 2	0 0		0 0 0	0 0		2 0	0 0 1	
Volume Module:												
Base Vol:	0	556	348	82	1111	0	0	0	0	809	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	348	82	1111	0	0	0	0	809	0	94
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	568	352	82	1165	0	0	0	0	816	0	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	598	0	86	1226	0	0	0	0	859	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	598	0	86	1226	0	0	0	0	859	0	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	598	0	86	1226	0	0	0	0	859	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.05	0.32	0.00	0.00	0.00	0.00	0.25	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.43	0.00	0.41	0.67	0.00	0.00	0.00	0.00	0.57	0.00	0.12
Delay/Veh:	0.0	19.9	0.0	40.5	15.3	0.0	0.0	0.0	0.0	16.1	0.0	11.8
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	19.9	0.0	40.5	15.3	0.0	0.0	0.0	0.0	16.1	0.0	11.8
LOS by Move:	A	B	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	3	11	0	0	0	0	8	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 (Future Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1162	1018	132	719	0	0	0	0	521	0	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:	0	1162	1018	132	719	0	0	0	0	521	0	58
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1227	1040	132	749	0	0	0	0	541	0	58
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1292	0	139	788	0	0	0	0	569	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1292	0	139	788	0	0	0	0	569	0	61
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1292	0	139	788	0	0	0	0	569	0	61
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.08	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.00	0.11	0.60	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.70	0.00	0.70	0.35	0.00	0.00	0.00	0.00	0.48	0.00	0.09
Delay/Veh:	0.0	19.2	0.0	65.2	6.8	0.0	0.0	0.0	0.0	28.3	0.0	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:	0.0	19.2	0.0	65.2	6.8	0.0	0.0	0.0	0.0	28.3	0.0	23.4
LOS by Move:	A	B	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	6	4	0	0	0	0	8	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	349	1062	225	63	1798	35	50	152	707	365	176	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:	349	1062	225	63	1798	35	50	152	707	365	176	38
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	1062	225	124	1798	35	50	237	707	365	197	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	367	1118	237	131	1893	37	53	249	744	384	207	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1118	237	131	1893	37	53	249	744	384	207	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	1118	237	131	1893	37	53	249	744	384	207	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.94	0.06	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3400	3800	1900	3400	5591	109	3400	1900	3800	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.12	0.04	0.34	0.34	0.02	0.13	0.20	0.11	0.05	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.41	0.54	0.11	0.39	0.39	0.09	0.29	0.42	0.13	0.33	0.33
Volume/Cap:	0.87	0.72	0.23	0.36	0.87	0.87	0.18	0.45	0.47	0.87	0.16	0.09
Delay/Veh:	76.3	31.4	11.6	56.7	37.8	37.8	56.2	39.8	25.1	75.2	29.4	28.7
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:	76.3	31.4	11.6	56.7	37.8	37.8	56.2	39.8	25.1	75.2	29.4	28.7
LOS by Move:	E	C	B	E	D	D	E	D	C	E	C	C
HCM2kAvgQ:	11	17	3	3	25	25	1	7	9	11	2	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 55.0
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 0	1	2 0	2 1	0	2 0	1 0	2	2 0	2 0	1
Volume Module:												
Base Vol:	542	1917	360	109	1032	85	278	302	587	251	253	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	1917	360	109	1032	85	278	302	587	251	253	95
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	542	1917	360	160	1032	85	278	359	587	251	362	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	571	2018	379	168	1086	89	293	378	618	264	381	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	2018	379	168	1086	89	293	378	618	264	381	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	571	2018	379	168	1086	89	293	378	618	264	381	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.77	0.23	2.00	1.00	2.00	2.00	2.00	1.00
Final Sat.:	3400	3800	1900	3400	5266	434	3400	1900	3800	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.53	0.20	0.05	0.21	0.21	0.09	0.20	0.16	0.08	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.49	0.57	0.08	0.33	0.33	0.08	0.29	0.53	0.08	0.29	0.29
Volume/Cap:	0.72	1.08	0.35	0.64	0.62	0.62	1.08	0.68	0.31	1.00	0.34	0.34
Delay/Veh:	51.3	73.7	10.7	69.9	36.5	36.5	138.8	46.6	12.9	114.0	36.7	37.6
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:	51.3	73.7	10.7	69.9	36.5	36.5	138.8	46.6	12.9	114.0	36.7	37.6
LOS by Move:	D	E	B	E	D	D	F	D	B	F	D	D
HCM2kAvgQ:	12	54	5	5	12	12	11	13	5	10	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 95 Critical Vol./Cap.(X): 1.209
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	441	923	0	0	1366	1138	0	0	0	214	1	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	923	0	0	1366	1138	0	0	0	214	1	397
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	923	0	0	1366	1138	0	0	0	229	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	972	0	0	1438	1198	0	0	0	241	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	972	0	0	1438	1198	0	0	0	241	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	972	0	0	1438	1198	0	0	0	241	1	418
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	3.00	1.00	0.00	0.00	0.00	0.54	0.01	1.45
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	986	4	2755
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.25	0.63	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.21	0.73	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.20	0.20	0.20
Volume/Cap:	1.21	0.35	0.00	0.00	0.48	1.21	0.00	0.00	0.00	1.21	1.21	0.75
Delay/Veh:	153.5	0.7	0.0	0.0	11.2	120.3	0.0	0.0	0.0	148.3	148	41.5
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:	153.5	0.7	0.0	0.0	11.2	120.3	0.0	0.0	0.0	148.3	148	41.5
LOS by Move:	F	A	A	A	B	F	A	A	A	F	F	D
HCM2kAvgQ:	28	1	0	0	7	62	0	0	0	26	26	9

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 80 Critical Vol./Cap.(X): 1.201
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 56.2
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	545	2016	0	0	1200	687	0	0	0	340	7	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	2016	0	0	1200	687	0	0	0	340	7	614
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	545	2016	0	0	1200	687	0	0	0	407	7	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	574	2122	0	0	1263	723	0	0	0	428	7	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	2122	0	0	1263	723	0	0	0	428	7	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	574	2122	0	0	1263	723	0	0	0	428	7	646
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	3.00	1.00	0.00	0.00	0.00	0.58	0.01	1.41
Final Sat.:	1800	3800	0	0	5700	1900	0	0	0	1040	18	2684
Capacity Analysis Module:												
Vol/Sat:	0.32	0.56	0.00	0.00	0.22	0.38	0.00	0.00	0.00	0.41	0.41	0.24
Crit Moves:	****					****					****	
Green/Cycle:	0.27	0.58	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.34	0.34	0.34
Volume/Cap:	1.20	0.96	0.00	0.00	0.70	1.20	0.00	0.00	0.00	1.20	1.20	0.70
Delay/Veh:	138.7	21.5	0.0	0.0	25.6	132.5	0.0	0.0	0.0	126.3	126	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.7	21.5	0.0	0.0	25.6	132.5	0.0	0.0	0.0	126.3	126	24.3
LOS by Move:	F	C	A	A	C	F	A	A	A	F	F	C
HCM2kAvgQ:	31	30	0	0	10	36	0	0	0	38	38	10

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 38.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	771	243	537	1025	0	569	0	505	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	771	243	537	1025	0	569	0	505	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	771	298	537	1040	0	569	0	505	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	812	314	565	1095	0	599	0	532	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	812	314	565	1095	0	599	0	532	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	812	314	565	1095	0	599	0	532	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.37	0.00	0.63	0.00	0.00	0.00
Final Sat.:	0	5700	1900	1800	3800	0	2471	0	1191	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.17	0.31	0.29	0.00	0.24	0.00	0.45	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.21	0.21	0.30	0.51	0.00	0.42	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	0.78	1.05	0.57	0.00	0.57	0.00	1.05	0.00	0.00	0.00
Delay/Veh:	0.0	35.7	47.6	84.6	12.6	0.0	18.3	0.0	64.9	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	35.7	47.6	84.6	12.6	0.0	18.3	0.0	64.9	0.0	0.0	0.0
LOS by Move:	A	D	D	F	B	A	B	A	E	A	A	A
HCM2kAvgQ:	0	8	10	26	8	0	9	0	34	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 75 Critical Vol./Cap.(X): 1.197
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 57.6
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	3 0	1	1 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1380	213	504	1010	0	1180	3	370	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	1380	213	504	1010	0	1180	3	370	0	0	0
Added Vol:	0	0	34	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1380	247	504	1077	0	1180	3	370	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	1453	260	531	1134	0	1242	3	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1453	260	531	1134	0	1242	3	389	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	1453	260	531	1134	0	1242	3	389	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.62	0.01	0.37	0.00	0.00	0.00
Final Sat.:	0	5700	1900	1800	3800	0	2926	6	706	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.14	0.29	0.30	0.00	0.42	0.55	0.55	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.23	0.49	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	1.01	0.54	1.27	0.61	0.00	0.98	1.27	1.27	0.00	0.00	0.00
Delay/Veh:	0.0	53.1	28.5	167.8	12.7	0.0	35.0	146	145.7	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	53.1	28.5	167.8	12.7	0.0	35.0	146	145.7	0.0	0.0	0.0
LOS by Move:	A	D	C	F	B	A	D	F	F	A	A	A
HCM2kAvgQ:	0	18	6	30	8	0	25	54	54	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 61.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	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:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	766	30	146	1243	252	372	174	170	25	142	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:	274	806	32	154	1308	265	392	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	806	32	154	1308	265	392	183	179	26	149	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:	274	806	32	154	1308	265	392	183	179	26	149	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	1.92	0.08	1.00	2.00	1.00	1.00	0.51	0.49	1.00	1.00	1.00
Final Sat.:	1800	3657	143	1800	3800	1900	1800	961	939	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.09	0.34	0.14	0.22	0.19	0.19	0.01	0.08	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.35	0.35	0.14	0.34	0.34	0.21	0.34	0.34	0.11	0.24	0.24
Volume/Cap:	1.02	0.63	0.63	0.63	1.02	0.41	1.02	0.56	0.56	0.13	0.33	0.18
Delay/Veh:	115.4	35.4	35.4	64.7	71.3	33.6	102.2	36.6	36.6	53.6	42.9	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.4	35.4	35.4	64.7	71.3	33.6	102.2	36.6	36.6	53.6	42.9	40.2
LOS by Move:	F	D	D	E	E	C	F	D	D	D	D	D
HCM2kAvgQ:	17	13	13	7	33	7	23	11	11	1	5	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 51.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	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:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1143	29	83	1101	237	347	189	217	16	258	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1203	31	87	1159	249	365	199	228	17	272	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	0.47	0.53	1.00	1.00	1.00
Final Sat.:	1800	3706	94	1800	3800	1900	1800	884	1016	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.32	0.05	0.30	0.13	0.20	0.22	0.22	0.01	0.14	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.39	0.39	0.09	0.33	0.33	0.22	0.34	0.34	0.11	0.24	0.24
Volume/Cap:	0.93	0.83	0.83	0.53	0.93	0.40	0.93	0.65	0.65	0.08	0.60	0.31
Delay/Veh:	93.2	38.0	38.0	67.6	54.6	34.6	81.3	39.1	39.1	52.7	49.7	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.2	38.0	38.0	67.6	54.6	34.6	81.3	39.1	39.1	52.7	49.7	42.5
LOS by Move:	F	D	D	E	D	C	F	D	D	D	D	D
HCM2kAvgQ:	15	23	23	4	26	7	19	14	14	1	10	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

Cycle (sec): 105 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 33.0
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	112	441	41	278	679	98	116	581	72	58	640	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	441	41	278	679	98	116	581	72	58	640	153
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	443	43	278	680	98	116	581	72	59	640	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	466	45	293	716	103	122	612	76	62	674	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	466	45	293	716	103	122	612	76	62	674	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	466	45	293	716	103	122	612	76	62	674	161
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	1.82	0.18	1.00	1.75	0.25	1.00	1.78	0.22	1.00	2.42	0.58
Final Sat.:	1800	3464	336	1800	3321	479	1800	3381	419	1800	4600	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.16	0.22	0.22	0.07	0.18	0.18	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.53	0.46	0.46	0.78	0.56	0.56	0.71	0.56	0.56	0.36	0.45	0.45
Delay/Veh:	52.1	31.2	31.2	53.6	25.0	25.0	68.3	30.2	30.2	50.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	31.2	31.2	53.6	25.0	25.0	68.3	30.2	30.2	50.4	28.0	28.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	6	6	11	9	9	6	9	9	2	7	7

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	126	598	103	232	665	125	203	515	87	98	549	179
Growth Adj:	1.00	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	598	103	232	665	125	203	515	87	98	549	179
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	599	104	232	667	125	203	515	87	100	549	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	631	109	244	702	132	214	542	92	105	578	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	631	109	244	702	132	214	542	92	105	578	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	631	109	244	702	132	214	542	92	105	578	188
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	1.70	0.30	1.00	1.68	0.32	1.00	1.71	0.29	1.00	2.26	0.74
Final Sat.:	1800	3238	562	1800	3200	600	1800	3251	549	1800	4298	1402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.14	0.22	0.22	0.12	0.17	0.17	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.66	0.66	0.83	0.63	0.63	0.83	0.46	0.46	0.55	0.42	0.42
Delay/Veh:	60.5	35.1	35.1	66.2	29.6	29.6	70.1	25.2	25.2	55.6	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:	60.5	35.1	35.1	66.2	29.6	29.6	70.1	25.2	25.2	55.6	27.5	27.5
LOS by Move:	E	D	D	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	11	11	11	10	7	7	4	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

Cycle (sec):	85	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	4 (Y+R=3.0 sec)	Average Delay (sec/veh):	8.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	A

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	27	478	37	80	740	21	25	153	25	34	122	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:	27	478	37	80	740	21	25	153	25	34	122	57
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	481	37	80	741	21	25	153	25	34	122	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	506	39	84	780	22	26	161	26	36	128	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	506	39	84	780	22	26	161	26	36	128	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	506	39	84	780	22	26	161	26	36	128	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	0.95	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.15	0.85	1.00	0.23	0.77	1.00
Final Sat.:	1800	3529	271	1800	3695	105	265	1621	1900	409	1468	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.21	0.21	0.10	0.10	0.01	0.09	0.09	0.03
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.24	0.24	0.08	0.36	0.36	0.27	0.27	0.04	0.24	0.24	0.09
Delay/Veh:	4.5	5.3	5.3	4.7	6.0	6.0	18.7	18.7	16.3	18.3	18.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	5.3	5.3	4.7	6.0	6.0	18.7	18.7	16.3	18.3	18.3	16.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	3	3	0	3	3	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	43	856	43	46	795	21	48	121	34	21	106	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:	43	856	43	46	795	21	48	121	34	21	106	46
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	858	43	46	798	21	48	121	34	21	106	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	903	45	48	840	22	51	127	36	22	112	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	903	45	48	840	22	51	127	36	22	112	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:	45	903	45	48	840	22	51	127	36	22	112	48
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	1.90	0.10	1.00	1.95	0.05	0.30	0.70	1.00	0.17	0.83	1.00
Final Sat.:	1800	3619	181	1800	3703	97	531	1339	1900	311	1571	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.23	0.23	0.10	0.10	0.02	0.07	0.07	0.03
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.37	0.37	0.04	0.34	0.34	0.32	0.32	0.06	0.24	0.24	0.09
Delay/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	3	3	4	4	1	3	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	340	198	276	553	57	62	886	81	196	745	168
Growth Adj:	1.00	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	340	198	276	553	57	62	886	81	196	745	168
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	347	198	276	561	57	62	899	82	196	753	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	365	208	291	591	60	65	946	86	206	793	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	365	208	291	591	60	65	946	86	206	793	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	365	208	291	591	60	65	946	86	206	793	177
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	1.82	0.18	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	1800	3800	1900	1800	3450	350	1800	5224	476	1800	4660	1040
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.11	0.16	0.17	0.17	0.04	0.18	0.18	0.11	0.17	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.18	0.41	0.41	0.10	0.28	0.28	0.12	0.31	0.31
Volume/Cap:	0.54	0.28	0.32	0.92	0.42	0.42	0.37	0.64	0.64	0.92	0.55	0.55
Delay/Veh:	56.7	25.2	26.4	78.4	21.0	21.0	52.0	36.6	36.6	90.0	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:	56.7	25.2	26.4	78.4	21.0	21.0	52.0	36.6	36.6	90.0	32.4	32.4
LOS by Move:	E	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	4	4	4	14	7	7	2	10	10	11	9	9

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

Cycle (sec): 110 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	207	606	208	299	524	52	119	1063	56	180	1161	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	606	208	299	524	52	119	1063	56	180	1161	215
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	630	208	299	548	52	119	1104	58	180	1205	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	663	219	315	577	55	125	1162	61	189	1268	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	663	219	315	577	55	125	1162	61	189	1268	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	663	219	315	577	55	125	1162	61	189	1268	226
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	1.83	0.17	1.00	2.85	0.15	1.00	2.55	0.45
Final Sat.:	1800	3800	1900	1800	3471	329	1800	5415	285	1800	4837	863
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.12	0.17	0.17	0.17	0.07	0.21	0.21	0.11	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.35	0.35	0.19	0.39	0.39	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.88	0.51	0.33	0.93	0.42	0.42	0.72	0.76	0.76	0.93	0.88	0.88
Delay/Veh:	78.8	28.4	26.6	78.8	22.7	22.7	71.2	39.6	39.6	96.3	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	28.4	26.6	78.8	22.7	22.7	71.2	39.6	39.6	96.3	43.1	43.1
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	11	8	5	15	7	7	6	14	14	10	19	19

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	63	607	62	15	906	27	11	183	86	148	180	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:	63	607	62	15	906	27	11	183	86	148	180	12
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	619	67	15	938	27	11	183	93	172	180	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:	73	652	71	16	987	28	12	193	98	181	189	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	652	71	16	987	28	12	193	98	181	189	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:	73	652	71	16	987	28	12	193	98	181	189	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:	1.00	1.80	0.20	1.00	1.94	0.06	0.08	1.27	0.65	0.98	0.96	0.06
Final Sat.:	1800	3429	371	1800	3694	106	145	2418	1229	1750	1831	122
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.27	0.27	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.33	0.33	0.13	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.52	0.57	0.57	0.07	0.70	0.70	0.33	0.33	0.33	0.43	0.43	0.43
Delay/Veh:	71.2	36.0	36.0	50.4	33.3	33.3	42.0	42.0	42.0	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	36.0	36.0	50.4	33.3	33.3	42.0	42.0	42.0	43.6	43.6	43.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	1	16	16	5	5	5	6	6	6

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

Cycle (sec): 130 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	126	1134	82	50	931	17	55	208	117	112	197	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:	126	1134	82	50	931	17	55	208	117	112	197	11
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1180	104	50	962	17	55	208	139	119	197	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1242	109	53	1013	18	58	219	146	125	207	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1242	109	53	1013	18	58	219	146	125	207	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1242	109	53	1013	18	58	219	146	125	207	12
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	1.84	0.16	1.00	1.97	0.03	0.29	1.03	0.68	0.75	1.18	0.07
Final Sat.:	1800	3492	308	1800	3734	66	516	1951	1304	1355	2244	125
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.27	0.27	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.78	0.92	0.92	0.38	0.78	0.78	0.47	0.47	0.47	0.39	0.39	0.39
Delay/Veh:	80.9	46.1	46.1	64.8	40.2	40.2	44.2	44.2	44.2	42.8	42.8	42.8
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:	80.9	46.1	46.1	64.8	40.2	40.2	44.2	44.2	44.2	42.8	42.8	42.8
LOS by Move:	F	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	8	29	29	2	19	19	7	7	7	6	6	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1	1 0	1	1 0
Volume Module:												
Base Vol:	93	296	18	180	315	80	50	718	431	246	516	124
Growth Adj:	1.00	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	296	18	180	315	80	50	718	431	246	516	124
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	319	20	180	379	80	50	718	455	247	516	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	336	21	189	399	84	53	756	479	260	543	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	336	21	189	399	84	53	756	479	260	543	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:	103	336	21	189	399	84	53	756	479	260	543	131
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	1.88	0.12	1.00	1.65	0.35	1.00	3.06	1.94	1.00	1.61	0.39
Final Sat.:	1800	3576	224	1800	3138	662	1800	5815	3685	1800	3064	736
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.11	0.13	0.13	0.03	0.13	0.13	0.14	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.49	0.20	0.20	0.89	0.28	0.28	0.09	0.39	0.39	0.44	0.54	0.54
Delay/Veh:	42.9	11.6	11.6	76.4	12.2	12.2	18.9	21.5	21.5	23.8	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	11.6	11.6	76.4	12.2	12.2	18.9	21.5	21.5	23.8	24.0	24.0
LOS by Move:	D	B	B	E	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	2	2	8	3	3	1	5	5	5	7	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

Cycle (sec): 95 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1 1	0	1 0	1 1	0	1 1	2 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	172	739	40	301	488	176	102	689	427	271	501	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	739	40	301	488	176	102	689	427	271	501	120
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	831	41	301	547	176	102	689	434	273	501	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	875	43	317	576	185	107	725	457	287	527	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	875	43	317	576	185	107	725	457	287	527	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	875	43	317	576	185	107	725	457	287	527	126
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	1.91	0.09	1.00	1.51	0.49	1.00	3.07	1.93	1.00	1.61	0.39
Final Sat.:	1800	3621	179	1800	2875	925	1800	5829	3671	1800	3066	734
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.18	0.20	0.20	0.06	0.12	0.12	0.16	0.17	0.17
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.21	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.84	0.59	0.59	0.84	0.41	0.41	0.20	0.42	0.42	0.54	0.58	0.58
Delay/Veh:	68.7	20.9	20.9	55.2	13.0	13.0	24.9	27.1	27.1	31.8	30.5	30.5
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:	68.7	20.9	20.9	55.2	13.0	13.0	24.9	27.1	27.1	31.8	30.5	30.5
LOS by Move:	E	C	C	E	B	B	C	C	C	C	C	C
HCM2kAvgQ:	9	9	9	12	6	6	2	5	5	7	8	8

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	46	551	132	140	1016	55	36	188	146	318	169	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:	46	551	132	140	1016	55	36	188	146	318	169	93
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	562	134	183	1062	55	36	239	198	331	197	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:	64	592	141	193	1118	58	38	252	208	348	207	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	592	141	193	1118	58	38	252	208	348	207	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:	64	592	141	193	1118	58	38	252	208	348	207	119
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	1.61	0.39	1.00	1.90	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3068	732	1800	3613	187	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.11	0.31	0.31	0.02	0.13	0.11	0.19	0.11	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.28	0.28	0.16	0.35	0.35	0.12	0.27	0.27	0.22	0.37	0.37
Volume/Cap:	0.41	0.68	0.68	0.68	0.88	0.88	0.18	0.49	0.41	0.88	0.29	0.17
Delay/Veh:	57.5	40.1	40.1	58.3	41.1	41.1	47.3	38.7	36.8	66.1	24.7	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:	57.5	40.1	40.1	58.3	41.1	41.1	47.3	38.7	36.8	66.1	24.7	23.0
LOS by Move:	E	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	3	12	12	8	22	22	1	7	6	15	4	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	42.6
Optimal Cycle: OPTIMIZED		Level Of Service:	D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	157	1252	381	76	798	29	57	194	88	183	194	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:	157	1252	381	76	798	29	57	194	88	183	194	51
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1310	392	114	828	29	57	256	140	186	275	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	252	1379	413	120	872	31	60	269	147	196	289	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	1379	413	120	872	31	60	269	147	196	289	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	1379	413	120	872	31	60	269	147	196	289	114
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	1.54	0.46	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2925	875	1800	3671	129	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.47	0.47	0.07	0.24	0.24	0.03	0.14	0.08	0.11	0.15	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.51	0.51	0.08	0.37	0.37	0.09	0.24	0.24	0.12	0.27	0.27
Volume/Cap:	0.65	0.93	0.93	0.87	0.65	0.65	0.38	0.59	0.33	0.93	0.57	0.22
Delay/Veh:	54.5	32.3	32.3	106.6	34.0	34.0	63.1	49.6	42.8	103.3	45.5	38.0
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:	54.5	32.3	32.3	106.6	34.0	34.0	63.1	49.6	42.8	103.3	45.5	38.0
LOS by Move:	D	C	C	F	C	C	E	D	D	F	D	D
HCM2kAvgQ:	10	36	36	7	14	14	3	10	5	12	10	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 67.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0 2	1 0		1 0 2	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	268	606	175	59	1146	22	41	206	482	332	169	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:	268	606	175	59	1146	22	41	206	482	332	169	13
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	606	641	170	1146	22	41	400	482	463	214	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:	282	638	675	179	1206	23	43	421	507	487	225	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	638	675	179	1206	23	43	421	507	487	225	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:	282	638	675	179	1206	23	43	421	507	487	225	42
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3800	1900	1800	5593	107	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.36	0.10	0.22	0.22	0.02	0.11	0.27	0.27	0.06	0.02
Crit Moves:			****	****					****	****		
Green/Cycle:	0.10	0.32	0.32	0.09	0.30	0.30	0.11	0.29	0.29	0.24	0.42	0.42
Volume/Cap:	0.79	0.53	1.12	1.12	0.72	0.72	0.22	0.38	0.91	1.12	0.14	0.05
Delay/Veh:	73.4	36.3	110.0	167.2	42.6	42.6	55.1	37.3	66.0	130.3	20.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	36.3	110.0	167.2	42.6	42.6	55.1	37.3	66.0	130.3	20.2	19.4
LOS by Move:	E	D	F	F	D	D	E	D	E	F	C	B
HCM2kAvgQ:	8	10	39	13	15	15	2	6	23	31	2	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.305
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 178.6
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Riverside Avenue						Valley Boulevard					
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	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	487	1493	196	78	966	69	95	256	511	264	404	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	1493	196	78	966	69	95	256	511	264	404	53
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	1493	489	163	966	69	95	374	511	821	642	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	513	1572	515	172	1017	73	100	394	538	864	676	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1572	515	172	1017	73	100	394	538	864	676	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	1572	515	172	1017	73	100	394	538	864	676	216
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	0.95	1.00	1.00
Lanes:	2.00	2.26	0.74	1.00	2.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	4294	1406	1800	5320	380	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.37	0.37	0.10	0.19	0.19	0.06	0.10	0.28	0.48	0.18	0.11
Crit Moves:		****		****					****	****		
Green/Cycle:	0.08	0.25	0.25	0.08	0.24	0.24	0.13	0.29	0.29	0.32	0.49	0.49
Volume/Cap:	1.78	1.49	1.49	1.24	0.80	0.80	0.43	0.35	0.97	1.49	0.37	0.23
Delay/Veh:	424.3	272	271.8	214.5	51.7	51.7	58.1	36.9	76.2	270.5	16.9	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	424.3	272	271.8	214.5	51.7	51.7	58.1	36.9	76.2	270.5	16.9	15.8
LOS by Move:	F	F	F	F	D	D	E	D	E	F	B	B
HCM2kAvgQ:	28	56	56	14	15	15	4	6	26	73	6	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	343	749	0	0	1610	581	0	0	0	550	6	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:	343	749	0	0	1610	581	0	0	0	550	6	231
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	1177	0	0	1671	651	0	0	0	550	6	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	361	1239	0	0	1759	685	0	0	0	579	6	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1239	0	0	1759	685	0	0	0	579	6	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	1239	0	0	1759	685	0	0	0	579	6	282
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.68	0.01	1.31
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	3014	26	2492
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.00	0.00	0.23	0.36	0.00	0.00	0.00	0.19	0.24	0.11
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.61	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.64	0.36	0.00	0.00	0.52	0.82	0.00	0.00	0.00	0.66	0.82	0.39
Delay/Veh:	28.7	3.6	0.0	0.0	10.9	21.1	0.0	0.0	0.0	21.1	26.6	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:	28.7	3.6	0.0	0.0	10.9	21.1	0.0	0.0	0.0	21.1	26.6	17.3
LOS by Move:	C	A	A	A	B	C	A	A	A	C	C	B
HCM2kAvgQ:	5	2	0	0	5	13	0	0	0	7	10	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	518	2010	0	0	1112	460	0	0	0	448	2	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	2010	0	0	1112	460	0	0	0	448	2	450
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	2295	0	0	1369	760	0	0	0	448	2	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	545	2416	0	0	1441	800	0	0	0	472	2	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	2416	0	0	1441	800	0	0	0	472	2	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	2416	0	0	1441	800	0	0	0	472	2	482
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	1.50	0.01	1.49
Final Sat.:	3400	5700	0	0	7600	1900	0	0	0	2710	8	2831
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.00	0.00	0.19	0.42	0.00	0.00	0.00	0.17	0.26	0.17
Crit Moves:	****					****					****	
Green/Cycle:	0.17	0.62	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.93	0.68	0.00	0.00	0.42	0.93	0.00	0.00	0.00	0.63	0.93	0.61
Delay/Veh:	48.6	4.9	0.0	0.0	9.7	31.4	0.0	0.0	0.0	20.9	37.2	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	4.9	0.0	0.0	9.7	31.4	0.0	0.0	0.0	20.9	37.2	20.7
LOS by Move:	D	A	A	A	A	C	A	A	A	C	D	C
HCM2kAvgQ:	10	7	0	0	4	19	0	0	0	6	14	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	760	462	645	1540	0	340	3	570	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	760	462	645	1540	0	340	3	570	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	952	462	652	1595	0	576	3	570	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	1002	486	686	1679	0	606	3	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1002	486	686	1679	0	606	3	600	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	1002	486	686	1679	0	606	3	600	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.02	0.98	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3838	1862	3400	3800	0	3582	19	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.20	0.44	0.00	0.17	0.17	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.23	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.89	0.81	0.00	0.48	0.48	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	22.9	22.9	36.7	11.3	0.0	15.3	15.3	33.0	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	22.9	22.9	36.7	11.3	0.0	15.3	15.3	33.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	11	13	0	5	5	14	0	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 (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1693	607	490	1090	0	707	3	500	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	1693	607	490	1090	0	707	3	500	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1806	607	521	1315	0	879	3	500	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	1901	639	548	1384	0	925	3	526	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1901	639	548	1384	0	925	3	526	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	1901	639	548	1384	0	925	3	526	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.25	0.75	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4266	1434	3400	3800	0	3588	12	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.16	0.36	0.00	0.26	0.26	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.46	0.17	0.62	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.97	0.97	0.58	0.00	0.91	0.91	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	26.7	59.0	4.8	0.0	35.4	35.4	55.7	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	26.7	26.7	59.0	4.8	0.0	35.4	35.4	55.7	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	D	D	E	A	A	A
HCM2kAvgQ:	0	24	24	11	5	0	14	14	17	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 2	0 0		0 0 2	0 1		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	98	1014	0	0	1625	32	26	0	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:	98	1014	0	0	1625	32	26	0	145	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1182	0	0	1674	34	27	0	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:	103	1244	0	0	1762	36	28	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1244	0	0	1762	36	28	0	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:	103	1244	0	0	1762	36	28	0	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	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3800	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.46	0.02	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.08	0.69	0.00	0.00	0.62	0.62	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.75	0.47	0.00	0.00	0.75	0.03	0.06	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	88.8	3.2	0.0	0.0	11.9	5.3	36.3	0.0	40.1	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:	88.8	3.2	0.0	0.0	11.9	5.3	36.3	0.0	40.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	B	A	D	A	D	A	A	A
HCM2kAvgQ:	6	4	0	0	18	0	1	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	250	1817	0	0	1321	90	63	0	169	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:	250	1817	0	0	1321	90	63	0	169	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1923	0	0	1524	91	65	0	169	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:	263	2024	0	0	1604	96	68	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2024	0	0	1604	96	68	0	178	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:	263	2024	0	0	1604	96	68	0	178	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	3800	0	0	3800	1900	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.53	0.00	0.00	0.42	0.05	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.18	0.69	0.00	0.00	0.51	0.51	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.82	0.77	0.00	0.00	0.82	0.10	0.15	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	72.0	6.0	0.0	0.0	23.8	12.2	37.5	0.0	41.1	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:	72.0	6.0	0.0	0.0	23.8	12.2	37.5	0.0	41.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	B	D	A	D	A	A	A
HCM2kAvgQ:	13	13	0	0	25	1	2	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	114	491	41	62	1035	269	123	48	79	26	227	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:	114	491	41	62	1035	269	123	48	79	26	227	57
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	627	41	62	1073	280	155	48	79	26	227	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	660	43	65	1129	295	163	51	83	27	239	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	660	43	65	1129	295	163	51	83	27	239	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	660	43	65	1129	295	163	51	83	27	239	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	0.95	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3567	233	1800	3800	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.04	0.30	0.16	0.09	0.03	0.04	0.02	0.13	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.38	0.38	0.12	0.41	0.41	0.12	0.32	0.32	0.10	0.30	0.30
Volume/Cap:	0.70	0.49	0.49	0.29	0.73	0.38	0.73	0.08	0.14	0.15	0.43	0.11
Delay/Veh:	67.2	23.7	23.7	45.3	26.1	20.6	62.8	24.7	25.3	44.6	31.9	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	23.7	23.7	45.3	26.1	20.6	62.8	24.7	25.3	44.6	31.9	27.0
LOS by Move:	E	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	8	8	2	15	6	7	1	2	1	6	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 60.2
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	99	1345	0	73	963	87	410	357	87	40	114	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:	99	1345	0	73	963	87	410	357	87	40	114	55
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1423	0	73	1120	132	439	357	87	40	114	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:	104	1498	0	77	1179	139	462	376	92	42	120	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1498	0	77	1179	139	462	376	92	42	120	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:	104	1498	0	77	1179	139	462	376	92	42	120	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	0.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3800	0	1800	3800	1900	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.00	0.04	0.31	0.07	0.26	0.20	0.05	0.02	0.06	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.38	0.00	0.08	0.36	0.36	0.25	0.37	0.37	0.12	0.24	0.24
Volume/Cap:	0.64	1.04	0.00	0.55	0.85	0.20	1.04	0.54	0.13	0.20	0.26	0.13
Delay/Veh:	75.0	73.5	0.0	72.9	42.3	27.1	104.0	33.2	25.9	53.8	41.7	39.5
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:	75.0	73.5	0.0	72.9	42.3	27.1	104.0	33.2	25.9	53.8	41.7	39.5
LOS by Move:	E	E	A	E	D	C	F	C	C	D	D	D
HCM2kAvgQ:	5	39	0	4	23	3	27	11	2	2	4	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	756	87	285	966	18	27	67	55	68	40	357
Growth Adj:	1.00	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	756	87	285	966	18	27	67	55	68	40	357
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	866	87	292	994	18	27	67	55	68	40	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	912	92	307	1046	19	28	71	58	72	42	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	912	92	307	1046	19	28	71	58	72	42	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	912	92	307	1046	19	28	71	58	72	42	402
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:	0.01	0.24	0.05	0.17	0.28	0.01	0.02	0.04	0.03	0.04	0.02	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.30	0.48	0.21	0.36	0.36	0.11	0.18	0.18	0.18	0.26	0.26
Volume/Cap:	0.05	0.81	0.10	0.81	0.75	0.03	0.15	0.20	0.17	0.22	0.08	0.81
Delay/Veh:	24.4	27.2	7.5	41.2	20.7	12.4	27.9	23.7	23.3	24.0	18.5	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	27.2	7.5	41.2	20.7	12.4	27.9	23.7	23.3	24.0	18.5	35.8
LOS by Move:	C	C	A	D	C	B	C	C	C	C	B	D
HCM2kAvgQ:	0	11	1	9	10	0	1	1	1	1	1	10

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	37	1006	102	430	1081	33	58	78	30	178	90	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1006	102	430	1081	33	58	78	30	178	90	526
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1072	102	453	1213	33	58	78	30	178	90	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	1128	107	477	1277	35	61	82	32	187	95	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1128	107	477	1277	35	61	82	32	187	95	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1128	107	477	1277	35	61	82	32	187	95	562
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:	0.02	0.30	0.06	0.26	0.34	0.02	0.03	0.04	0.02	0.10	0.05	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.30	0.52	0.26	0.47	0.47	0.07	0.14	0.14	0.22	0.30	0.30
Volume/Cap:	0.23	1.00	0.11	1.00	0.72	0.04	0.51	0.31	0.12	0.47	0.17	1.00
Delay/Veh:	47.4	63.4	9.8	80.0	20.6	12.3	61.9	43.4	40.2	39.5	27.8	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	63.4	9.8	80.0	20.6	12.3	61.9	43.4	40.2	39.5	27.8	74.7
LOS by Move:	D	E	A	E	C	B	E	D	D	D	C	E
HCM2kAvgQ:	1	25	1	23	15	0	3	2	1	6	2	25

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	495	890	0	0	577	35	0	0	0	343	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	890	0	0	577	35	0	0	0	343	0	100
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	969	0	0	592	48	0	0	0	343	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	521	1020	0	0	623	51	0	0	0	361	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1020	0	0	623	51	0	0	0	361	0	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	1020	0	0	623	51	0	0	0	361	0	138
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	1.85	0.15	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3515	285	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.20	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.63	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.74	0.43	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.74	0.00	0.27
Delay/Veh:	21.1	3.4	0.0	0.0	26.5	26.5	0.0	0.0	0.0	29.8	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	3.4	0.0	0.0	26.5	26.5	0.0	0.0	0.0	29.8	0.0	18.5
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	10	3	0	0	7	7	0	0	0	8	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	111	949	0	0	1259	408	0	0	0	21	31	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	949	0	0	1259	408	0	0	0	21	31	531
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	988	0	0	1326	474	0	0	0	21	31	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1040	0	0	1396	499	0	0	0	22	33	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1040	0	0	1396	499	0	0	0	22	33	587
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1040	0	0	1396	499	0	0	0	22	33	587
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	1.47	0.53	0.00	0.00	0.00	0.42	0.58	1.00
Final Sat.:	1800	3800	0	0	2799	1001	0	0	0	750	1108	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.03	0.03	0.31
Crit Moves:	****				****							****
Green/Cycle:	0.08	0.61	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.83	0.45	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.09	0.09	0.94
Delay/Veh:	82.5	6.0	0.0	0.0	25.1	25.1	0.0	0.0	0.0	20.5	20.5	53.1
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:	82.5	6.0	0.0	0.0	25.1	25.1	0.0	0.0	0.0	20.5	20.5	53.1
LOS by Move:	F	A	A	A	C	C	A	A	A	C	C	D
HCM2kAvgQ:	6	5	0	0	29	29	0	0	0	1	1	21

****

Note: Queue reported is the number of cars per lane.

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****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 90 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 68.3
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	361	320	1080	295	0	319	0	205	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	361	320	1080	295	0	319	0	205	0	0	0
Added Vol:	0	24	0	9	5	0	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	320	1089	300	0	374	0	205	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	405	337	1146	316	0	394	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	337	1146	316	0	394	0	216	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	405	337	1146	316	0	394	0	216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.18	0.64	0.08	0.00	0.22	0.00	0.11	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.16	0.16	0.58	0.74	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.67	1.11	1.11	0.11	0.00	1.11	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	41.2	121.1	74.0	0.4	0.0	107.0	0.0	34.9	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	41.2	121.1	74.0	0.4	0.0	107.0	0.0	34.9	0.0	0.0	0.0
LOS by Move:	A	D	F	E	A	A	F	A	C	A	A	A
HCM2kAvgQ:	0	6	17	52	0	0	21	0	6	0	0	0

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec):	105	Critical Vol./Cap.(X):	1.301
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	140.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		1 0 2	0 0		0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	801	433	1238	362	0	239	19	428	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	801	433	1238	362	0	239	19	428	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	808	433	1282	384	0	271	19	428	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	851	456	1349	404	0	285	20	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	851	456	1349	404	0	285	20	451	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	851	456	1349	404	0	285	20	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	1800	3800	0	1688	118	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.75	0.11	0.00	0.17	0.17	0.24	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.18	0.18	0.58	0.76	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Volume/Cap:	0.00	1.21	1.30	1.30	0.14	0.00	0.93	0.93	1.30	0.00	0.00	0.00
Delay/Veh:	0.0	152	197.7	156.6	0.1	0.0	60.4	60.4	190.7	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	152	197.7	156.6	0.1	0.0	60.4	60.4	190.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	A	A	E	E	F	A	A	A
HCM2kAvgQ:	0	26	30	87	0	0	14	14	30	0	0	0

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	1!	0 0	1 1	0 1	0	2 0	1 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	0	0	0	87	0	162	38	213	0	0	308	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	0	162	38	213	0	0	308	42
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	197	13	237	256	591	93	146	451	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	2	27	207	14	249	269	622	98	154	475	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2	27	207	14	249	269	622	98	154	475	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	2	27	207	14	249	269	622	98	154	475	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.38	0.04	0.58	1.88	0.12	1.00	2.00	1.73	0.27	0.51	1.49	1.00
Final Sat.:	677	85	1100	3388	224	1900	3400	3283	517	917	2832	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.13	0.08	0.19	0.19	0.17	0.17	0.17
Crit Moves:						****	****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.06	0.06	0.06	0.15	0.15	0.33	0.62	0.36	0.36	0.42	0.42	0.42
Delay/Veh:	13.2	13.2	13.2	13.6	13.6	15.2	38.6	8.4	8.4	16.1	16.1	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	13.6	13.6	15.2	38.6	8.4	8.4	16.1	16.1	17.0
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
HCM2kAvgQ:	1	1	1	1	1	4	4	4	4	5	5	5

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	31	31	10	31	31	31	31	31
Lanes:	0 0	1! 0	0	1	1 0	1 0	2 0	1	1 0	0	1 1	0 1
Volume Module:												
Base Vol:	0	0	0	83	0	68	161	467	0	0	382	179
Growth Adj:	1.00	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	68	161	467	0	0	382	179
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	395	3	310	290	837	20	31	943	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	12	128	416	3	326	305	881	21	33	993	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	12	128	416	3	326	305	881	21	33	993	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	12	128	416	3	326	305	881	21	33	993	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.38	0.05	0.57	1.99	0.01	1.00	2.00	1.95	0.05	0.07	1.93	1.00
Final Sat.:	688	97	1076	3574	27	1900	3400	3711	89	121	3673	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.17	0.09	0.24	0.24	0.27	0.27	0.21
Crit Moves:						****	****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.30	0.30	0.30	0.29	0.29	0.43	0.70	0.45	0.45	0.68	0.68	0.52
Delay/Veh:	15.5	15.5	15.5	14.7	14.7	16.1	41.6	9.1	9.1	19.9	19.9	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	15.5	15.5	14.7	14.7	16.1	41.6	9.1	9.1	19.9	19.9	18.6
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
HCM2kAvgQ:	3	3	3	3	3	5	5	5	5	10	10	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	1	1	8	16	3	31	7	197	11	36	198	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	8	16	3	31	7	197	11	36	198	2
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	23	16	3	31	7	259	74	41	230	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	1	24	17	3	33	7	273	78	43	242	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	24	17	3	33	7	273	78	43	242	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1	24	17	3	33	7	273	78	43	242	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.32	0.06	0.62	1.00	1.56	0.44	0.15	0.85	1.00
Final Sat.:	498	10	610	181	34	351	579	1004	297	100	559	762
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.04	0.09	0.09	0.09	0.01	0.27	0.26	0.43	0.43	0.00
Crit Moves:	****					****		****		****		
Delay/Veh:	10.0	10.0	8.3	9.4	9.4	9.4	8.8	10.1	9.7	11.9	11.9	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	8.3	9.4	9.4	9.4	8.8	10.1	9.7	11.9	11.9	7.3
LOS by Move:	B	B	A	A	A	A	A	B	A	B	B	A
ApproachDel:	9.5			9.4			10.0			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.4			10.0			11.8		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.3	0.7	0.7	0.0

****

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1 0	1	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	3	10	27	10	3	17	28	273	2	4	300	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:	3	10	27	10	3	17	28	273	2	4	300	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	10	37	10	3	17	28	368	74	21	420	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:	94	11	39	11	3	18	29	387	78	22	442	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	11	39	11	3	18	29	387	78	22	442	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:	94	11	39	11	3	18	29	387	78	22	442	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:	0.90	0.10	1.00	0.33	0.10	0.57	1.00	1.67	0.33	0.05	0.95	1.00
Final Sat.:	415	47	538	157	47	267	516	950	195	29	589	694
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.07	0.07	0.07	0.07	0.06	0.41	0.40	0.75	0.75	0.02
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	12.0	9.3	10.3	10.3	10.3	9.8	12.9	12.5	22.9	22.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	9.3	10.3	10.3	10.3	9.8	12.9	12.5	22.9	22.9	7.8
LOS by Move:	B	B	A	B	B	B	A	B	B	C	C	A
ApproachDel:		11.2			10.3			12.6			22.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			10.3			12.6			22.5	
LOS by Appr:		B			B			B			C	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.7	0.6	2.5	2.5	0.0

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 9.0 Worst Case Level Of Service: D[31.9]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	73	0	64	29	197	0	0	166	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	64	29	197	0	0	166	11
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	8	45	90	21	65	31	263	10	176	188	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:	16	8	47	95	22	68	33	277	11	185	198	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	8	47	95	22	68	33	277	11	185	198	17
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	828	933	144	785	929	107	215	xxxx	xxxxx	287	xxxx	xxxxx
Potent Cap.:	267	268	884	287	269	932	1367	xxxx	xxxxx	1286	xxxx	xxxxx
Move Cap.:	197	219	884	227	220	932	1367	xxxx	xxxxx	1286	xxxx	xxxxx
Volume/Cap:	0.08	0.04	0.05	0.42	0.10	0.07	0.02	xxxx	xxxx	0.14	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	416	xxxxx	xxxx	313	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.5	xxxxx	xxxxx	31.9	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	A	*	*
ApproachDel:		15.5			31.9			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Average Delay (sec/veh): 17.2 Worst Case Level Of Service: F[88.5]

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	0	0	0	42	0	50	97	228	0	0	200	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	50	97	228	0	0	200	73
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	59	30	52	98	302	30	104	309	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	42	217	62	32	55	103	318	32	109	325	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	42	217	62	32	55	103	318	32	109	325	105
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	937	1189	175	983	1153	215	431	xxxx	xxxxx	349	xxxx	xxxxx
Potent Cap.:	222	189	845	206	199	796	1140	xxxx	xxxxx	1221	xxxx	xxxxx
Move Cap.:	152	155	845	105	163	796	1140	xxxx	xxxxx	1221	xxxx	xxxxx
Volume/Cap:	0.19	0.27	0.26	0.59	0.19	0.07	0.09	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	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	402	xxxxx	xxxx	173	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	5.5	xxxxx	xxxxx	6.1	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	33.5	xxxxx	xxxxx	88.5	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	A	*	*
ApproachDel:		33.5			88.5		xxxxxx			xxxxxx		
ApproachLOS:		D			F		*			*		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	81	0	599	0	0	0	0	381	39	331	539	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:	81	0	599	0	0	0	0	381	39	331	539	0
Added Vol:	16	0	0	0	0	0	0	0	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	599	0	0	0	0	381	100	331	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	0	631	0	0	0	0	401	105	348	567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	631	0	0	0	0	401	105	348	567	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:	102	0	631	0	0	0	0	401	105	348	567	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	1.00	1.00	0.00	1.00	0.00	1.00	1.58	0.42	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	1900	0	1800	3010	790	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.33	0.00	0.00	0.00	0.00	0.13	0.13	0.19	0.15	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.54	0.00
Volume/Cap:	0.14	0.00	0.83	0.00	0.00	0.00	0.00	0.43	0.43	0.83	0.28	0.00
Delay/Veh:	17.6	0.0	34.8	0.0	0.0	0.0	0.0	28.0	28.0	54.1	8.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	34.8	0.0	0.0	0.0	0.0	28.0	28.0	54.1	8.9	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	2	0	19	0	0	0	0	6	6	13	3	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	93	0	752	0	0	0	0	548	61	449	497	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:	93	0	752	0	0	0	0	548	61	449	497	0
Added Vol:	87	0	0	0	0	0	0	0	51	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	752	0	0	0	0	548	112	449	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	189	0	792	0	0	0	0	577	118	473	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	792	0	0	0	0	577	118	473	523	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:	189	0	792	0	0	0	0	577	118	473	523	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	1.00	1.00	0.00	1.00	0.00	1.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	1900	0	1800	3155	645	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.42	0.00	0.00	0.00	0.00	0.18	0.18	0.26	0.14	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.25	0.25	0.27	0.52	0.00
Volume/Cap:	0.24	0.00	0.96	0.00	0.00	0.00	0.00	0.74	0.74	0.96	0.26	0.00
Delay/Veh:	20.1	0.0	53.6	0.0	0.0	0.0	0.0	48.4	48.4	77.7	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	0.0	53.6	0.0	0.0	0.0	0.0	48.4	48.4	77.7	12.6	0.0
LOS by Move:	C	A	D	A	A	A	A	D	D	E	B	A
HCM2kAvgQ:	4	0	35	0	0	0	0	13	13	24	4	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	296	648	0	0	343	35	0	0	0	367	0	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:	296	648	0	0	343	35	0	0	0	367	0	231
Added Vol:	0	16	0	0	61	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	664	0	0	404	35	0	0	0	404	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	699	0	0	425	37	0	0	0	425	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	699	0	0	425	37	0	0	0	425	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	699	0	0	425	37	0	0	0	425	0	243
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	1.84	0.16	0.00	0.00	0.00	1.65	0.00	1.35
Final Sat.:	1800	3800	0	0	3497	303	0	0	0	2968	0	2568
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.14	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.32	0.64	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.54	0.29	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.54	0.00	0.36
Delay/Veh:	20.0	2.6	0.0	0.0	16.4	16.4	0.0	0.0	0.0	20.7	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	2.6	0.0	0.0	16.4	16.4	0.0	0.0	0.0	20.7	0.0	18.5
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	B
HCM2kAvgQ:	5	2	0	0	3	3	0	0	0	5	0	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	238	712	0	0	437	74	0	0	0	293	0	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	712	0	0	437	74	0	0	0	293	0	346
Added Vol:	0	87	0	0	51	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	799	0	0	488	74	0	0	0	339	0	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	841	0	0	514	78	0	0	0	357	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	841	0	0	514	78	0	0	0	357	0	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	841	0	0	514	78	0	0	0	357	0	364
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	1.74	0.26	0.00	0.00	0.00	1.51	0.00	1.49
Final Sat.:	1800	3800	0	0	3300	500	0	0	0	2715	0	2834
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.29	0.62	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.47	0.36	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.00	0.46
Delay/Veh:	20.2	3.3	0.0	0.0	16.7	16.7	0.0	0.0	0.0	19.1	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	3.3	0.0	0.0	16.7	16.7	0.0	0.0	0.0	19.1	0.0	19.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	4	2	0	0	4	4	0	0	0	4	0	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	662	99	109	601	0	288	0	412	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	662	99	109	601	0	288	0	412	0	0	0
Added Vol:	0	16	12	0	98	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	678	111	109	699	0	288	0	412	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	714	117	115	736	0	303	0	434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	714	117	115	736	0	303	0	434	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	714	117	115	736	0	303	0	434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	3265	535	1800	3800	0	2564	0	2993	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.06	0.19	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.42	0.38	0.28	0.00	0.55	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	7.3	7.3	25.9	1.5	0.0	22.5	0.0	24.8	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	7.3	7.3	25.9	1.5	0.0	22.5	0.0	24.8	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	4	2	1	0	4	0	6	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	748	213	126	609	0	453	0	291	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	748	213	126	609	0	453	0	291	0	0	0
Added Vol:	0	87	66	0	97	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	835	279	126	706	0	453	0	291	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	879	294	133	743	0	477	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	879	294	133	743	0	477	0	306	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	879	294	133	743	0	477	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.50	0.50	1.00	2.00	0.00	1.62	0.00	1.38	0.00	0.00	0.00
Final Sat.:	0	2848	952	1800	3800	0	2919	0	2619	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.07	0.20	0.00	0.16	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	0.44	0.29	0.00	0.75	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	8.9	27.2	1.5	0.0	27.1	0.0	22.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	27.2	1.5	0.0	27.1	0.0	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	7	3	1	0	7	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	73	555	16	352	459	242	241	213	79	12	315	405
Growth Adj:	1.00	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	555	16	352	459	242	241	213	79	12	315	405
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	599	20	352	583	242	241	213	109	19	315	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	631	21	371	614	255	254	224	115	20	332	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	631	21	371	614	255	254	224	115	20	332	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	631	21	371	614	255	254	224	115	20	332	426
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	1.94	0.06	1.00	1.41	0.59	1.00	1.32	0.68	1.00	1.00	1.00
Final Sat.:	1800	3677	123	1800	2685	1115	1800	2514	1286	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.21	0.23	0.23	0.14	0.09	0.09	0.01	0.17	0.22
Crit Moves:					****							****
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.09	0.34	0.34	0.41	0.45	0.45	0.33	0.21	0.21	0.03	0.41	0.53
Delay/Veh:	6.0	7.2	7.2	8.3	8.0	8.0	11.3	9.8	9.8	8.8	11.2	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	7.2	7.2	8.3	8.0	8.0	11.3	9.8	9.8	8.8	11.2	12.6
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	1	3	3	4	4	4	3	2	2	0	4	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
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:	254	612	87	228	472	166	165	345	128	60	499	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	87	228	472	166	165	345	128	60	499	163
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	854	109	228	651	166	165	345	153	80	499	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	313	899	115	240	685	175	174	363	161	84	525	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	899	115	240	685	175	174	363	161	84	525	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	899	115	240	685	175	174	363	161	84	525	172
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	1.77	0.23	1.00	1.59	0.41	1.00	1.39	0.61	1.00	1.51	0.49
Final Sat.:	1800	3370	430	1800	3028	772	1800	2633	1167	1800	2864	936
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.13	0.23	0.23	0.10	0.14	0.14	0.05	0.18	0.18
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.34	0.52	0.52	0.26	0.45	0.45	0.23	0.32	0.32	0.11	0.43	0.43
Delay/Veh:	7.7	8.6	8.6	7.1	7.9	7.9	10.3	10.6	10.6	9.4	11.5	11.5
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:	7.7	8.6	8.6	7.1	7.9	7.9	10.3	10.6	10.6	9.4	11.5	11.5
LOS by Move:	A	A	A	A	A	A	B	B	B	A	B	B
HCM2kAvgQ:	3	5	5	2	4	4	2	3	3	1	4	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	144	341	53	57	464	156	182	570	260	75	459	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:	144	341	53	57	464	156	182	570	260	75	459	27
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	402	62	57	632	156	182	570	304	106	459	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	423	65	60	665	164	192	600	320	112	483	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	423	65	60	665	164	192	600	320	112	483	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	423	65	60	665	164	192	600	320	112	483	28
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	1.73	0.27	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3292	508	1800	3048	752	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.03	0.22	0.22	0.11	0.16	0.17	0.06	0.13	0.01
Crit Moves:					****		****				****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.13	0.39	0.39	0.12	0.38	0.38
Volume/Cap:	0.22	0.30	0.30	0.08	0.52	0.52	0.80	0.40	0.43	0.53	0.34	0.04
Delay/Veh:	15.1	15.5	15.5	13.7	17.9	17.9	61.4	18.4	19.6	46.9	18.9	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.5	15.5	13.7	17.9	17.9	61.4	18.4	19.6	46.9	18.9	16.3
LOS by Move:	B	B	B	B	B	B	E	B	B	D	B	B
HCM2kAvgQ:	3	4	4	1	7	7	8	5	6	4	4	0

****

Note: Queue reported is the number of cars per lane.

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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
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:	239	679	97	45	389	199	290	728	285	116	882	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:	239	679	97	45	389	199	290	728	285	116	882	111
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1009	141	45	636	199	290	728	351	143	882	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:	344	1062	148	47	669	209	305	766	369	151	928	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1062	148	47	669	209	305	766	369	151	928	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:	344	1062	148	47	669	209	305	766	369	151	928	117
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	1.75	0.25	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3334	466	1800	2894	906	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.03	0.23	0.23	0.17	0.20	0.19	0.08	0.24	0.06
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.18	0.41	0.41	0.12	0.36	0.36
Volume/Cap:	0.48	0.80	0.80	0.07	0.58	0.58	0.95	0.49	0.47	0.69	0.68	0.17
Delay/Veh:	21.2	26.9	26.9	15.9	21.5	21.5	77.0	19.0	19.7	56.0	27.1	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:	21.2	26.9	26.9	15.9	21.5	21.5	77.0	19.0	19.7	56.0	27.1	20.1
LOS by Move:	C	C	C	B	C	C	E	B	B	E	C	C
HCM2kAvgQ:	7	16	16	1	9	9	14	7	7	6	12	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.309
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	109	612	101	142	818	109	141	287	128	155	382	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	612	101	142	818	109	141	287	128	155	382	67
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	698	110	142	1060	109	141	287	165	186	382	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	127	735	116	149	1116	115	148	302	174	196	402	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	735	116	149	1116	115	148	302	174	196	402	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	735	116	149	1116	115	148	302	174	196	402	71
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	1.73	0.27	1.00	1.81	0.19	1.00	1.27	0.73	1.00	1.70	0.30
Final Sat.:	1800	3283	517	1800	3446	354	1800	2413	1387	1800	3233	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.00	0.32	0.32	0.00	0.13	0.13	0.00	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.35	0.35	0.13	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.71	0.64	0.64	0.62	0.85	0.85	0.77	0.40	0.40	0.85	0.38	0.38
Delay/Veh:	64.5	28.3	28.3	52.4	32.2	32.2	68.8	27.6	27.6	72.9	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	28.3	28.3	52.4	32.2	32.2	68.8	27.6	27.6	72.9	25.4	25.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	6	19	19	7	5	5	9	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 115 Critical Vol./Cap.(X): 1.238
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	10	26	26	10	31	31	10	31	31
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:	117	813	77	127	677	90	186	346	71	71	373	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	813	77	127	677	90	186	346	71	71	373	141
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1276	121	127	1017	90	186	346	117	98	373	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	1343	127	134	1071	95	196	364	123	103	393	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1343	127	134	1071	95	196	364	123	103	393	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1343	127	134	1071	95	196	364	123	103	393	148
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	1.84	0.16	1.00	1.49	0.51	1.00	1.45	0.55
Final Sat.:	1800	3471	329	1800	3491	309	1800	2840	960	1800	2758	1042
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.31	0.31	0.00	0.13	0.13	0.00	0.14	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.14	0.45	0.45	0.09	0.40	0.40	0.13	0.30	0.30	0.10	0.27	0.27
Volume/Cap:	0.77	0.86	0.86	0.85	0.77	0.77	0.86	0.43	0.43	0.59	0.53	0.53
Delay/Veh:	68.3	30.1	30.1	93.1	31.0	31.0	82.1	33.2	33.2	63.9	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	30.1	30.1	93.1	31.0	31.0	82.1	33.2	33.2	63.9	37.7	37.7
LOS by Move:	E	C	C	F	C	C	F	C	C	E	D	D
HCM2kAvgQ:	9	24	24	7	18	18	10	6	6	5	8	8

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec): 120 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	25	407	18	70	633	20	25	132	36	60	106	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:	25	407	18	70	633	20	25	132	36	60	106	57
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	514	29	70	943	20	25	132	86	74	106	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	541	31	74	993	21	26	139	91	78	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	541	31	74	993	21	26	139	91	78	112	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	541	31	74	993	21	26	139	91	78	112	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	0.95	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3597	203	1800	3721	79	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.04	0.27	0.27	0.01	0.04	0.05	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.45	0.45	0.14	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.32	0.34	0.34	0.28	0.52	0.52	0.18	0.14	0.18	0.52	0.11	0.12
Delay/Veh:	57.2	18.6	18.6	48.5	15.9	15.9	53.7	34.6	35.5	65.0	34.2	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	18.6	18.6	48.5	15.9	15.9	53.7	34.6	35.5	65.0	34.2	34.6
LOS by Move:	E	B	B	D	B	B	D	C	D	E	C	C
HCM2kAvgQ:	2	5	5	3	10	10	1	2	2	4	1	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	661	66	101	505	33	51	253	37	38	227	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:	40	661	66	101	505	33	51	253	37	38	227	98
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1234	113	101	918	33	51	253	124	82	227	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	1299	119	106	966	35	54	266	131	86	239	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1299	119	106	966	35	54	266	131	86	239	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:	158	1299	119	106	966	35	54	266	131	86	239	103
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	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3481	319	1800	3668	132	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.06	0.26	0.26	0.03	0.07	0.07	0.05	0.06	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.59	0.73	0.73	0.71	0.59	0.59	0.36	0.27	0.27	0.58	0.24	0.21
Delay/Veh:	57.2	20.0	20.0	78.2	22.8	22.8	58.5	36.2	36.8	68.0	35.8	35.9
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:	57.2	20.0	20.0	78.2	22.8	22.8	58.5	36.2	36.8	68.0	35.8	35.9
LOS by Move:	E	B	B	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	18	18	5	12	12	2	4	3	4	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	55	478	26	25	869	47	45	109	146	44	89	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:	55	478	26	25	869	47	45	109	146	44	89	27
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	595	190	47	1173	132	75	166	186	198	193	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:	72	626	200	49	1235	139	79	175	196	208	203	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	626	200	49	1235	139	79	175	196	208	203	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:	72	626	200	49	1235	139	79	175	196	208	203	32
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.80	0.20	1.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	3400	3800	1900	1800	3416	384	1800	1900	1900	1800	1644	256
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.11	0.03	0.36	0.36	0.04	0.09	0.10	0.12	0.12	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.11	0.46	0.46	0.15	0.51	0.51	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.20	0.36	0.23	0.18	0.72	0.72	0.13	0.28	0.32	0.35	0.38	0.38
Delay/Veh:	40.1	14.1	13.2	36.9	16.1	16.1	22.2	24.0	24.5	25.2	25.5	25.5
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:	40.1	14.1	13.2	36.9	16.1	16.1	22.2	24.0	24.5	25.2	25.5	25.5
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	3	1	14	14	1	3	4	4	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	160	872	102	69	538	70	95	189	91	41	179	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:	160	872	102	69	538	70	95	189	91	41	179	13
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1524	296	74	1045	149	217	319	137	252	271	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	240	1604	312	78	1100	157	228	336	144	265	285	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1604	312	78	1100	157	228	336	144	265	285	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1604	312	78	1100	157	228	336	144	265	285	36
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.00	1.00	1.00	0.89	0.11
Final Sat.:	3400	3800	1900	1800	3326	474	1800	1900	1900	1800	1688	212
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.16	0.04	0.33	0.33	0.13	0.18	0.08	0.15	0.17	0.17
Crit Moves:		****		****				****				
Green/Cycle:	0.15	0.53	0.53	0.10	0.48	0.48	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.48	0.80	0.31	0.43	0.68	0.68	0.41	0.57	0.24	0.48	0.55	0.55
Delay/Veh:	42.5	17.1	10.3	49.7	17.8	17.8	28.9	32.2	26.2	30.2	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	17.1	10.3	49.7	17.8	17.8	28.9	32.2	26.2	30.2	31.6	31.6
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	18	4	3	13	13	5	8	3	7	8	8

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	461	121	89	969	0	0	0	0	51	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	461	121	89	969	0	0	0	0	51	0	59
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	743	121	89	1393	75	12	0	24	51	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	167	782	127	94	1466	79	13	0	25	54	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	782	127	94	1466	79	13	0	25	54	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	782	127	94	1466	79	13	0	25	54	0	62
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:	0.49	2.16	0.35	1.00	2.85	0.15	0.35	0.00	0.65	1.00	0.00	1.00
Final Sat.:	878	4104	668	1800	5409	291	622	0	1244	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.05	0.27	0.27	0.02	0.00	0.02	0.03	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.52	0.52	0.52	0.14	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.37	0.37	0.37	0.37	0.41	0.41	0.07	0.00	0.07	0.10	0.00	0.11
Delay/Veh:	14.0	14.0	14.0	54.5	4.4	4.4	33.2	0.0	33.2	33.7	0.0	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	14.0	54.5	4.4	4.4	33.2	0.0	33.2	33.7	0.0	33.8
LOS by Move:	B	B	B	D	A	A	C	A	C	C	A	C
HCM2kAvgQ:	6	6	6	4	4	4	1	0	1	1	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	0 1	1 1	0	1 0	2 1	0	0 0	1! 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	1046	26	44	619	0	0	0	0	71	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	26	44	619	0	0	0	0	71	0	94
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1890	26	44	1367	15	70	0	150	71	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	1989	27	46	1439	16	74	0	158	75	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1989	27	46	1439	16	74	0	158	75	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1989	27	46	1439	16	74	0	158	75	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.05	2.91	0.04	1.00	2.97	0.03	0.33	0.00	0.67	1.00	0.00	1.00
Final Sat.:	96	5522	76	1800	5638	62	594	0	1273	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.03	0.26	0.26	0.12	0.00	0.12	0.04	0.00	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.62	0.62	0.62	0.33	0.39	0.39	0.42	0.00	0.42	0.14	0.00	0.18
Delay/Veh:	11.6	11.6	11.6	63.2	4.3	4.3	39.3	0.0	39.3	34.2	0.0	34.8
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:	11.6	11.6	11.6	63.2	4.3	4.3	39.3	0.0	39.3	34.2	0.0	34.8
LOS by Move:	B	B	B	E	A	A	D	A	D	C	A	C
HCM2kAvgQ:	12	12	12	2	4	4	7	0	7	2	0	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1	0 1	1	0 1	1 0	0 0	1!	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	583	161	69	985	0	0	0	0	85	0	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	583	161	69	985	0	0	0	0	85	0	37
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	946	161	69	1333	101	78	0	75	85	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
PHF Volume:	78	946	161	73	1333	101	82	0	75	89	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	946	161	73	1333	101	82	0	75	89	0	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:	78	946	161	73	1333	101	82	0	75	89	0	37
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:	0.16	1.84	1.00	1.00	1.86	0.14	0.54	0.00	0.46	1.00	0.00	1.00
Final Sat.:	288	3496	1900	1800	3532	268	965	0	881	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.08	0.04	0.38	0.38	0.09	0.00	0.09	0.05	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.52	0.52	0.52	0.10	0.62	0.62	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.52	0.52	0.16	0.42	0.61	0.61	0.26	0.00	0.26	0.15	0.00	0.06
Delay/Veh:	12.9	12.9	9.8	52.3	7.6	7.6	26.4	0.0	26.4	25.0	0.0	23.8
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:	12.9	12.9	9.8	52.3	7.6	7.6	26.4	0.0	26.4	25.0	0.0	23.8
LOS by Move:	B	B	A	D	A	A	C	A	C	C	A	C
HCM2kAvgQ:	8	8	2	3	9	9	3	0	3	2	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	0 1	1 0	1	1 0	1	1 0	0 0	1! 0	0	1 0	0	0 1
Volume Module:												
Base Vol:	0	970	90	70	660	0	0	0	0	210	0	70
Growth Adj:	1.00	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	970	90	70	660	0	0	0	0	210	0	70
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1484	90	70	1211	347	362	0	264	210	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	280	1562	95	74	1275	365	381	0	278	221	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1562	95	74	1275	365	381	0	278	221	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1562	95	74	1275	365	381	0	278	221	0	74
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:	0.32	1.68	1.00	1.00	1.55	0.45	0.59	0.00	0.41	1.00	0.00	1.00
Final Sat.:	573	3195	1900	1800	2954	846	1065	0	776	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.05	0.04	0.43	0.43	0.36	0.00	0.36	0.12	0.00	0.04
Crit Moves:		****		****			****					
Green/Cycle:	0.50	0.50	0.50	0.08	0.58	0.58	0.37	0.00	0.37	0.37	0.00	0.37
Volume/Cap:	0.98	0.98	0.10	0.49	0.74	0.74	0.98	0.00	0.98	0.34	0.00	0.11
Delay/Veh:	38.4	38.4	12.3	63.6	13.5	13.5	64.3	0.0	64.3	26.9	0.0	23.6
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:	38.4	38.4	12.3	63.6	13.5	13.5	64.3	0.0	64.3	26.9	0.0	23.6
LOS by Move:	D	D	B	E	B	B	E	A	E	C	A	C
HCM2kAvgQ:	39	39	1	3	17	17	30	0	30	5	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec): 110 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 61.9
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	103	143	231	148	955	54	334	131	39	26	993	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	143	231	148	955	54	334	131	39	26	993	53
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	400	601	316	1024	239	443	354	171	115	1214	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	421	633	333	1078	252	466	373	180	121	1278	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	421	633	333	1078	252	466	373	180	121	1278	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:	465	421	633	333	1078	252	466	373	180	121	1278	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	3400	3448	352
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.33	0.10	0.28	0.13	0.14	0.10	0.09	0.04	0.37	0.37
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.31	0.31	0.13	0.38	0.38	0.11	0.36	0.36
Volume/Cap:	1.04	0.33	0.98	0.98	0.92	0.43	1.04	0.26	0.25	0.32	1.04	1.04
Delay/Veh:	102.0	26.3	64.6	93.0	48.6	31.9	101.9	22.2	22.6	47.4	69.7	69.7
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:	102.0	26.3	64.6	93.0	48.6	31.9	101.9	22.2	22.6	47.4	69.7	69.7
LOS by Move:	F	C	E	F	D	C	F	C	C	D	E	E
HCM2kAvgQ:	14	5	27	10	21	6	14	4	3	2	33	33

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec):	115	Critical Vol./Cap.(X):	1.274
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	123.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	F

****

Street Name:	Pepper Avenue						Valley Boulevard					
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	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	211	289	220	180	945	77	160	190	65	29	1102	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:	211	289	220	180	945	77	160	190	65	29	1102	71
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	595	550	478	385	1365	267	398	487	655	516	1453	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	626	579	503	405	1437	281	419	513	689	543	1529	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	579	503	405	1437	281	419	513	689	543	1529	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	579	503	405	1437	281	419	513	689	543	1529	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.61	0.39
Final Sat.:	3400	3800	1900	3400	3800	1900	3400	3800	1900	3400	3059	741
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.26	0.12	0.38	0.15	0.12	0.13	0.36	0.16	0.50	0.50
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.31	0.31	0.13	0.30	0.30	0.10	0.34	0.34	0.15	0.39	0.39
Volume/Cap:	1.27	0.48	0.84	0.94	1.27	0.50	1.27	0.40	1.07	1.07	1.27	1.27
Delay/Veh:	187.7	32.5	49.3	80.4	170	36.1	197.0	28.5	91.3	108.4	160	160.3
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:	187.7	32.5	49.3	80.4	170	36.1	197.0	28.5	91.3	108.4	160	160.3
LOS by Move:	F	C	D	F	F	D	F	C	F	F	F	F
HCM2kAvgQ:	24	8	18	12	46	8	17	6	34	17	60	60

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 56.9
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	482	0	0	760	846	0	0	0	14	0	658
Growth Adj:	1.00	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	482	0	0	760	846	0	0	0	14	0	658
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	745	0	0	975	921	0	0	0	14	0	1361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	784	0	0	1026	969	0	0	0	15	0	1433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	784	0	0	1026	969	0	0	0	15	0	1433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	784	0	0	1026	969	0	0	0	15	0	1433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	1800	1900	0	0	1900	1900	0	0	0	38	0	3760
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.54	0.51	0.00	0.00	0.00	0.39	0.00	0.38
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.59	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.05	0.70	0.00	0.00	1.06	1.00	0.00	0.00	0.00	1.06	0.00	1.04
Delay/Veh:	56.3	14.9	0.0	0.0	68.3	51.8	0.0	0.0	0.0	78.7	0.0	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	14.9	0.0	0.0	68.3	51.8	0.0	0.0	0.0	78.7	0.0	74.8
LOS by Move:	E	B	A	A	E	D	A	A	A	E	A	E
HCM2kAvgQ:	0	16	0	0	52	46	0	0	0	39	0	38

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.393
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 163.9
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	615	0	0	690	801	0	0	0	29	0	585
Growth Adj:	1.00	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	615	0	0	690	801	0	0	0	29	0	585
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	887	0	0	1759	1228	0	0	0	29	0	1214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	934	0	0	1852	1293	0	0	0	31	0	1278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	934	0	0	1852	1293	0	0	0	31	0	1278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	934	0	0	1852	1293	0	0	0	31	0	1278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.05	0.00	1.95
Final Sat.:	1800	1900	0	0	1900	1900	0	0	0	86	0	3709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.97	0.68	0.00	0.00	0.00	0.35	0.00	0.34
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.72	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.01	0.68	0.00	0.00	1.51	1.06	0.00	0.00	0.00	1.51	0.00	1.48
Delay/Veh:	55.5	4.4	0.0	0.0	246	52.8	0.0	0.0	0.0	287.2	0.0	270.5
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:	55.5	4.4	0.0	0.0	246	52.8	0.0	0.0	0.0	287.2	0.0	270.5
LOS by Move:	E	A	A	A	F	D	A	A	A	F	A	F
HCM2kAvgQ:	0	6	0	0	148	64	0	0	0	55	0	53

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 118.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	92	730	33	0	417	0	70	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	60	92	730	33	0	417	0	70	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	92	945	33	0	680	0	70	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	63	0	995	35	0	716	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	63	0	995	35	0	716	0	74	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	63	0	995	35	0	716	0	74	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	1800	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.55	0.02	0.00	0.40	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.47	0.62	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.00	1.18	0.03	0.00	1.18	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	50.9	0.0	119.7	5.3	0.0	136.9	0.0	28.6	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	50.9	0.0	119.7	5.3	0.0	136.9	0.0	28.6	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	F	A	C	A	A	A
HCM2kAvgQ:	0	2	0	63	0	0	46	0	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.562
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 381.2
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 0	1	1 0	1 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	159	663	53	0	508	0	60	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	37	159	663	53	0	508	0	60	0	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	159	1732	53	0	780	0	60	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	39	0	1823	56	0	821	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	0	1823	56	0	821	0	63	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	39	0	1823	56	0	821	0	63	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	1900	1800	1900	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	1.01	0.03	0.00	0.46	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.00	0.56	0.70	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	0.00	0.14	0.00	1.82	0.04	0.00	1.82	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	49.4	0.0	391.6	1.5	0.0	425.8	0.0	38.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.4	0.0	391.6	1.5	0.0	425.8	0.0	38.3	0.0	0.0	0.0
LOS by Move:	A	D	A	F	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	1	0	180	0	0	82	0	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	54	69	9	9	265	51	29	73	81	25	75	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:	54	69	9	9	265	51	29	73	81	25	75	11
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	76	21	9	308	151	45	121	95	87	235	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	80	22	9	324	159	47	127	100	92	247	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	80	22	9	324	159	47	127	100	92	247	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	80	22	9	324	159	47	127	100	92	247	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.67	0.33	1.00	0.56	0.44	0.26	0.71	0.03
Final Sat.:	410	347	96	474	354	174	426	264	208	123	333	16
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.02	0.92	0.92	0.11	0.48	0.48	0.74	0.74	0.74
Crit Moves:		****				****		****			****	
Delay/Veh:	12.7	12.3	12.3	10.3	45.0	45.0	11.7	15.8	15.8	27.1	27.1	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.3	12.3	10.3	45.0	45.0	11.7	15.8	15.8	27.1	27.1	27.1
LOS by Move:	B	B	B	B	E	E	B	C	C	D	D	D
ApproachDel:		12.5			44.3			15.1			27.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.5			44.3			15.1			27.1	
LOS by Appr:		B			E			C			D	
AllWayAvgQ:	0.2	0.2	0.2	0.0	5.2	5.2	0.1	0.8	0.8	2.2	2.2	2.2

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.321
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 88.6
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	91	323	25	13	139	63	97	222	91	10	116	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:	91	323	25	13	139	63	97	222	91	10	116	30
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	362	91	13	148	84	185	422	140	35	226	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:	137	381	96	14	156	88	195	444	147	37	238	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	381	96	14	156	88	195	444	147	37	238	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:	137	381	96	14	156	88	195	444	147	37	238	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:	1.00	0.80	0.20	1.00	0.64	0.36	1.00	0.75	0.25	0.12	0.78	0.10
Final Sat.:	411	355	89	376	260	148	412	336	112	49	316	42
Capacity Analysis Module:												
Vol/Sat:	0.33	1.07	1.07	0.04	0.60	0.60	0.47	1.32	1.32	0.75	0.75	0.75
Crit Moves:		****			****				****	****		
Delay/Veh:	15.7	92.1	92.1	12.5	23.1	23.1	18.9	183	182.9	33.6	33.6	33.6
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:	15.7	92.1	92.1	12.5	23.1	23.1	18.9	183	182.9	33.6	33.6	33.6
LOS by Move:	C	F	F	B	C	C	C	F	F	D	D	D
ApproachDel:		75.1			22.5			142.3			33.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		75.1			22.5			142.3			33.6	
LOS by Appr:		F			C			F			D	
AllWayAvgQ:	0.5	10.0	10.0	0.0	1.3	1.3	0.9	21.4	21.4	2.5	2.5	2.5

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 878.4 Worst Case Level Of Service: F[3183.1]

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	235	0	174	70	145	0	0	136	140
Growth Adj:	1.00	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	235	0	174	70	145	0	0	136	140
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	252	0	314	717	211	0	0	349	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	265	0	331	755	222	0	0	367	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	265	0	331	755	222	0	0	367	236
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	2106	xxxx	302	603	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	45	xxxx	700	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	17	xxxx	700	984	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	15.86	xxxx	0.47	0.77	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	34.0	xxxx	2.5	7.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7131	xxxx	14.6	19.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	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			3183.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Average Delay (sec/veh): 754.8 Worst Case Level Of Service: F[1872.9]

****

Street Name:	Meridian Avenue								Valley Boulevard							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		245	0	95		145	335	0		0	305	165	
Growth Adj:	1.00	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		245	0	95		145	335	0		0	305	165	
Added Vol:	0	0	0		97	0	782		367	264	0		0	194	41	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		342	0	877		512	599	0		0	499	206	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	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		360	0	923		539	631	0		0	525	217	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	0		360	0	923		539	631	0		0	525	217	
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		2027	xxxx	371		742	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		51	xxxx	632		874	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		26	xxxx	632		874	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		13.85	xxxx	1.46		0.62	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		44.8	xxxx	44.2		4.4	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		6074	xxxx	234.8		15.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		F	*	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				1872.9				xxxxxx				xxxxxx			
ApproachLOS:	*				F				*				*			

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue									C Street									
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0			2	0	0			0	0	80			2	4	100			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			2	0	0			0	0	80			2	4	100			0
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	0			2	0	0			0	0	80			2	4	100			0
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00
PHF Adj:	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.00	0.95	0.95			0.95
PHF Volume:	0	0			2	0	0			0	0	84			0	4	105			0
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
FinalVolume:	0	0			2	0	0			0	0	84			0	4	105			0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx			6.9	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	4.1	xxxx			xxxxx
FollowUpTim:	xxxxx	xxxx			3.3	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	2.2	xxxx			xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx			42	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	84	xxxx			xxxxx
Potent Cap.:	xxxx	xxxx			1026	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1525	xxxx			xxxxx
Move Cap.:	xxxx	xxxx			1026	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	1525	xxxx			xxxxx
Volume/Cap:	xxxx	xxxx			0.00	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	0.00	xxxx			xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx			0.0	xxxx	xxxx			xxxxx	xxxx	xxxx			xxxxx	0.0	xxxx			xxxxx
Control Del:	xxxxx	xxxx			8.5	xxxxx	xxxx			xxxxx	xxxxx	xxxx			xxxxx	7.4	xxxx			xxxxx
LOS by Move:	*	*			A	*	*			*	*	*			*	A	*			*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	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:		8.5					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue									C Street								
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	6			0	0	0			0	140	4			4	160	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	6			0	0	0			0	140	4			4	160	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	6			0	0	0			0	140	4			4	160	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	6			0	0	0			0	147	0			4	168	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	6			0	0	0			0	147	0			4	168	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	74			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			147	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:	8.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 50.6 Worst Case Level Of Service: F[244.4]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	219	0	94	153	371	0	0	216	107
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	94	153	454	0	0	513	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:	0	0	0	231	0	99	161	478	0	0	540	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	231	0	99	161	478	0	0	540	113
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1101	1340	270	653	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	209	154	734	944	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	182	128	734	944	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.27	0.00	0.13	0.17	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	235	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	18.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	244	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			244.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[14.1]

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	558	0	0	482	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	558	0	0	482	7
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	8	3	919	0	0	718	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	8	3	967	0	0	756	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	2	0	8	3	967	0	0	756	7
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1246	1729	378	763	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	169	89	626	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	168	89	626	859	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	405	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

Cycle (sec): 75 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: OPTIMIZED Level Of Service: A

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	197	35	12	765	38	28	43	33	42	36	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	197	35	12	765	38	28	43	33	42	36	25
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	202	38	12	767	51	36	94	33	43	245	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	213	40	13	807	54	38	99	35	45	258	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	213	40	13	807	54	38	99	35	45	258	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	213	40	13	807	54	38	99	35	45	258	26
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	1.68	0.32	1.00	1.88	0.12	0.23	0.57	0.20	0.14	0.78	0.08
Final Sat.:	1800	3198	602	1800	3563	237	415	1082	380	259	1476	151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.23	0.23	0.09	0.09	0.09	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.12	0.12	0.01	0.42	0.42	0.22	0.22	0.22	0.42	0.42	0.42
Delay/Veh:	6.0	6.4	6.4	5.9	8.2	8.2	13.2	13.2	13.2	15.4	15.4	15.4
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:	6.0	6.4	6.4	5.9	8.2	8.2	13.2	13.2	13.2	15.4	15.4	15.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	0	4	4	2	2	2	5	5	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	93	784	41	29	472	35	42	90	47	41	72	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:	93	784	41	29	472	35	42	90	47	41	72	35
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	787	43	29	477	76	87	312	47	44	166	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	828	45	31	502	80	92	328	49	46	175	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	828	45	31	502	80	92	328	49	46	175	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:	98	828	45	31	502	80	92	328	49	46	175	37
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	1.90	0.10	1.00	1.73	0.27	0.20	0.70	0.10	0.19	0.67	0.14
Final Sat.:	1800	3603	197	1800	3278	522	367	1315	198	338	1275	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.15	0.15	0.25	0.25	0.25	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.12	0.51	0.51	0.04	0.34	0.34	0.51	0.51	0.51	0.28	0.28	0.28
Delay/Veh:	9.0	11.8	11.8	8.5	10.3	10.3	10.9	10.9	10.9	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	11.8	11.8	8.5	10.3	10.3	10.9	10.9	10.9	8.5	8.5	8.5
LOS by Move:	A	B	B	A	B	B	B	B	B	A	A	A
HCM2kAvgQ:	1	6	6	0	3	3	6	6	6	2	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 105 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	193	454	161	84	832	30	41	226	347	111	197	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	454	161	84	832	30	41	226	347	111	197	155
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	454	161	84	832	57	53	262	382	111	303	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	478	169	88	876	60	56	276	402	117	319	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	478	169	88	876	60	56	276	402	117	319	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	478	169	88	876	60	56	276	402	117	319	163
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	1.48	0.52	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2805	995	1800	3556	244	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.05	0.25	0.25	0.03	0.15	0.21	0.06	0.17	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.88	0.42	0.42	0.38	0.83	0.83	0.33	0.49	0.72	0.68	0.57	0.29
Delay/Veh:	60.4	20.9	20.9	46.4	41.6	41.6	49.3	31.4	37.4	65.7	35.1	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	20.9	20.9	46.4	41.6	41.6	49.3	31.4	37.4	65.7	35.1	29.5
LOS by Move:	E	C	C	D	D	D	D	C	D	E	D	C
HCM2kAvgQ:	15	6	6	3	16	16	2	7	12	5	9	4

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	288	798	89	78	475	77	80	273	269	76	344	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:	288	798	89	78	475	77	80	273	269	76	344	112
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	798	89	78	475	91	106	451	426	76	466	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	840	94	82	500	96	112	475	448	80	491	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	840	94	82	500	96	112	475	448	80	491	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	840	94	82	500	96	112	475	448	80	491	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	0.95	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.68	0.32	1.00	1.03	0.97	1.00	1.00	1.00
Final Sat.:	1800	3419	381	1800	3189	611	1800	1954	1846	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.25	0.05	0.16	0.16	0.06	0.24	0.24	0.04	0.26	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.95	0.61	0.61	0.35	0.53	0.53	0.65	0.82	0.82	0.47	0.87	0.21
Delay/Veh:	72.6	23.9	23.9	45.7	32.4	32.4	63.4	40.9	40.9	53.8	51.9	28.4
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:	72.6	23.9	23.9	45.7	32.4	32.4	63.4	40.9	40.9	53.8	51.9	28.4
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	C
HCM2kAvgQ:	18	11	11	3	8	8	5	16	16	3	18	3

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	147	539	0	0	1045	401	0	0	0	355	2	371
Growth Adj:	1.00	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	539	0	0	1045	401	0	0	0	355	2	371
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	657	0	0	1080	401	0	0	0	355	2	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	1137	422	0	0	0	374	2	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	692	0	0	1137	422	0	0	0	374	2	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	1137	422	0	0	0	374	2	440
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	1.46	0.54	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2771	1029	0	0	0	1790	10	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.21	0.21	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.64	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.60	0.29	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.75	0.75	0.83
Delay/Veh:	38.1	3.0	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.9	32.9	37.9
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:	38.1	3.0	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.9	32.9	37.9
LOS by Move:	D	A	A	A	B	B	A	A	A	C	C	D
HCM2kAvgQ:	4	2	0	0	16	16	0	0	0	9	9	11

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Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	290	891	0	0	697	227	0	0	0	373	3	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	891	0	0	697	227	0	0	0	373	3	259
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	981	0	0	854	227	0	0	0	373	3	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	1033	0	0	899	239	0	0	0	393	3	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1033	0	0	899	239	0	0	0	393	3	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:	305	1033	0	0	899	239	0	0	0	393	3	283
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	1.58	0.42	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	3002	798	0	0	0	1786	14	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.61	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.77	0.44	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.77	0.77	0.52
Delay/Veh:	35.0	4.0	0.0	0.0	18.2	18.2	0.0	0.0	0.0	29.8	29.8	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:	35.0	4.0	0.0	0.0	18.2	18.2	0.0	0.0	0.0	29.8	29.8	21.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	8	3	0	0	10	10	0	0	0	9	9	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	482	114	425	992	0	208	1	358	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	482	114	425	992	0	208	1	358	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	114	425	1027	0	208	1	358	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	632	120	447	1081	0	219	1	377	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	120	447	1081	0	219	1	377	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	632	120	447	1081	0	219	1	377	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3193	607	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.25	0.28	0.00	0.12	0.12	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.32	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.62	0.77	0.44	0.00	0.47	0.47	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	19.4	19.4	26.9	3.1	0.0	22.2	22.2	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	19.4	26.9	3.1	0.0	22.2	22.2	31.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	6	10	3	0	4	4	8	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	820	372	416	647	0	410	2	203	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	820	372	416	647	0	410	2	203	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	372	416	804	0	410	2	203	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	958	392	438	846	0	432	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	958	392	438	846	0	432	2	214	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	958	392	438	846	0	432	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2697	1103	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.24	0.22	0.00	0.24	0.24	0.11	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.38	0.38	0.26	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.35	0.00	0.93	0.93	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	28.6	28.6	49.4	2.7	0.0	49.6	49.6	21.4	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	28.6	28.6	49.4	2.7	0.0	49.6	49.6	21.4	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	17	17	13	2	0	13	13	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

Cycle (sec):	90	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	185	378	6	27	680	335	134	17	125	5	29	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:	185	378	6	27	680	335	134	17	125	5	29	9
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	465	6	27	706	344	165	17	125	5	29	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	489	6	28	743	362	174	18	132	5	31	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	489	6	28	743	362	174	18	132	5	31	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:	195	489	6	28	743	362	174	18	132	5	31	9
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	1.97	0.03	1.00	1.34	0.66	0.55	0.05	0.40	0.12	0.67	0.21
Final Sat.:	1800	3752	48	1800	2555	1245	992	102	751	220	1273	395
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.02	0.29	0.29	0.18	0.18	0.18	0.02	0.02	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.39	0.39	0.20	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.68	0.34	0.34	0.08	0.68	0.68	0.51	0.51	0.51	0.07	0.07	0.07
Delay/Veh:	47.8	18.4	18.4	29.5	20.1	20.1	25.1	25.1	25.1	19.0	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	18.4	18.4	29.5	20.1	20.1	25.1	25.1	25.1	19.0	19.0	19.0
LOS by Move:	D	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	7	4	4	1	12	12	7	7	7	1	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec):	75	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	175	639	8	7	398	79	439	75	330	22	26	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	639	8	7	398	79	439	75	330	22	26	22
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	702	8	7	510	123	466	75	330	22	26	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	739	8	7	537	129	491	79	347	23	27	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	739	8	7	537	129	491	79	347	23	27	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:	184	739	8	7	537	129	491	79	347	23	27	23
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	1.98	0.02	1.00	1.61	0.39	0.55	0.08	0.37	0.33	0.36	0.31
Final Sat.:	1800	3757	43	1800	3062	738	987	159	699	587	694	587
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.00	0.18	0.18	0.50	0.50	0.50	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.13	0.25	0.25	0.13	0.25	0.25	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.77	0.78	0.78	0.03	0.69	0.69	0.93	0.93	0.93	0.07	0.07	0.07
Delay/Veh:	52.1	32.1	32.1	28.5	29.4	29.4	27.9	27.9	27.9	6.2	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	32.1	32.1	28.5	29.4	29.4	27.9	27.9	27.9	6.2	6.2	6.2
LOS by Move:	D	C	C	C	C	C	C	C	C	A	A	A
HCM2kAvgQ:	6	10	10	0	8	8	24	24	24	1	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 11.9 Worst Case Level Of Service: E[49.5]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2 0 0			0 0 1 1 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	106	247	0	0	558	154	123	0	162	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:	106	247	0	0	558	154	123	0	162	0	0	0
Added Vol:	87	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	247	0	0	558	154	123	0	188	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:	203	260	0	0	587	162	129	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	203	260	0	0	587	162	129	0	198	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	749	xxxx	xxxxx	xxxx	xxxx	xxxxx	1205	xxxx	375	xxxx	xxxx	xxxxx
Potent Cap.:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	629	xxxx	xxxx	xxxxx
Move Cap.:	869	xxxx	xxxxx	xxxx	xxxx	xxxxx	147	xxxx	629	xxxx	xxxx	xxxxx
Volume/Cap:	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	0.88	xxxx	0.31	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	6.0	xxxx	1.3	xxxx	xxxx	xxxxx
Control Del:	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	104.7	xxxx	13.3	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			49.5			xxxxxx		
ApproachLOS:	*			*			E			*		

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Average Delay (sec/veh): 64.2 Worst Case Level Of Service: F[163.1]

****

Street Name:	La Cadena Drive						Rancho Avenue					
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:	1 0 2	0	0	0 0 1	1	0	1 0 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	429	659	0	0	439	11	41	0	831	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:	429	659	0	0	439	11	41	0	831	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	659	0	0	439	11	41	0	943	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:	518	694	0	0	462	12	43	0	993	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	518	694	0	0	462	12	43	0	993	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	474	xxxx	xxxxx	xxxx	xxxx	xxxxx	1851	xxxx	237	xxxx	xxxx	xxxxx
Potent Cap.:	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	67	xxxx	771	xxxx	xxxx	xxxxx
Move Cap.:	1099	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	771	xxxx	xxxx	xxxxx
Volume/Cap:	0.47	xxxx	xxxx	xxxx	xxxx	xxxx	1.02	xxxx	1.29	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	2.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	37.6	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	291.4	xxxx	157.5	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	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			163.1			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 42.5 Worst Case Level Of Service: F[72.1]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	388	0	0	248	0	402	0	572	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	388	0	0	248	0	402	0	572	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	0	0	259	0	434	0	572	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	466	0	0	273	0	457	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	466	0	0	273	0	457	0	602	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	739	xxxx	273	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	xxxx	771	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	388	xxxx	771	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.18	xxxx	0.78	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	18.1	xxxx	7.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	135.3	xxxx	24.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	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			72.1			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Average Delay (sec/veh): 629.7 Worst Case Level Of Service: F[1026.3]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	620	0	0	220	0	1050	0	380	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	620	0	0	220	0	1050	0	380	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	654	0	0	265	0	1079	0	380	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	688	0	0	279	0	1136	0	400	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	688	0	0	279	0	1136	0	400	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	967	xxxx	279	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	765	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	xxxx	765	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.00	xxxx	0.52	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	110	xxxx	3.1	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1382	xxxx	14.8	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1026.3			xxxxxx		
ApproachLOS:	*			*			F			*		

****

Note: Queue reported is the number of cars per lane.

****

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Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[13.0]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	197	292	108	678	0	0	0	0	32	0	193
Growth Adj:	1.00	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	197	292	108	678	0	0	0	0	32	0	193
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	292	119	678	0	0	0	0	32	0	248
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	207	0	125	714	0	0	0	0	34	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	207	0	125	714	0	0	0	0	34	0	261
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	207	xxxx	xxxxx	xxxx	xxxx	xxxxx	1172	xxxx	207
Potent Cap.:	xxxx	xxxx	xxxxx	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx	215	xxxx	838
Move Cap.:	xxxx	xxxx	xxxxx	1376	xxxx	xxxxx	xxxx	xxxx	xxxxx	199	xxxx	838
Volume/Cap:	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	26.8	xxxx	11.2
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[16.1]

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0 0 1 1			0 1 0 0 0			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	0	393	619	171	468	0	0	0	0	22	0	207
Growth Adj:	1.00	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	393	619	171	468	0	0	0	0	22	0	207
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	393	619	216	468	0	0	0	0	22	0	241
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	414	0	227	493	0	0	0	0	23	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	414	0	227	493	0	0	0	0	23	0	254
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	414	xxxx	xxxxx	xxxx	xxxx	xxxxx	1361	xxxx	414
Potent Cap.:	xxxx	xxxx	xxxxx	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	xxxx	643
Move Cap.:	xxxx	xxxx	xxxxx	1156	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	643
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	0.39
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	1.9
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	36.7	xxxx	14.2
LOS by Move:	*	*	*	A	*	*	*	*	*	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	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.1		
ApproachLOS:	*			*			*			C		

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 63.8
Optimal Cycle: OPTIMIZED Level Of Service: E

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	220	402	71	1	581	333	83	69	109	279	48	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:	220	402	71	1	581	333	83	69	109	279	48	45
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	421	71	1	608	357	87	69	141	279	48	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:	318	443	75	1	640	376	92	73	148	294	51	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	443	75	1	640	376	92	73	148	294	51	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:	318	443	75	1	640	376	92	73	148	294	51	47
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:	0.79	1.04	0.17	1.00	1.26	0.74	1.00	0.33	0.67	1.00	0.52	0.48
Final Sat.:	1415	1973	333	1800	2394	1406	1800	624	1276	1800	981	919
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.00	0.27	0.27	0.05	0.12	0.12	0.16	0.05	0.05
Crit Moves:	****					****		****		****		
Green/Cycle:	0.24	0.24	0.24	0.29	0.29	0.29	0.10	0.24	0.24	0.17	0.31	0.31
Volume/Cap:	0.94	0.94	0.94	0.00	0.94	0.94	0.51	0.49	0.49	0.94	0.17	0.17
Delay/Veh:	66.5	66.5	66.5	33.1	60.8	60.8	65.1	46.4	46.4	89.7	32.2	32.2
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:	66.5	66.5	66.5	33.1	60.8	60.8	65.1	46.4	46.4	89.7	32.2	32.2
LOS by Move:	E	E	E	C	E	E	E	D	D	F	C	C
HCM2kAvgQ:	21	21	21	0	24	24	4	7	7	16	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

****

Cycle (sec): 130 Critical Vol./Cap.(X): 1.156
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 137.4
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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:	31	31	31	31	31	31	10	31	31	10	31	31
Lanes:	0 1	0 1	0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	309	741	44	22	611	289	118	114	139	370	212	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:	309	741	44	22	611	289	118	114	139	370	212	61
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	832	44	22	696	294	139	114	296	370	212	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	448	876	46	23	733	309	146	120	312	389	223	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	876	46	23	733	309	146	120	312	389	223	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:	448	876	46	23	733	309	146	120	312	389	223	64
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:	0.68	1.25	0.07	1.00	1.41	0.59	1.00	0.28	0.72	1.00	0.78	0.22
Final Sat.:	1221	2385	126	1800	2672	1128	1800	528	1372	1800	1475	425
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.01	0.27	0.27	0.08	0.23	0.23	0.22	0.15	0.15
Crit Moves:			****		****			****		****		
Green/Cycle:	0.29	0.29	0.29	0.24	0.24	0.24	0.10	0.24	0.24	0.17	0.31	0.31
Volume/Cap:	1.26	1.26	1.26	0.05	1.15	1.15	0.78	0.95	0.95	1.26	0.50	0.50
Delay/Veh:	172.3	172	172.3	38.4	130	129.8	83.7	80.7	80.7	196.2	39.3	39.3
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:	172.3	172	172.3	38.4	130	129.8	83.7	80.7	80.7	196.2	39.3	39.3
LOS by Move:	F	F	F	D	F	F	F	F	F	F	D	D
HCM2kAvgQ:	47	47	47	1	32	32	8	21	21	29	9	9

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1	0 0	1 0	0	1 1	0 1
Volume Module:												
Base Vol:	41	65	21	424	2	203	226	545	15	3	506	159
Growth Adj:	1.00	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	65	21	424	2	203	226	545	15	3	506	159
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	65	21	424	2	222	226	577	15	3	588	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	68	22	446	2	234	238	607	16	3	619	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	68	22	446	2	234	238	607	16	3	619	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	68	22	446	2	234	238	607	16	3	619	167
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:	0.33	0.51	0.16	0.99	0.01	1.00	1.00	0.97	0.03	0.01	1.99	1.00
Final Sat.:	603	955	309	1792	8	1900	1800	1852	48	19	3780	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.12	0.13	0.33	0.33	0.16	0.16	0.09
Crit Moves:		****		****				****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.21	0.40	0.40	0.19	0.19	0.19
Volume/Cap:	0.28	0.28	0.28	0.96	0.96	0.47	0.63	0.82	0.82	0.86	0.86	0.46
Delay/Veh:	30.9	30.9	30.9	68.8	68.8	34.4	43.7	33.6	33.6	52.1	52.1	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	68.8	68.8	34.4	43.7	33.6	33.6	52.1	52.1	40.2
LOS by Move:	C	C	C	E	E	C	D	C	C	D	D	D
HCM2kAvgQ:	3	3	3	19	19	6	8	18	18	12	12	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 98.0
Optimal Cycle: OPTIMIZED Level Of Service: F

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	0 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	100	46	50	465	0	232	201	705	16	4	849	323
Growth Adj:	1.00	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	46	50	465	0	232	201	705	16	4	849	323
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	46	50	465	0	323	201	862	16	4	966	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	48	53	489	0	340	212	907	17	4	1017	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	48	53	489	0	340	212	907	17	4	1017	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	48	53	489	0	340	212	907	17	4	1017	340
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:	0.52	0.23	0.25	1.00	0.00	1.00	1.00	0.98	0.02	0.01	1.99	1.00
Final Sat.:	943	434	471	1800	0	1900	1800	1865	35	16	3783	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.00	0.18	0.12	0.49	0.49	0.27	0.27	0.18
Crit Moves:	****			****				****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.00	0.23	0.26	0.48	0.48	0.22	0.22	0.22
Volume/Cap:	0.49	0.49	0.49	1.20	0.00	0.79	0.45	1.02	1.02	1.22	1.22	0.81
Delay/Veh:	42.9	42.9	42.9	157.0	0.0	55.8	39.0	58.2	58.2	156.3	156	58.6
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:	42.9	42.9	42.9	157.0	0.0	55.8	39.0	58.2	58.2	156.3	156	58.6
LOS by Move:	D	D	D	F	A	E	D	E	E	F	F	E
HCM2kAvgQ:	7	7	7	32	0	13	6	41	41	32	32	13

****

Note: Queue reported is the number of cars per lane.

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Year 2035 With Project – With Improvements

Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	122	545	144	94	826	64	89	542	132	142	654	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	144	94	826	64	89	542	132	142	654	86
Added Vol:	0	0	0	7	0	0	0	7	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	545	144	101	826	64	89	549	132	142	658	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	128	574	152	106	869	67	94	578	139	149	693	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	574	152	106	869	67	94	578	139	149	693	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:	128	574	152	106	869	67	94	578	139	149	693	95
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	1.86	0.14	1.00	2.42	0.58	1.00	2.64	0.36
Final Sat.:	1800	3006	794	1800	3527	273	1800	4595	1105	1800	5014	686
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.06	0.25	0.25	0.05	0.13	0.13	0.08	0.14	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.39	0.39	0.10	0.39	0.39	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.69	0.49	0.49	0.57	0.63	0.63	0.50	0.39	0.39	0.81	0.43	0.43
Delay/Veh:	61.2	21.2	21.2	53.7	23.5	23.5	50.6	25.6	25.6	72.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	21.2	21.2	53.7	23.5	23.5	50.6	25.6	25.6	72.5	26.0	26.0
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	7	7	4	11	11	3	5	5	7	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Cedar Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #1

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1003	144	149	595	95	293	1177	119	236	1001	124
Added Vol:	0	0	0	20	0	0	0	20	0	0	22	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	1003	144	169	595	95	293	1197	119	236	1023	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	1056	152	178	626	100	308	1260	125	248	1077	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1056	152	178	626	100	308	1260	125	248	1077	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1056	152	178	626	100	308	1260	125	248	1077	154
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	1.75	0.25	1.00	1.72	0.28	1.00	2.73	0.27	1.00	2.63	0.37
Final Sat.:	1800	3323	477	1800	3277	523	1800	5185	515	1800	4988	712
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.10	0.19	0.19	0.17	0.24	0.24	0.14	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.36	0.36	0.10	0.35	0.35	0.18	0.31	0.31	0.15	0.28	0.28
Volume/Cap:	0.95	0.88	0.88	0.96	0.55	0.55	0.95	0.78	0.78	0.91	0.77	0.77
Delay/Veh:	97.6	38.9	38.9	104.3	29.3	29.3	83.1	37.3	37.3	81.0	39.7	39.7
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:	97.6	38.9	38.9	104.3	29.3	29.3	83.1	37.3	37.3	81.0	39.7	39.7
LOS by Move:	F	D	D	F	C	C	F	D	D	F	D	D
HCM2kAvgQ:	11	22	22	10	9	9	15	15	15	12	14	14

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	199	662	163	195	876	64	69	162	276	288	208	439
Growth Adj:	1.00	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	662	163	195	876	64	69	162	276	288	208	439
Added Vol:	0	0	0	0	0	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	662	163	195	876	64	69	169	276	288	212	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	697	172	205	922	67	73	178	291	303	223	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	697	172	205	922	67	73	178	291	303	223	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	697	172	205	922	67	73	178	291	303	223	462
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	1.60	0.40	1.00	1.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	3049	751	1800	3541	259	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.11	0.26	0.26	0.04	0.09	0.15	0.17	0.12	0.24
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.32	0.32	0.13	0.31	0.31	0.12	0.28	0.28	0.20	0.36	0.36
Volume/Cap:	0.84	0.72	0.72	0.89	0.84	0.84	0.34	0.33	0.54	0.84	0.32	0.67
Delay/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.9	35.9	63.4	23.9	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	36.0	36.0	83.1	42.4	42.4	49.0	31.9	35.9	63.4	23.9	30.8
LOS by Move:	E	D	D	F	D	D	D	C	D	E	C	C
HCM2kAvgQ:	10	13	13	10	18	18	3	4	8	13	5	13

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #2 Cedar Avenue (NS) at Rialto Avenue (EW) - #2

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						Rialto Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	251	991	83	79	769	67	48	198	205	96	161	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	991	83	79	769	67	48	198	205	96	161	101
Added Vol:	0	0	0	0	0	0	0	20	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	991	83	79	769	67	48	218	205	96	183	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	264	1043	87	83	809	71	51	229	216	101	193	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1043	87	83	809	71	51	229	216	101	193	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:	264	1043	87	83	809	71	51	229	216	101	193	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.84	0.16	1.00	1.03	0.97	1.00	1.29	0.71
Final Sat.:	1800	3506	294	1800	3495	305	1800	1958	1842	1800	2449	1351
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.23	0.23	0.03	0.12	0.12	0.06	0.08	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.40	0.40	0.13	0.33	0.33	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.71	0.74	0.74	0.36	0.71	0.71	0.29	0.40	0.40	0.59	0.27	0.27
Delay/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	30.3	30.3	59.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	26.8	26.8	46.0	33.3	33.3	48.5	30.3	30.3	59.5	28.6	28.6
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	9	15	15	3	13	13	2	5	5	4	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	43	648	11	120	1134	39	19	130	42	64	178	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:	43	648	11	120	1134	39	19	130	42	64	178	103
Added Vol:	0	0	0	8	0	0	0	22	0	0	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	648	11	128	1134	39	19	152	42	64	196	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	682	12	135	1194	41	20	160	44	67	206	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	682	12	135	1194	41	20	160	44	67	206	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	682	12	135	1194	41	20	160	44	67	206	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	0.95	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	1.27	0.73
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	2977	823	1800	2418	1382
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.07	0.31	0.02	0.01	0.05	0.05	0.04	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.42	0.42	0.18	0.53	0.53	0.08	0.25	0.25	0.08	0.25	0.25
Volume/Cap:	0.31	0.42	0.01	0.41	0.59	0.04	0.14	0.22	0.22	0.47	0.34	0.34
Delay/Veh:	59.9	22.8	18.2	48.6	15.9	10.3	55.5	37.9	37.9	65.5	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:	59.9	22.8	18.2	48.6	15.9	10.3	55.5	37.9	37.9	65.5	39.6	39.6
LOS by Move:	E	C	B	D	B	B	E	D	D	E	D	D
HCM2kAvgQ:	2	7	0	5	12	0	1	3	3	3	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #3 Cedar Avenue (NS) at San Bernardino Avenue (EW) - #3

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Cedar Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	23	10	23	23	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	26	999	74	97	731	22	49	259	37	42	183	152
Growth Adj:	1.00	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	999	74	97	731	22	49	259	37	42	183	152
Added Vol:	0	0	0	26	0	0	0	68	0	0	71	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	999	74	123	731	22	49	327	37	42	254	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	1052	78	129	769	23	52	344	39	44	267	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1052	78	129	769	23	52	344	39	44	267	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1052	78	129	769	23	52	344	39	44	267	186
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	1.80	0.20	1.00	1.18	0.82
Final Sat.:	1800	3800	1900	1800	3800	1900	1800	3414	386	1800	2239	1561
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.07	0.20	0.01	0.03	0.10	0.10	0.02	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.40	0.40	0.11	0.36	0.36	0.10	0.31	0.31	0.10	0.31	0.31
Volume/Cap:	0.10	0.68	0.10	0.68	0.57	0.03	0.29	0.33	0.33	0.25	0.39	0.39
Delay/Veh:	37.0	24.3	16.7	61.3	26.2	19.8	45.7	26.6	26.6	44.7	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	24.3	16.7	61.3	26.2	19.8	45.7	26.6	26.6	44.7	27.4	27.4
LOS by Move:	D	C	B	E	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	13	1	5	9	0	2	4	4	1	5	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.493	
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.1	
Optimal Cycle: OPTIMIZED		Level Of Service:	B	

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	556	348	82	1111	0	0	0	0	809	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	556	348	82	1111	0	0	0	0	809	0	94
Added Vol:	0	12	4	0	54	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	568	352	82	1165	0	0	0	0	816	0	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	598	0	86	1226	0	0	0	0	859	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	598	0	86	1226	0	0	0	0	859	0	99
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	598	0	86	1226	0	0	0	0	859	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.05	0.32	0.00	0.00	0.00	0.00	0.25	0.00	0.05
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.36	0.00	0.12	0.48	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Volume/Cap:	0.00	0.43	0.00	0.41	0.67	0.00	0.00	0.00	0.00	0.57	0.00	0.12
Delay/Veh:	0.0	19.9	0.0	40.5	15.3	0.0	0.0	0.0	0.0	16.1	0.0	11.8
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	19.9	0.0	40.5	15.3	0.0	0.0	0.0	0.0	16.1	0.0	11.8
LOS by Move:	A	B	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	5	0	3	11	0	0	0	0	8	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 (Future Volume Alternative)

****

Intersection #4 Cedar Avenue (NS) at Bloomington Avenue (EW) - #4

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						Bloomington Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	0	0	0	38	38	38
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1162	1018	132	719	0	0	0	0	521	0	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:	0	1162	1018	132	719	0	0	0	0	521	0	58
Added Vol:	0	65	22	0	30	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1227	1040	132	749	0	0	0	0	541	0	58
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1292	0	139	788	0	0	0	0	569	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1292	0	139	788	0	0	0	0	569	0	61
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1292	0	139	788	0	0	0	0	569	0	61
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	0.89	1.00	1.00
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	3800	1800	3800	0	0	0	0	3400	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.08	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.49	0.00	0.11	0.60	0.00	0.00	0.00	0.00	0.35	0.00	0.35
Volume/Cap:	0.00	0.70	0.00	0.70	0.35	0.00	0.00	0.00	0.00	0.48	0.00	0.09
Delay/Veh:	0.0	19.2	0.0	65.2	6.8	0.0	0.0	0.0	0.0	28.3	0.0	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:	0.0	19.2	0.0	65.2	6.8	0.0	0.0	0.0	0.0	28.3	0.0	23.4
LOS by Move:	A	B	A	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	6	4	0	0	0	0	8	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 (Future Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	2	1 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	349	1062	225	63	1798	35	50	152	707	365	176	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:	349	1062	225	63	1798	35	50	152	707	365	176	38
Added Vol:	0	0	0	61	0	0	0	85	0	0	21	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	1062	225	124	1798	35	50	237	707	365	197	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	367	1118	237	131	1893	37	53	249	744	384	207	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1118	237	131	1893	37	53	249	744	384	207	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	1118	237	131	1893	37	53	249	744	384	207	57
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	2.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	1.57	0.43
Final Sat.:	3400	5700	3800	1800	5700	1900	3400	3800	1900	3400	2982	818
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.06	0.07	0.33	0.02	0.02	0.07	0.39	0.11	0.07	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.37	0.50	0.12	0.37	0.37	0.09	0.32	0.44	0.13	0.35	0.35
Volume/Cap:	0.90	0.53	0.13	0.61	0.90	0.05	0.17	0.21	0.90	0.90	0.20	0.20
Delay/Veh:	76.9	28.2	12.6	62.2	39.5	22.6	51.4	29.5	40.9	75.7	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	28.2	12.6	62.2	39.5	22.6	51.4	29.5	40.9	75.7	26.0	26.0
LOS by Move:	E	C	B	E	D	C	D	C	D	E	C	C
HCM2kAvgQ:	11	10	2	6	25	1	1	3	27	11	3	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Cedar Avenue (NS) at Valley Boulevard (EW) - #5

Cycle (sec): 120 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Cedar Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	2	1 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	542	1917	360	109	1032	85	278	302	587	251	253	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	1917	360	109	1032	85	278	302	587	251	253	95
Added Vol:	0	0	0	51	0	0	0	57	0	0	109	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	542	1917	360	160	1032	85	278	359	587	251	362	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	571	2018	379	168	1086	89	293	378	618	264	381	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	2018	379	168	1086	89	293	378	618	264	381	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	571	2018	379	168	1086	89	293	378	618	264	381	192
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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	2.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	1.33	0.67
Final Sat.:	3400	5700	3800	1800	5700	1900	3400	3800	1900	3400	2529	1271
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.10	0.09	0.19	0.05	0.09	0.10	0.33	0.08	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.41	0.50	0.11	0.31	0.31	0.10	0.33	0.53	0.09	0.32	0.32
Volume/Cap:	0.82	0.87	0.20	0.87	0.61	0.15	0.87	0.30	0.61	0.90	0.48	0.48
Delay/Veh:	56.4	33.3	13.3	89.6	35.6	29.5	77.6	29.4	16.5	85.8	33.4	33.4
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:	56.4	33.3	13.3	89.6	35.6	29.5	77.6	29.4	16.5	85.8	33.4	33.4
LOS by Move:	E	C	B	F	D	C	E	C	B	F	C	C
HCM2kAvgQ:	13	24	3	9	11	2	9	5	12	8	8	8

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	5 0	2	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	441	923	0	0	1366	1138	0	0	0	214	1	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	923	0	0	1366	1138	0	0	0	214	1	397
Added Vol:	0	0	0	0	0	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	923	0	0	1366	1138	0	0	0	229	1	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	464	972	0	0	1438	1198	0	0	0	241	1	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	972	0	0	1438	1198	0	0	0	241	1	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	972	0	0	1438	1198	0	0	0	241	1	418
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	5.00	2.00	0.00	0.00	0.00	1.99	0.01	2.00
Final Sat.:	3400	5700	0	0	9500	3800	0	0	0	3585	16	3800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.00	0.00	0.15	0.32	0.00	0.00	0.00	0.07	0.07	0.11
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.73	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.18	0.18	0.18
Volume/Cap:	0.62	0.23	0.00	0.00	0.30	0.62	0.00	0.00	0.00	0.38	0.38	0.62
Delay/Veh:	26.7	0.5	0.0	0.0	7.1	10.1	0.0	0.0	0.0	25.3	25.3	28.9
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:	26.7	0.5	0.0	0.0	7.1	10.1	0.0	0.0	0.0	25.3	25.3	28.9
LOS by Move:	C	A	A	A	A	B	A	A	A	C	C	C
HCM2kAvgQ:	6	1	0	0	3	8	0	0	0	3	3	5

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Cedar Avenue (NS) at I-10 Freeway WB Ramps (EW) - #6

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	Cedar Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	5 0	2	0 0	0 0	0	1 1	0 0	2
Volume Module:												
Base Vol:	545	2016	0	0	1200	687	0	0	0	340	7	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	2016	0	0	1200	687	0	0	0	340	7	614
Added Vol:	0	0	0	0	0	0	0	0	0	67	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	545	2016	0	0	1200	687	0	0	0	407	7	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	574	2122	0	0	1263	723	0	0	0	428	7	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	574	2122	0	0	1263	723	0	0	0	428	7	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	574	2122	0	0	1263	723	0	0	0	428	7	646
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	5.00	2.00	0.00	0.00	0.00	1.97	0.03	2.00
Final Sat.:	3400	5700	0	0	9500	3800	0	0	0	3542	61	3800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.00	0.00	0.13	0.19	0.00	0.00	0.00	0.12	0.12	0.17
Crit Moves:	****				****							****
Green/Cycle:	0.29	0.61	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.58	0.61	0.00	0.00	0.42	0.60	0.00	0.00	0.00	0.41	0.41	0.58
Delay/Veh:	20.5	4.9	0.0	0.0	16.1	19.0	0.0	0.0	0.0	18.1	18.1	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:	20.5	4.9	0.0	0.0	16.1	19.0	0.0	0.0	0.0	18.1	18.1	20.1
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	C
HCM2kAvgQ:	6	6	0	0	4	6	0	0	0	3	3	6

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 4	0	2	2 0 3	0	0	2 0 1	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0	771	243	537	1025	0	569	0	505	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	771	243	537	1025	0	569	0	505	0	0	0
Added Vol:	0	0	55	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	771	298	537	1040	0	569	0	505	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	812	314	565	1095	0	599	0	532	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	812	314	565	1095	0	599	0	532	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	812	314	565	1095	0	599	0	532	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	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	3.00	0.00	2.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	7600	3800	3400	5700	0	3400	1900	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.17	0.19	0.00	0.18	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.22	0.53	0.00	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.26	0.76	0.36	0.00	0.48	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	15.6	15.4	29.4	6.1	0.0	14.9	0.0	23.4	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	15.6	15.4	29.4	6.1	0.0	14.9	0.0	23.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	C	A	A	A
HCM2kAvgQ:	0	3	2	7	3	0	5	0	10	0	0	0

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #7 Cedar Avenue (NS) at I-10 Freeway EB Ramps (EW) - #7

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	19.3
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	Cedar Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 4	0	2	2 0 3	0	0	2 0 1	1	0	0 0 0	0	0
Volume Module:												
Base Vol:	0 1380		213	504 1010		0	1180	3	370	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 1380		213	504 1010		0	1180	3	370	0	0	0
Added Vol:	0 0		34	0 67		0	0	0	0	0	0	0
PasserByVol:	0 0		0	0 0		0	0	0	0	0	0	0
Initial Fut:	0 1380		247	504 1077		0	1180	3	370	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 1453		260	531 1134		0	1242	3	389	0	0	0
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	0 1453		260	531 1134		0	1242	3	389	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 1453		260	531 1134		0	1242	3	389	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	0.89 1.00		1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00 4.00		2.00	2.00 3.00		0.00	2.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0 7600		3800	3400 5700		0	3400	1900	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00 0.19		0.07	0.16 0.20		0.00	0.37	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green/Cycle:	0.00 0.32		0.32	0.17 0.49		0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00 0.60		0.22	0.89 0.40		0.00	0.89	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0 18.0		15.0	42.6 8.0		0.0	23.8	9.3	14.0	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 18.0		15.0	42.6 8.0		0.0	23.8	9.3	14.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	6	2	9	4	0	16	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	260	735	30	146	1234	247	348	174	170	25	142	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:	260	735	30	146	1234	247	348	174	170	25	142	77
Added Vol:	0	31	0	0	9	5	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	766	30	146	1243	252	372	174	170	25	142	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:	274	806	32	154	1308	265	392	183	179	26	149	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	806	32	154	1308	265	392	183	179	26	149	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:	274	806	32	154	1308	265	392	183	179	26	149	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	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.00	1.00	2.00	1.01	0.99	2.00	1.30	0.70
Final Sat.:	1800	5485	215	1800	3800	1900	3400	1922	1878	3400	2464	1336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.09	0.34	0.14	0.12	0.10	0.10	0.01	0.06	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.36	0.36	0.19	0.38	0.38	0.13	0.29	0.29	0.09	0.26	0.26
Volume/Cap:	0.91	0.41	0.41	0.44	0.91	0.37	0.91	0.33	0.33	0.08	0.23	0.23
Delay/Veh:	81.5	28.0	28.0	46.9	41.9	26.0	76.8	33.8	33.8	50.1	35.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.5	28.0	28.0	46.9	41.9	26.0	76.8	33.8	33.8	50.1	35.7	35.7
LOS by Move:	F	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	14	7	7	5	26	6	11	5	5	1	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 Cedar Avenue (NS) at Slover Avenue (EW) - #8

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Cedar Avenue						Slover Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	0 1	2 0	1	1 0	2 0	1	1 0
Volume Module:												
Base Vol:	248	1116	29	83	1057	215	340	189	217	16	258	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:	248	1116	29	83	1057	215	340	189	217	16	258	134
Added Vol:	0	27	0	0	44	22	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	1143	29	83	1101	237	347	189	217	16	258	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1203	31	87	1159	249	365	199	228	17	272	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1203	31	87	1159	249	365	199	228	17	272	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.32	0.68
Final Sat.:	1800	5559	141	1800	3800	1900	3400	1900	1900	3400	2501	1299
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.22	0.05	0.30	0.13	0.11	0.10	0.12	0.00	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.37	0.37	0.15	0.35	0.35	0.12	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	0.86	0.59	0.59	0.31	0.86	0.37	0.86	0.34	0.39	0.05	0.39	0.39
Delay/Veh:	70.9	27.3	27.3	44.3	38.7	26.5	67.5	29.6	30.5	45.1	32.9	32.9
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:	70.9	27.3	27.3	44.3	38.7	26.5	67.5	29.6	30.5	45.1	32.9	32.9
LOS by Move:	E	C	C	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	12	10	10	3	20	5	9	5	6	0	5	5

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Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	112	441	41	278	679	98	116	581	72	58	640	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	441	41	278	679	98	116	581	72	58	640	153
Added Vol:	0	2	2	0	1	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	443	43	278	680	98	116	581	72	59	640	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	466	45	293	716	103	122	612	76	62	674	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	466	45	293	716	103	122	612	76	62	674	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	466	45	293	716	103	122	612	76	62	674	161
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	1.82	0.18	1.00	1.75	0.25	1.00	2.67	0.33	1.00	2.42	0.58
Final Sat.:	1800	3464	336	1800	3321	479	1800	5072	628	1800	4600	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.16	0.22	0.22	0.07	0.12	0.12	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.30	0.30	0.21	0.38	0.38	0.10	0.32	0.32	0.10	0.32	0.32
Volume/Cap:	0.53	0.46	0.46	0.78	0.56	0.56	0.71	0.37	0.37	0.36	0.45	0.45
Delay/Veh:	52.1	31.2	31.2	53.6	25.0	25.0	68.3	27.0	27.0	50.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	31.2	31.2	53.6	25.0	25.0	68.3	27.0	27.0	50.4	28.0	28.0
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	6	6	11	9	9	6	5	5	2	7	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Riverside Avenue (NS) at Baseline Road (EW) - #9

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Baseline Road					
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	31	31	10	31	31	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	126	598	103	232	665	125	203	515	87	98	549	179
Growth Adj:	1.00	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	598	103	232	665	125	203	515	87	98	549	179
Added Vol:	0	1	1	0	2	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	599	104	232	667	125	203	515	87	100	549	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	631	109	244	702	132	214	542	92	105	578	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	631	109	244	702	132	214	542	92	105	578	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	631	109	244	702	132	214	542	92	105	578	188
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	1.70	0.30	1.00	1.68	0.32	1.00	2.57	0.43	1.00	2.26	0.74
Final Sat.:	1800	3238	562	1800	3200	600	1800	4876	824	1800	4298	1402
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.14	0.22	0.22	0.12	0.11	0.11	0.06	0.13	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.30	0.30	0.16	0.35	0.35	0.14	0.36	0.36	0.11	0.32	0.32
Volume/Cap:	0.66	0.66	0.66	0.83	0.63	0.63	0.83	0.31	0.31	0.55	0.42	0.42
Delay/Veh:	60.5	35.1	35.1	66.2	29.6	29.6	70.1	23.0	23.0	55.6	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:	60.5	35.1	35.1	66.2	29.6	29.6	70.1	23.0	23.0	55.6	27.5	27.5
LOS by Move:	E	D	D	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	11	11	11	10	4	4	4	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	27	478	37	80	740	21	25	153	25	34	122	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:	27	478	37	80	740	21	25	153	25	34	122	57
Added Vol:	0	3	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	481	37	80	741	21	25	153	25	34	122	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	506	39	84	780	22	26	161	26	36	128	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	506	39	84	780	22	26	161	26	36	128	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	506	39	84	780	22	26	161	26	36	128	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	0.95	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.94	0.06	0.15	0.85	1.00	0.23	0.77	1.00
Final Sat.:	1800	3529	271	1800	3695	105	265	1621	1900	409	1468	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.05	0.21	0.21	0.10	0.10	0.01	0.09	0.09	0.03
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.03	0.24	0.24	0.08	0.36	0.36	0.27	0.27	0.04	0.24	0.24	0.09
Delay/Veh:	4.5	5.3	5.3	4.7	6.0	6.0	18.7	18.7	16.3	18.3	18.3	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	5.3	5.3	4.7	6.0	6.0	18.7	18.7	16.3	18.3	18.3	16.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	3	3	0	3	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #10 Riverside Avenue (NS) at Etiwanda Avenue (EW) - #10

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Riverside Avenue						Etiwanda Avenue					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	43	856	43	46	795	21	48	121	34	21	106	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:	43	856	43	46	795	21	48	121	34	21	106	46
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	858	43	46	798	21	48	121	34	21	106	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	903	45	48	840	22	51	127	36	22	112	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	903	45	48	840	22	51	127	36	22	112	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:	45	903	45	48	840	22	51	127	36	22	112	48
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	1.90	0.10	1.00	1.95	0.05	0.30	0.70	1.00	0.17	0.83	1.00
Final Sat.:	1800	3619	181	1800	3703	97	531	1339	1900	311	1571	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.03	0.23	0.23	0.10	0.10	0.02	0.07	0.07	0.03
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.04	0.37	0.37	0.04	0.34	0.34	0.32	0.32	0.06	0.24	0.24	0.09
Delay/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.4	3.4	2.4	3.3	3.3	30.1	30.1	26.5	28.8	28.8	26.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	3	3	0	3	3	4	4	1	3	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec): 110 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	98	340	198	276	553	57	62	886	81	196	745	168
Growth Adj:	1.00	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	340	198	276	553	57	62	886	81	196	745	168
Added Vol:	2	7	0	0	8	0	0	13	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	347	198	276	561	57	62	899	82	196	753	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	365	208	291	591	60	65	946	86	206	793	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	365	208	291	591	60	65	946	86	206	793	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	365	208	291	591	60	65	946	86	206	793	177
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	1.82	0.18	1.00	2.75	0.25	1.00	2.45	0.55
Final Sat.:	1800	3800	1900	1800	3450	350	1800	5224	476	1800	4660	1040
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.11	0.16	0.17	0.17	0.04	0.18	0.18	0.11	0.17	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.18	0.41	0.41	0.10	0.28	0.28	0.12	0.31	0.31
Volume/Cap:	0.54	0.28	0.32	0.92	0.42	0.42	0.37	0.64	0.64	0.92	0.55	0.55
Delay/Veh:	56.7	25.2	26.4	78.4	21.0	21.0	52.0	36.6	36.6	90.0	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:	56.7	25.2	26.4	78.4	21.0	21.0	52.0	36.6	36.6	90.0	32.4	32.4
LOS by Move:	E	C	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	4	4	4	14	7	7	2	10	10	11	9	9

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Riverside Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #11

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Riverside Avenue						Foothill Boulevard (SR-66)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	38	38	10	38	38	10	31	31	10	31	31
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	207	606	208	299	524	52	119	1063	56	180	1161	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	606	208	299	524	52	119	1063	56	180	1161	215
Added Vol:	1	24	0	0	24	0	0	41	2	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	630	208	299	548	52	119	1104	58	180	1205	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	219	663	219	315	577	55	125	1162	61	189	1268	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	663	219	315	577	55	125	1162	61	189	1268	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	663	219	315	577	55	125	1162	61	189	1268	226
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	1.83	0.17	1.00	2.85	0.15	1.00	2.55	0.45
Final Sat.:	1800	3800	1900	1800	3471	329	1800	5415	285	1800	4837	863
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.12	0.17	0.17	0.17	0.07	0.21	0.21	0.11	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.35	0.35	0.19	0.39	0.39	0.10	0.28	0.28	0.11	0.30	0.30
Volume/Cap:	0.88	0.51	0.33	0.93	0.42	0.42	0.72	0.76	0.76	0.93	0.88	0.88
Delay/Veh:	78.8	28.4	26.6	78.8	22.7	22.7	71.2	39.6	39.6	96.3	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	28.4	26.6	78.8	22.7	22.7	71.2	39.6	39.6	96.3	43.1	43.1
LOS by Move:	E	C	C	E	C	C	E	D	D	F	D	D
HCM2kAvgQ:	11	8	5	15	7	7	6	14	14	10	19	19

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	63	607	62	15	906	27	11	183	86	148	180	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:	63	607	62	15	906	27	11	183	86	148	180	12
Added Vol:	6	12	5	0	32	0	0	0	7	24	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	619	67	15	938	27	11	183	93	172	180	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:	73	652	71	16	987	28	12	193	98	181	189	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	652	71	16	987	28	12	193	98	181	189	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:	73	652	71	16	987	28	12	193	98	181	189	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:	1.00	1.80	0.20	1.00	1.94	0.06	0.08	1.27	0.65	0.98	0.96	0.06
Final Sat.:	1800	3429	371	1800	3694	106	145	2418	1229	1750	1831	122
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.27	0.27	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****				****		****			****		
Green/Cycle:	0.08	0.33	0.33	0.13	0.38	0.38	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.52	0.57	0.57	0.07	0.70	0.70	0.33	0.33	0.33	0.43	0.43	0.43
Delay/Veh:	71.2	36.0	36.0	50.4	33.3	33.3	42.0	42.0	42.0	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	36.0	36.0	50.4	33.3	33.3	42.0	42.0	42.0	43.6	43.6	43.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	1	16	16	5	5	5	6	6	6

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #12 Riverside Avenue (NS) at Rialto Avenue (EW) - #12

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 45.6
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Rialto Avenue					
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	26	26	10	26	26	31	31	31	31	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	126	1134	82	50	931	17	55	208	117	112	197	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:	126	1134	82	50	931	17	55	208	117	112	197	11
Added Vol:	23	46	22	0	31	0	0	0	22	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1180	104	50	962	17	55	208	139	119	197	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	157	1242	109	53	1013	18	58	219	146	125	207	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1242	109	53	1013	18	58	219	146	125	207	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1242	109	53	1013	18	58	219	146	125	207	12
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	1.84	0.16	1.00	1.97	0.03	0.29	1.03	0.68	0.75	1.18	0.07
Final Sat.:	1800	3492	308	1800	3734	66	516	1951	1304	1355	2244	125
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.03	0.27	0.27	0.11	0.11	0.11	0.09	0.09	0.09
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.38	0.38	0.08	0.35	0.35	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.78	0.92	0.92	0.38	0.78	0.78	0.47	0.47	0.47	0.39	0.39	0.39
Delay/Veh:	80.9	46.1	46.1	64.8	40.2	40.2	44.2	44.2	44.2	42.8	42.8	42.8
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:	80.9	46.1	46.1	64.8	40.2	40.2	44.2	44.2	44.2	42.8	42.8	42.8
LOS by Move:	F	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	8	29	29	2	19	19	7	7	7	6	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec):	85	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	93	296	18	180	315	80	50	718	431	246	516	124
Growth Adj:	1.00	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	296	18	180	315	80	50	718	431	246	516	124
Added Vol:	5	23	2	0	64	0	0	0	24	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	319	20	180	379	80	50	718	455	247	516	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	336	21	189	399	84	53	756	479	260	543	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	336	21	189	399	84	53	756	479	260	543	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:	103	336	21	189	399	84	53	756	479	260	543	131
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	1.88	0.12	1.00	1.65	0.35	1.00	3.06	1.94	1.00	1.61	0.39
Final Sat.:	1800	3576	224	1800	3138	662	1800	5815	3685	1800	3064	736
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.11	0.13	0.13	0.03	0.13	0.13	0.14	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.46	0.46	0.12	0.46	0.46	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.49	0.20	0.20	0.89	0.28	0.28	0.09	0.39	0.39	0.44	0.54	0.54
Delay/Veh:	42.9	11.6	11.6	76.4	12.2	12.2	18.9	21.5	21.5	23.8	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	11.6	11.6	76.4	12.2	12.2	18.9	21.5	21.5	23.8	24.0	24.0
LOS by Move:	D	B	B	E	B	B	B	C	C	C	C	C
HCM2kAvgQ:	3	2	2	8	3	3	1	5	5	5	7	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #13 Riverside Avenue (NS) at Merrill Avenue/Bloomington Avenue (EW)

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.1
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						Merrill Avenue/Bloomington Avenue					
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	39	39	10	39	39	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 1	2	1 1	1 0	1	1 0
Volume Module:												
Base Vol:	172	739	40	301	488	176	102	689	427	271	501	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	739	40	301	488	176	102	689	427	271	501	120
Added Vol:	22	92	1	0	59	0	0	0	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	831	41	301	547	176	102	689	434	273	501	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	204	875	43	317	576	185	107	725	457	287	527	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	875	43	317	576	185	107	725	457	287	527	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	875	43	317	576	185	107	725	457	287	527	126
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	1.91	0.09	1.00	1.51	0.49	1.00	3.07	1.93	1.00	1.61	0.39
Final Sat.:	1800	3621	179	1800	2875	925	1800	5829	3671	1800	3066	734
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.18	0.20	0.20	0.06	0.12	0.12	0.16	0.17	0.17
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.41	0.41	0.21	0.49	0.49	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.84	0.59	0.59	0.84	0.41	0.41	0.20	0.42	0.42	0.54	0.58	0.58
Delay/Veh:	68.7	20.9	20.9	55.2	13.0	13.0	24.9	27.1	27.1	31.8	30.5	30.5
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:	68.7	20.9	20.9	55.2	13.0	13.0	24.9	27.1	27.1	31.8	30.5	30.5
LOS by Move:	E	C	C	E	B	B	C	C	C	C	C	C
HCM2kAvgQ:	9	9	9	12	6	6	2	5	5	7	8	8

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	46	551	132	140	1016	55	36	188	146	318	169	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:	46	551	132	140	1016	55	36	188	146	318	169	93
Added Vol:	15	11	2	43	46	0	0	51	52	13	28	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	562	134	183	1062	55	36	239	198	331	197	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:	64	592	141	193	1118	58	38	252	208	348	207	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	592	141	193	1118	58	38	252	208	348	207	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:	64	592	141	193	1118	58	38	252	208	348	207	119
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	1.61	0.39	1.00	1.90	0.10	1.00	1.09	0.91	1.00	1.27	0.73
Final Sat.:	1800	3068	732	1800	3613	187	1800	2078	1722	1800	2415	1385
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.11	0.31	0.31	0.02	0.12	0.12	0.19	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.28	0.28	0.16	0.35	0.35	0.12	0.27	0.27	0.22	0.37	0.37
Volume/Cap:	0.41	0.68	0.68	0.68	0.88	0.88	0.18	0.45	0.45	0.88	0.23	0.23
Delay/Veh:	57.5	40.1	40.1	58.3	41.1	41.1	47.3	36.3	36.3	66.1	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:	57.5	40.1	40.1	58.3	41.1	41.1	47.3	36.3	36.3	66.1	23.4	23.4
LOS by Move:	E	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	3	12	12	8	22	22	1	6	6	15	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Riverside Avenue (NS) at San Bernardino Avenue (EW) - #14

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	41.9
Optimal Cycle: OPTIMIZED		Level Of Service:	D

****

Street Name:	Riverside Avenue						San Bernardino Avenue					
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	19	19	10	19	19	10	31	31	10	31	31
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:	157	1252	381	76	798	29	57	194	88	183	194	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:	157	1252	381	76	798	29	57	194	88	183	194	51
Added Vol:	82	58	11	38	30	0	0	62	52	3	81	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1310	392	114	828	29	57	256	140	186	275	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	252	1379	413	120	872	31	60	269	147	196	289	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	1379	413	120	872	31	60	269	147	196	289	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	1379	413	120	872	31	60	269	147	196	289	114
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	1.54	0.46	1.00	1.93	0.07	1.00	1.29	0.71	1.00	1.44	0.56
Final Sat.:	1800	2925	875	1800	3671	129	1800	2457	1343	1800	2728	1072
Capacity Analysis Module:												
Vol/Sat:	0.14	0.47	0.47	0.07	0.24	0.24	0.03	0.11	0.11	0.11	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.51	0.51	0.08	0.37	0.37	0.09	0.24	0.24	0.12	0.27	0.27
Volume/Cap:	0.65	0.93	0.93	0.87	0.65	0.65	0.38	0.46	0.46	0.93	0.39	0.39
Delay/Veh:	54.5	32.3	32.3	106.6	34.0	34.0	63.1	44.0	44.0	103.3	40.0	40.0
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:	54.5	32.3	32.3	106.6	34.0	34.0	63.1	44.0	44.0	103.3	40.0	40.0
LOS by Move:	D	C	C	F	C	C	E	D	D	F	D	D
HCM2kAvgQ:	10	36	36	7	14	14	3	7	7	12	6	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	268	606	175	59	1146	22	41	206	482	332	169	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:	268	606	175	59	1146	22	41	206	482	332	169	13
Added Vol:	0	0	466	111	0	0	0	194	0	131	45	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	606	641	170	1146	22	41	400	482	463	214	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:	282	638	675	179	1206	23	43	421	507	487	225	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	638	675	179	1206	23	43	421	507	487	225	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:	282	638	675	179	1206	23	43	421	507	487	225	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	3800	1900	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.36	0.05	0.21	0.01	0.01	0.11	0.27	0.14	0.06	0.02
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.39	0.39	0.08	0.35	0.35	0.10	0.30	0.42	0.16	0.37	0.37
Volume/Cap:	0.70	0.28	0.90	0.66	0.60	0.03	0.13	0.36	0.63	0.90	0.16	0.06
Delay/Veh:	62.6	23.7	48.5	67.7	32.3	24.9	52.5	34.3	28.5	72.6	25.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	23.7	48.5	67.7	32.3	24.9	52.5	34.3	28.5	72.6	25.0	24.0
LOS by Move:	E	C	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	5	27	5	12	0	1	6	14	14	2	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #15 Riverside Avenue (NS) at Valley Boulevard (EW) - #15

****

Cycle (sec):	130	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	51.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Riverside Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	10	31	31	10	31	31	10	38	38	10	38	38
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	487	1493	196	78	966	69	95	256	511	264	404	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	1493	196	78	966	69	95	256	511	264	404	53
Added Vol:	0	0	293	85	0	0	0	118	0	557	238	152
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	487	1493	489	163	966	69	95	374	511	821	642	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	513	1572	515	172	1017	73	100	394	538	864	676	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1572	515	172	1017	73	100	394	538	864	676	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	1572	515	172	1017	73	100	394	538	864	676	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	3800	1900	3400	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.27	0.05	0.18	0.04	0.03	0.10	0.28	0.25	0.18	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.31	0.31	0.09	0.24	0.24	0.11	0.29	0.44	0.26	0.43	0.43
Volume/Cap:	0.99	0.90	0.89	0.59	0.75	0.16	0.26	0.35	0.64	0.99	0.41	0.26
Delay/Veh:	93.1	50.7	60.4	65.9	49.7	40.0	54.1	36.9	27.3	77.2	22.4	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.1	50.7	60.4	65.9	49.7	40.0	54.1	36.9	27.3	77.2	22.4	20.9
LOS by Move:	F	D	E	E	D	D	D	D	C	E	C	C
HCM2kAvgQ:	16	23	22	5	13	2	2	6	14	25	7	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	343	749	0	0	1610	581	0	0	0	550	6	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:	343	749	0	0	1610	581	0	0	0	550	6	231
Added Vol:	0	428	0	0	61	70	0	0	0	0	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	1177	0	0	1671	651	0	0	0	550	6	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	361	1239	0	0	1759	685	0	0	0	579	6	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1239	0	0	1759	685	0	0	0	579	6	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	1239	0	0	1759	685	0	0	0	579	6	282
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.68	0.01	1.31
Final Sat.:	3400	5700	0	0	7600	3800	0	0	0	3014	26	2492
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.00	0.00	0.23	0.18	0.00	0.00	0.00	0.19	0.24	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.53	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.64	0.41	0.00	0.00	0.64	0.50	0.00	0.00	0.00	0.52	0.64	0.30
Delay/Veh:	28.7	6.6	0.0	0.0	16.0	15.2	0.0	0.0	0.0	14.6	16.7	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	6.6	0.0	0.0	16.0	15.2	0.0	0.0	0.0	14.6	16.7	12.6
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	5	4	0	0	7	5	0	0	0	5	7	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Riverside Avenue (NS) at I-10 Freeway WB Ramps (EW) - # 16

Cycle (sec): 60 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Riverside Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	3 0	0	0 0	4 0	2	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	518	2010	0	0	1112	460	0	0	0	448	2	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	2010	0	0	1112	460	0	0	0	448	2	450
Added Vol:	0	285	0	0	257	300	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	2295	0	0	1369	760	0	0	0	448	2	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	545	2416	0	0	1441	800	0	0	0	472	2	482
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	2416	0	0	1441	800	0	0	0	472	2	482
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	2416	0	0	1441	800	0	0	0	472	2	482
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	0.95	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.50	0.01	1.49
Final Sat.:	3400	5700	0	0	7600	3800	0	0	0	2710	8	2831
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.00	0.00	0.19	0.21	0.00	0.00	0.00	0.17	0.26	0.17
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.54	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.36	0.36	0.36
Volume/Cap:	0.72	0.79	0.00	0.00	0.60	0.66	0.00	0.00	0.00	0.48	0.72	0.47
Delay/Veh:	27.4	9.8	0.0	0.0	17.9	20.2	0.0	0.0	0.0	14.7	18.9	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	9.8	0.0	0.0	17.9	20.2	0.0	0.0	0.0	14.7	18.9	14.6
LOS by Move:	C	A	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	7	12	0	0	6	7	0	0	0	5	9	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0 2	1	0	2 0 2	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	760	462	645	1540	0	340	3	570	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	760	462	645	1540	0	340	3	570	0	0	0
Added Vol:	0	192	0	7	55	0	236	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	952	462	652	1595	0	576	3	570	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	1002	486	686	1679	0	606	3	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1002	486	686	1679	0	606	3	600	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	1002	486	686	1679	0	606	3	600	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.02	0.98	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3838	1862	3400	3800	0	3582	19	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.20	0.44	0.00	0.17	0.17	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.23	0.54	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.82	0.82	0.89	0.81	0.00	0.48	0.48	0.89	0.00	0.00	0.00
Delay/Veh:	0.0	22.9	22.9	36.7	11.3	0.0	15.3	15.3	33.0	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	22.9	22.9	36.7	11.3	0.0	15.3	15.3	33.0	0.0	0.0	0.0
LOS by Move:	A	C	C	D	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	11	11	11	13	0	5	5	14	0	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 (Future Volume Alternative)

****

Intersection #17 Riverside Avenue (NS) at I-10 Freeway EB Ramps (EW) - #17

****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.974
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Riverside Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2	1 0	2	0 2	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	1693	607	490	1090	0	707	3	500	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	1693	607	490	1090	0	707	3	500	0	0	0
Added Vol:	0	113	0	31	225	0	172	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1806	607	521	1315	0	879	3	500	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	1901	639	548	1384	0	925	3	526	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1901	639	548	1384	0	925	3	526	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	1901	639	548	1384	0	925	3	526	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.25	0.75	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	4266	1434	3400	3800	0	3588	12	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.16	0.36	0.00	0.26	0.26	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.46	0.17	0.62	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.97	0.97	0.97	0.58	0.00	0.91	0.91	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	26.7	59.0	4.8	0.0	35.4	35.4	55.7	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	26.7	26.7	59.0	4.8	0.0	35.4	35.4	55.7	0.0	0.0	0.0
LOS by Move:	A	C	C	E	A	A	D	D	E	A	A	A
HCM2kAvgQ:	0	24	24	11	5	0	14	14	17	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0 3	0 0		0 0 2	1 0		1 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	98	1014	0	0	1625	32	26	0	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:	98	1014	0	0	1625	32	26	0	145	0	0	0
Added Vol:	0	168	0	0	49	2	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1182	0	0	1674	34	27	0	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:	103	1244	0	0	1762	36	28	0	153	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1244	0	0	1762	36	28	0	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:	103	1244	0	0	1762	36	28	0	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	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5587	113	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.00	0.00	0.32	0.32	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.69	0.00	0.00	0.59	0.59	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.54	0.32	0.00	0.00	0.54	0.54	0.06	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	65.5	2.5	0.0	0.0	10.5	10.5	36.3	0.0	40.1	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:	65.5	2.5	0.0	0.0	10.5	10.5	36.3	0.0	40.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	2	0	0	9	9	1	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #18 Riverside Avenue (NS) at Jurupa Avenue (EW) - #18

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Riverside Avenue						Jurupa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	26	26	26	26	26	34	34	34	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	250	1817	0	0	1321	90	63	0	169	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:	250	1817	0	0	1321	90	63	0	169	0	0	0
Added Vol:	0	106	0	0	203	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	1923	0	0	1524	91	65	0	169	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:	263	2024	0	0	1604	96	68	0	178	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	2024	0	0	1604	96	68	0	178	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:	263	2024	0	0	1604	96	68	0	178	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.83	0.17	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5379	321	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.00	0.00	0.30	0.30	0.04	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.23	0.69	0.00	0.00	0.46	0.46	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.64	0.51	0.00	0.00	0.64	0.64	0.15	0.00	0.36	0.00	0.00	0.00
Delay/Veh:	52.9	3.2	0.0	0.0	22.9	22.9	37.5	0.0	41.1	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:	52.9	3.2	0.0	0.0	22.9	22.9	37.5	0.0	41.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D	A	D	A	A	A
HCM2kAvgQ:	10	5	0	0	15	15	2	0	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

Cycle (sec): 90 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	114	491	41	62	1035	269	123	48	79	26	227	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:	114	491	41	62	1035	269	123	48	79	26	227	57
Added Vol:	0	136	0	0	38	11	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	627	41	62	1073	280	155	48	79	26	227	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	660	43	65	1129	295	163	51	83	27	239	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	660	43	65	1129	295	163	51	83	27	239	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	660	43	65	1129	295	163	51	83	27	239	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	0.95	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	5350	350	1800	4520	1180	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.04	0.25	0.25	0.09	0.01	0.04	0.02	0.06	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34	0.11	0.34	0.34
Volume/Cap:	0.60	0.36	0.36	0.33	0.73	0.73	0.82	0.04	0.13	0.14	0.18	0.09
Delay/Veh:	50.7	21.4	21.4	41.2	26.8	26.8	68.5	18.6	19.6	37.5	19.9	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	21.4	21.4	41.2	26.8	26.8	68.5	18.6	19.6	37.5	19.9	19.2
LOS by Move:	D	C	C	D	C	C	E	B	B	D	B	B
HCM2kAvgQ:	4	4	4	2	12	12	7	0	1	1	2	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #19 Riverside Avenue (NS) at Agua Mansa Road (EW) - #19

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 44.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Riverside Avenue						Agua Mansa Road					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	99	1345	0	73	963	87	410	357	87	40	114	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:	99	1345	0	73	963	87	410	357	87	40	114	55
Added Vol:	0	78	0	0	157	45	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1423	0	73	1120	132	439	357	87	40	114	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:	104	1498	0	77	1179	139	462	376	92	42	120	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1498	0	77	1179	139	462	376	92	42	120	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:	104	1498	0	77	1179	139	462	376	92	42	120	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	3.00	0.00	1.00	2.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	5700	0	1800	5099	601	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.04	0.23	0.23	0.26	0.10	0.05	0.02	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.30	0.00	0.08	0.29	0.29	0.29	0.42	0.42	0.13	0.26	0.26
Volume/Cap:	0.62	0.88	0.00	0.51	0.80	0.80	0.88	0.24	0.12	0.17	0.12	0.12
Delay/Veh:	68.4	46.2	0.0	64.6	43.3	43.3	58.5	20.2	19.1	47.6	34.3	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	46.2	0.0	64.6	43.3	43.3	58.5	20.2	19.1	47.6	34.3	34.5
LOS by Move:	E	D	A	E	D	D	E	C	B	D	C	C
HCM2kAvgQ:	5	20	0	4	16	16	20	4	2	1	2	1

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	12	756	87	285	966	18	27	67	55	68	40	357
Growth Adj:	1.00	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	756	87	285	966	18	27	67	55	68	40	357
Added Vol:	0	110	0	7	28	0	0	0	0	0	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	866	87	292	994	18	27	67	55	68	40	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	912	92	307	1046	19	28	71	58	72	42	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	912	92	307	1046	19	28	71	58	72	42	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	912	92	307	1046	19	28	71	58	72	42	402
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:	0.01	0.24	0.05	0.17	0.28	0.01	0.02	0.04	0.03	0.04	0.02	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.30	0.48	0.21	0.36	0.36	0.11	0.18	0.18	0.18	0.26	0.26
Volume/Cap:	0.05	0.81	0.10	0.81	0.75	0.03	0.15	0.20	0.17	0.22	0.08	0.81
Delay/Veh:	24.4	27.2	7.5	41.2	20.7	12.4	27.9	23.7	23.3	24.0	18.5	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	27.2	7.5	41.2	20.7	12.4	27.9	23.7	23.3	24.0	18.5	35.8
LOS by Move:	C	C	A	D	C	B	C	C	C	C	B	D
HCM2kAvgQ:	0	11	1	9	10	0	1	1	1	1	1	10

****

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #20 Main Street (NS) at Columbia Avenue (EW) - #20

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Main Street						Columbia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	7	7	7	7	7	7	7	7	7	7	7
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	37	1006	102	430	1081	33	58	78	30	178	90	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1006	102	430	1081	33	58	78	30	178	90	526
Added Vol:	0	66	0	23	132	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1072	102	453	1213	33	58	78	30	178	90	534
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	1128	107	477	1277	35	61	82	32	187	95	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1128	107	477	1277	35	61	82	32	187	95	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1128	107	477	1277	35	61	82	32	187	95	562
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:	0.02	0.30	0.06	0.26	0.34	0.02	0.03	0.04	0.02	0.10	0.05	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.30	0.52	0.26	0.47	0.47	0.07	0.14	0.14	0.22	0.30	0.30
Volume/Cap:	0.23	1.00	0.11	1.00	0.72	0.04	0.51	0.31	0.12	0.47	0.17	1.00
Delay/Veh:	47.4	63.4	9.8	80.0	20.6	12.3	61.9	43.4	40.2	39.5	27.8	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	63.4	9.8	80.0	20.6	12.3	61.9	43.4	40.2	39.5	27.8	74.7
LOS by Move:	D	E	A	E	C	B	E	D	D	D	C	E
HCM2kAvgQ:	1	25	1	23	15	0	3	2	1	6	2	25

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	495	890	0	0	577	35	0	0	0	343	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	890	0	0	577	35	0	0	0	343	0	100
Added Vol:	0	79	0	0	15	13	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	969	0	0	592	48	0	0	0	343	0	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	521	1020	0	0	623	51	0	0	0	361	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1020	0	0	623	51	0	0	0	361	0	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	521	1020	0	0	623	51	0	0	0	361	0	138
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	1.85	0.15	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1800	3800	0	0	3515	285	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.20	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.39	0.63	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.74	0.43	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.74	0.00	0.27
Delay/Veh:	21.1	3.4	0.0	0.0	26.5	26.5	0.0	0.0	0.0	29.8	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	3.4	0.0	0.0	26.5	26.5	0.0	0.0	0.0	29.8	0.0	18.5
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	B
HCM2kAvgQ:	10	3	0	0	7	7	0	0	0	8	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #21 Main Street (NS) at SR-60 Freeway WB Ramps (EW) - #21

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	0	7	7	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	111	949	0	0	1259	408	0	0	0	21	31	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	949	0	0	1259	408	0	0	0	21	31	531
Added Vol:	0	39	0	0	67	66	0	0	0	0	0	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	988	0	0	1326	474	0	0	0	21	31	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	117	1040	0	0	1396	499	0	0	0	22	33	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1040	0	0	1396	499	0	0	0	22	33	587
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1040	0	0	1396	499	0	0	0	22	33	587
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	1.47	0.53	0.00	0.00	0.00	0.42	0.58	1.00
Final Sat.:	1800	3800	0	0	2799	1001	0	0	0	750	1108	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.03	0.03	0.31
Crit Moves:	****				****							****
Green/Cycle:	0.08	0.61	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.83	0.45	0.00	0.00	0.94	0.94	0.00	0.00	0.00	0.09	0.09	0.94
Delay/Veh:	82.5	6.0	0.0	0.0	25.1	25.1	0.0	0.0	0.0	20.5	20.5	53.1
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:	82.5	6.0	0.0	0.0	25.1	25.1	0.0	0.0	0.0	20.5	20.5	53.1
LOS by Move:	F	A	A	A	C	C	A	A	A	C	C	D
HCM2kAvgQ:	6	5	0	0	29	29	0	0	0	1	1	21

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0 2	0 1		2 0 2	0 0		0 1	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	361	320	1080	295	0	319	0	205	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	361	320	1080	295	0	319	0	205	0	0	0
Added Vol:	0	24	0	9	5	0	55	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	385	320	1089	300	0	374	0	205	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	405	337	1146	316	0	394	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	337	1146	316	0	394	0	216	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	405	337	1146	316	0	394	0	216	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.18	0.34	0.08	0.00	0.22	0.00	0.11	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.22	0.22	0.41	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.81	0.81	0.13	0.00	0.81	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	22.6	38.4	19.0	2.3	0.0	30.0	0.0	19.0	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	22.6	38.4	19.0	2.3	0.0	30.0	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	C	D	B	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	4	8	12	1	0	10	0	3	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #22 Main Street (NS) at SR-60 Freeway EB Ramps (EW) - #22

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Main Street						SR-60 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	7	7	7	0	0	0
Lanes:	0 0	2	0 1	2	0 2	0 0	0	1 0	1 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	801	433	1238	362	0	239	19	428	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	801	433	1238	362	0	239	19	428	0	0	0
Added Vol:	0	7	0	44	22	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	808	433	1282	384	0	271	19	428	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	851	456	1349	404	0	285	20	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	851	456	1349	404	0	285	20	451	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	851	456	1349	404	0	285	20	451	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	0.89	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.94	0.06	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	3400	3800	0	1688	118	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.24	0.40	0.11	0.00	0.17	0.17	0.24	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.25	0.25	0.41	0.66	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.97	0.97	0.16	0.00	0.69	0.69	0.97	0.00	0.00	0.00
Delay/Veh:	0.0	35.8	57.3	33.5	1.8	0.0	24.2	24.2	48.4	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	35.8	57.3	33.5	1.8	0.0	24.2	24.2	48.4	0.0	0.0	0.0
LOS by Move:	A	D	E	C	A	A	C	C	D	A	A	A
HCM2kAvgQ:	0	12	14	21	1	0	7	7	14	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	87	0	162	38	213	0	0	308	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	87	0	162	38	213	0	0	308	42
Added Vol:	16	2	26	110	13	75	218	378	93	146	143	259
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	2	26	197	13	237	256	591	93	146	451	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	2	27	207	14	249	269	622	98	154	475	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2	27	207	14	249	269	622	98	154	475	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	2	27	207	14	249	269	622	98	154	475	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.07	0.93	2.00	0.05	0.95	2.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1800	136	1764	3400	99	1801	3400	3283	517	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.14	0.14	0.08	0.19	0.19	0.09	0.12	0.17
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.02	0.04	0.04	0.15	0.35	0.35	0.62	0.36	0.36	0.21	0.31	0.42
Delay/Veh:	12.9	13.0	13.0	13.8	16.0	16.0	38.6	8.4	8.4	14.6	15.1	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	13.0	13.0	13.8	16.0	16.0	38.6	8.4	8.4	14.6	15.1	17.0
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
HCM2kAvgQ:	0	0	0	1	4	4	4	4	4	2	3	5

****

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Wildrose Avenue (NS) at Valley Boualrvard (EW) - #23

Cycle (sec):	75	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	17.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

Street Name:	Wildrose Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	10	31	31	31	31	31
Lanes:	1 0	0 1	0	2 0	0 1	0	2 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	83	0	68	161	467	0	0	382	179
Growth Adj:	1.00	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	68	161	467	0	0	382	179
Added Vol:	78	11	122	312	3	242	129	370	20	31	561	196
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	11	122	395	3	310	290	837	20	31	943	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	12	128	416	3	326	305	881	21	33	993	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	12	128	416	3	326	305	881	21	33	993	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	12	128	416	3	326	305	881	21	33	993	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	0.08	0.92	2.00	0.01	0.99	2.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1800	157	1743	3400	18	1882	3400	3711	89	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.12	0.17	0.17	0.09	0.24	0.24	0.02	0.26	0.21
Crit Moves:					****			****			****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.13	0.53	0.53	0.40	0.40	0.40
Volume/Cap:	0.11	0.19	0.19	0.31	0.44	0.44	0.70	0.45	0.45	0.05	0.66	0.52
Delay/Veh:	13.6	14.3	14.3	15.1	17.2	17.2	41.6	9.1	9.1	13.1	19.4	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	14.3	14.3	15.1	17.2	17.2	41.6	9.1	9.1	13.1	19.4	18.6
LOS by Move:	B	B	B	B	B	B	D	A	A	B	B	B
HCM2kAvgQ:	1	2	2	3	5	5	5	5	5	0	10	7

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	1 1	0	1	1 0 1
Volume Module:												
Base Vol:	1	1	8	16	3	31	7	197	11	36	198	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	8	16	3	31	7	197	11	36	198	2
Added Vol:	48	0	15	0	0	0	0	62	63	5	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	23	16	3	31	7	259	74	41	230	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	1	24	17	3	33	7	273	78	43	242	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	24	17	3	33	7	273	78	43	242	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1	24	17	3	33	7	273	78	43	242	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.32	0.06	0.62	1.00	1.56	0.44	0.30	1.70	1.00
Final Sat.:	501	10	614	184	35	357	575	996	295	181	1030	692
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.04	0.09	0.09	0.09	0.01	0.27	0.26	0.24	0.24	0.00
Crit Moves:	****					****		****		****		
Delay/Veh:	10.0	10.0	8.3	9.4	9.4	9.4	8.8	10.1	9.7	10.3	10.1	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	8.3	9.4	9.4	9.4	8.8	10.1	9.7	10.3	10.1	7.7
LOS by Move:	B	B	A	A	A	A	A	B	A	B	B	A
ApproachDel:	9.5			9.4			10.0			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.4			10.0			10.1		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	0.1	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.3	0.3	0.3	0.0

****

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #24 Indigo Avenue (NS) at San Berardino Avenue (EW) - #24

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

****

Street Name:	Indigo Avenue						San Bernardino Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	0 1	1	0 1
Volume Module:												
Base Vol:	3	10	27	10	3	17	28	273	2	4	300	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:	3	10	27	10	3	17	28	273	2	4	300	12
Added Vol:	86	0	10	0	0	0	0	95	72	17	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	10	37	10	3	17	28	368	74	21	420	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:	94	11	39	11	3	18	29	387	78	22	442	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	11	39	11	3	18	29	387	78	22	442	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:	94	11	39	11	3	18	29	387	78	22	442	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:	0.90	0.10	1.00	0.33	0.10	0.57	1.00	1.67	0.33	0.10	1.90	1.00
Final Sat.:	420	47	546	164	49	280	517	950	195	53	1064	622
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.07	0.06	0.06	0.06	0.06	0.41	0.40	0.42	0.42	0.02
Crit Moves:		****			****			****		****		
Delay/Veh:	11.9	11.9	9.3	10.2	10.2	10.2	9.8	12.8	12.4	13.2	13.2	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	9.3	10.2	10.2	10.2	9.8	12.8	12.4	13.2	13.2	8.4
LOS by Move:	B	B	A	B	B	B	A	B	B	B	B	A
ApproachDel:		11.2			10.2			12.6			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			10.2			12.6			13.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.1	0.1	0.1	0.1	0.1	0.6	0.6	0.7	0.6	0.0

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	73	0	64	29	197	0	0	166	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	64	29	197	0	0	166	11
Added Vol:	15	8	45	17	21	1	2	66	10	176	22	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	8	45	90	21	65	31	263	10	176	188	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:	16	8	47	95	22	68	33	277	11	185	198	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	8	47	95	22	68	33	277	11	185	198	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:	16	8	47	95	22	68	33	277	11	185	198	17
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	0.15	0.85	0.52	0.12	0.36	1.00	1.93	0.07	1.00	1.84	0.16
Final Sat.:	1800	287	1613	945	220	682	1800	3661	139	1800	3502	298
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.10	0.10	0.10	0.02	0.08	0.08	0.10	0.06	0.06
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.02	0.06	0.06	0.21	0.21	0.21	0.04	0.16	0.16	0.22	0.12	0.12
Delay/Veh:	7.2	7.5	7.5	8.5	8.5	8.5	8.0	8.6	8.6	9.2	8.3	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:	7.2	7.5	7.5	8.5	8.5	8.5	8.0	8.6	8.6	9.2	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	1	2	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #25 Eucalyptus Avenue (NS) at San Bernardino Avenue (EW) - #25

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Eucalyptus Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
Lanes:	1 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	42	0	50	97	228	0	0	200	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	50	97	228	0	0	200	73
Added Vol:	27	40	206	17	30	2	1	74	30	104	109	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	40	206	59	30	52	98	302	30	104	309	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	42	217	62	32	55	103	318	32	109	325	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	42	217	62	32	55	103	318	32	109	325	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	42	217	62	32	55	103	318	32	109	325	105
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	0.16	0.84	0.43	0.21	0.36	1.00	1.82	0.18	1.00	1.51	0.49
Final Sat.:	1800	309	1591	777	395	685	1800	3457	343	1800	2871	929
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.08	0.08	0.08	0.06	0.09	0.09	0.06	0.11	0.11
Crit Moves:		****									****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.03	0.26	0.26	0.15	0.15	0.15	0.14	0.22	0.22	0.15	0.27	0.27
Delay/Veh:	5.3	6.7	6.7	6.0	6.0	6.0	9.9	10.2	10.2	9.9	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	6.7	6.7	6.0	6.0	6.0	9.9	10.2	10.2	9.9	10.5	10.5
LOS by Move:	A	A	A	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	0	2	2	1	1	1	1	2	2	1	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	0	0	0	31	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	81	0	599	0	0	0	0	381	39	331	439	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:	81	0	599	0	0	0	0	381	39	331	439	0
Added Vol:	16	0	0	0	0	0	0	0	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	599	0	0	0	0	381	100	331	439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	0	631	0	0	0	0	401	105	348	462	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	631	0	0	0	0	401	105	348	462	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:	102	0	631	0	0	0	0	401	105	348	462	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	1.00	1.00	0.00	0.00	0.00	1.00	1.58	0.42	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	0	0	1800	3010	790	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.33	0.00	0.00	0.00	0.00	0.13	0.13	0.19	0.12	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.31	0.31	0.23	0.54	0.00
Volume/Cap:	0.14	0.00	0.83	0.00	0.00	0.00	0.00	0.43	0.43	0.83	0.22	0.00
Delay/Veh:	17.6	0.0	34.8	0.0	0.0	0.0	0.0	28.0	28.0	54.1	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	34.8	0.0	0.0	0.0	0.0	28.0	28.0	54.1	8.6	0.0
LOS by Move:	B	A	C	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	2	0	19	0	0	0	0	6	6	13	2	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #26 Pepper Avenue (NS) at Highland Avenue (SR-30) (EW) - #26

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 46.1
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Highland Avenue (SR-30)					
Approach:	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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	0	0	0	31	31	31	10	31	31
Lanes:	1 0	1 0	1	0 0	0 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	93	0	752	0	0	0	0	548	61	449	497	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:	93	0	752	0	0	0	0	548	61	449	497	0
Added Vol:	87	0	0	0	0	0	0	0	51	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	752	0	0	0	0	548	112	449	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	189	0	792	0	0	0	0	577	118	473	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	0	792	0	0	0	0	577	118	473	523	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:	189	0	792	0	0	0	0	577	118	473	523	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	1.00	1.00	0.00	0.00	0.00	1.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	1800	1900	1900	0	0	0	1800	3155	645	1800	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.42	0.00	0.00	0.00	0.00	0.18	0.18	0.26	0.14	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.25	0.25	0.27	0.52	0.00
Volume/Cap:	0.24	0.00	0.96	0.00	0.00	0.00	0.00	0.74	0.74	0.96	0.26	0.00
Delay/Veh:	20.1	0.0	53.6	0.0	0.0	0.0	0.0	48.4	48.4	77.7	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	0.0	53.6	0.0	0.0	0.0	0.0	48.4	48.4	77.7	12.6	0.0
LOS by Move:	C	A	D	A	A	A	A	D	D	E	B	A
HCM2kAvgQ:	4	0	35	0	0	0	0	13	13	24	4	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	296	648	0	0	343	35	0	0	0	367	0	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:	296	648	0	0	343	35	0	0	0	367	0	231
Added Vol:	0	16	0	0	61	0	0	0	0	37	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	664	0	0	404	35	0	0	0	404	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	699	0	0	425	37	0	0	0	425	0	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	699	0	0	425	37	0	0	0	425	0	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	699	0	0	425	37	0	0	0	425	0	243
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	1.84	0.16	0.00	0.00	0.00	1.65	0.00	1.35
Final Sat.:	1800	3800	0	0	3497	303	0	0	0	2968	0	2568
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.14	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.32	0.64	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.54	0.29	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.54	0.00	0.36
Delay/Veh:	20.0	2.6	0.0	0.0	16.4	16.4	0.0	0.0	0.0	20.7	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	2.6	0.0	0.0	16.4	16.4	0.0	0.0	0.0	20.7	0.0	18.5
LOS by Move:	B	A	A	A	B	B	A	A	A	C	A	B
HCM2kAvgQ:	5	2	0	0	3	3	0	0	0	5	0	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Pepper Avenue (NS) at SR-210 Freeway WB Ramps (EW) - #27

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	238	712	0	0	437	74	0	0	0	293	0	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	712	0	0	437	74	0	0	0	293	0	346
Added Vol:	0	87	0	0	51	0	0	0	0	46	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	799	0	0	488	74	0	0	0	339	0	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	841	0	0	514	78	0	0	0	357	0	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	841	0	0	514	78	0	0	0	357	0	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	841	0	0	514	78	0	0	0	357	0	364
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	1.74	0.26	0.00	0.00	0.00	1.51	0.00	1.49
Final Sat.:	1800	3800	0	0	3300	500	0	0	0	2715	0	2834
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:	****				****					****		
Green/Cycle:	0.29	0.62	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.47	0.36	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.47	0.00	0.46
Delay/Veh:	20.2	3.3	0.0	0.0	16.7	16.7	0.0	0.0	0.0	19.1	0.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	3.3	0.0	0.0	16.7	16.7	0.0	0.0	0.0	19.1	0.0	19.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	A	B
HCM2kAvgQ:	4	2	0	0	4	4	0	0	0	4	0	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	662	99	109	601	0	288	0	412	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	662	99	109	601	0	288	0	412	0	0	0
Added Vol:	0	16	12	0	98	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	678	111	109	699	0	288	0	412	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	714	117	115	736	0	303	0	434	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	714	117	115	736	0	303	0	434	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	714	117	115	736	0	303	0	434	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	1.42	0.00	1.58	0.00	0.00	0.00
Final Sat.:	0	3265	535	1800	3800	0	2564	0	2993	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.06	0.19	0.00	0.12	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.42	0.38	0.28	0.00	0.55	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	7.3	7.3	25.9	1.5	0.0	22.5	0.0	24.8	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	7.3	7.3	25.9	1.5	0.0	22.5	0.0	24.8	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	4	4	2	1	0	4	0	6	0	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 (Future Volume Alternative)

****

Intersection #28 Pepper Avenue (NS) at SR-210 Freeway EB Ramps (EW) - #28

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						SR-210 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0 0
Volume Module:												
Base Vol:	0	748	213	126	609	0	453	0	291	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	748	213	126	609	0	453	0	291	0	0	0
Added Vol:	0	87	66	0	97	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	835	279	126	706	0	453	0	291	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	879	294	133	743	0	477	0	306	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	879	294	133	743	0	477	0	306	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	879	294	133	743	0	477	0	306	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.50	0.50	1.00	2.00	0.00	1.62	0.00	1.38	0.00	0.00	0.00
Final Sat.:	0	2848	952	1800	3800	0	2919	0	2619	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.07	0.20	0.00	0.16	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.68	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.60	0.44	0.29	0.00	0.75	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	8.9	27.2	1.5	0.0	27.1	0.0	22.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	27.2	1.5	0.0	27.1	0.0	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	C	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	7	3	1	0	7	0	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	73	555	16	352	459	242	241	213	79	12	315	405
Growth Adj:	1.00	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	555	16	352	459	242	241	213	79	12	315	405
Added Vol:	8	44	4	0	124	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	599	20	352	583	242	241	213	109	19	315	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	631	21	371	614	255	254	224	115	20	332	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	631	21	371	614	255	254	224	115	20	332	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	631	21	371	614	255	254	224	115	20	332	426
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	1.94	0.06	1.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3677	123	1800	2685	1115	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.21	0.23	0.23	0.14	0.06	0.06	0.01	0.09	0.22
Crit Moves:					****							****
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.09	0.34	0.34	0.41	0.45	0.45	0.33	0.14	0.14	0.03	0.20	0.53
Delay/Veh:	6.0	7.2	7.2	8.3	8.0	8.0	11.3	9.4	9.4	8.8	9.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	7.2	7.2	8.3	8.0	8.0	11.3	9.4	9.4	8.8	9.6	12.6
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	B
HCM2kAvgQ:	1	3	3	4	4	4	3	1	1	0	2	6

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #29 Pepper Avenue (NS) at Baseline Road (EW) - #29

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Pepper Avenue						Baseline Road					
Approach:	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:	31	31	31	31	31	31	26	26	26	26	26	26
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	254	612	87	228	472	166	165	345	128	60	499	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	87	228	472	166	165	345	128	60	499	163
Added Vol:	43	242	22	0	179	0	0	0	25	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	854	109	228	651	166	165	345	153	80	499	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	313	899	115	240	685	175	174	363	161	84	525	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	899	115	240	685	175	174	363	161	84	525	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	313	899	115	240	685	175	174	363	161	84	525	172
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	1.77	0.23	1.00	1.59	0.41	1.00	2.08	0.92	1.00	2.26	0.74
Final Sat.:	1800	3370	430	1800	3028	772	1800	3949	1751	1800	4297	1403
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.13	0.23	0.23	0.10	0.09	0.09	0.05	0.12	0.12
Crit Moves:		****									****	
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.34	0.52	0.52	0.26	0.45	0.45	0.23	0.22	0.22	0.11	0.29	0.29
Delay/Veh:	7.7	8.6	8.6	7.1	7.9	7.9	10.3	9.8	9.8	9.4	10.2	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:	7.7	8.6	8.6	7.1	7.9	7.9	10.3	9.8	9.8	9.4	10.2	10.2
LOS by Move:	A	A	A	A	A	A	B	A	A	A	B	B
HCM2kAvgQ:	3	5	5	2	4	4	2	2	2	1	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 85 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	144	341	53	57	464	156	182	570	260	75	459	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:	144	341	53	57	464	156	182	570	260	75	459	27
Added Vol:	16	61	9	0	168	0	0	0	44	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	402	62	57	632	156	182	570	304	106	459	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	423	65	60	665	164	192	600	320	112	483	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	423	65	60	665	164	192	600	320	112	483	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	423	65	60	665	164	192	600	320	112	483	28
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	1.73	0.27	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	1800	3292	508	1800	3048	752	1800	3800	1900	1800	5383	317
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.03	0.22	0.22	0.11	0.16	0.17	0.06	0.09	0.09
Crit Moves:					****				****	****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.11	0.39	0.39	0.11	0.39	0.39
Volume/Cap:	0.22	0.30	0.30	0.08	0.51	0.51	0.94	0.41	0.44	0.55	0.23	0.23
Delay/Veh:	14.1	14.5	14.5	12.8	16.7	16.7	87.0	18.4	18.8	46.9	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.5	14.5	12.8	16.7	16.7	87.0	18.4	18.8	46.9	16.8	16.8
LOS by Move:	B	B	B	B	B	B	F	B	B	D	B	B
HCM2kAvgQ:	2	3	3	1	7	7	9	5	6	4	3	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #30 Pepper Avenue (NS) at Foothill Boulevard (SR-66) (EW) - #30

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Foothill Boulevard (SR-66)					
Approach:	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:	38	38	38	38	38	38	10	34	34	10	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	239	679	97	45	389	199	290	728	285	116	882	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:	239	679	97	45	389	199	290	728	285	116	882	111
Added Vol:	88	330	44	0	247	0	0	0	66	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1009	141	45	636	199	290	728	351	143	882	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:	344	1062	148	47	669	209	305	766	369	151	928	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1062	148	47	669	209	305	766	369	151	928	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:	344	1062	148	47	669	209	305	766	369	151	928	117
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	1.75	0.25	1.00	1.52	0.48	1.00	2.02	0.98	1.00	2.66	0.34
Final Sat.:	1800	3334	466	1800	2894	906	1800	3846	1854	1800	5063	637
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.03	0.23	0.23	0.17	0.20	0.20	0.08	0.18	0.18
Crit Moves:		****					****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.18	0.41	0.41	0.12	0.36	0.36
Volume/Cap:	0.48	0.80	0.80	0.07	0.58	0.58	0.95	0.48	0.48	0.69	0.51	0.51
Delay/Veh:	21.2	26.9	26.9	15.9	21.5	21.5	77.0	18.5	18.5	56.0	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:	21.2	26.9	26.9	15.9	21.5	21.5	77.0	18.5	18.5	56.0	23.4	23.4
LOS by Move:	C	C	C	B	C	C	E	B	B	E	C	C
HCM2kAvgQ:	7	16	16	1	9	9	14	7	7	6	7	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	109	612	101	142	818	109	141	287	128	155	382	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	612	101	142	818	109	141	287	128	155	382	67
Added Vol:	12	86	9	0	242	0	0	0	37	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	698	110	142	1060	109	141	287	165	186	382	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	127	735	116	149	1116	115	148	302	174	196	402	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	735	116	149	1116	115	148	302	174	196	402	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	735	116	149	1116	115	148	302	174	196	402	71
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	1.73	0.27	1.00	1.81	0.19	1.00	1.27	0.73	1.00	1.70	0.30
Final Sat.:	1800	3283	517	1800	3446	354	1800	2413	1387	1800	3233	567
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.08	0.32	0.32	0.08	0.13	0.13	0.11	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.35	0.35	0.13	0.38	0.38	0.11	0.31	0.31	0.13	0.33	0.33
Volume/Cap:	0.71	0.64	0.64	0.62	0.85	0.85	0.77	0.40	0.40	0.85	0.38	0.38
Delay/Veh:	64.5	28.3	28.3	52.4	32.2	32.2	68.8	27.6	27.6	72.9	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	28.3	28.3	52.4	32.2	32.2	68.8	27.6	27.6	72.9	25.4	25.4
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	11	11	6	19	19	7	5	5	9	5	5

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #31 Pepper Avenue (NS) at Rialto Avenue (EW) - #31

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.5
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Pepper Avenue						Rialto Avenue					
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	26	26	10	26	26	10	31	31	10	31	31
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:	117	813	77	127	677	90	186	346	71	71	373	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	813	77	127	677	90	186	346	71	71	373	141
Added Vol:	66	463	44	0	340	0	0	0	46	27	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1276	121	127	1017	90	186	346	117	98	373	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	193	1343	127	134	1071	95	196	364	123	103	393	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1343	127	134	1071	95	196	364	123	103	393	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1343	127	134	1071	95	196	364	123	103	393	148
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	1.84	0.16	1.00	1.49	0.51	1.00	1.45	0.55
Final Sat.:	1800	3471	329	1800	3491	309	1800	2840	960	1800	2758	1042
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.39	0.07	0.31	0.31	0.11	0.13	0.13	0.06	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.45	0.45	0.09	0.40	0.40	0.13	0.30	0.30	0.10	0.27	0.27
Volume/Cap:	0.77	0.86	0.86	0.85	0.77	0.77	0.86	0.43	0.43	0.59	0.53	0.53
Delay/Veh:	68.3	30.1	30.1	93.1	31.0	31.0	82.1	33.2	33.2	63.9	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	30.1	30.1	93.1	31.0	31.0	82.1	33.2	33.2	63.9	37.7	37.7
LOS by Move:	E	C	C	F	C	C	F	C	C	E	D	D
HCM2kAvgQ:	9	24	24	7	18	18	10	6	6	5	8	8

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	25	407	18	70	633	20	25	132	36	60	106	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:	25	407	18	70	633	20	25	132	36	60	106	57
Added Vol:	20	107	11	0	310	0	0	0	50	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	514	29	70	943	20	25	132	86	74	106	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	541	31	74	993	21	26	139	91	78	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	541	31	74	993	21	26	139	91	78	112	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	541	31	74	993	21	26	139	91	78	112	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	0.95	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.96	0.04	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3597	203	1800	3721	79	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.04	0.27	0.27	0.01	0.04	0.05	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.45	0.45	0.14	0.51	0.51	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.32	0.34	0.34	0.28	0.52	0.52	0.18	0.14	0.18	0.52	0.11	0.12
Delay/Veh:	57.2	18.6	18.6	48.5	15.9	15.9	53.7	34.6	35.5	65.0	34.2	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	18.6	18.6	48.5	15.9	15.9	53.7	34.6	35.5	65.0	34.2	34.6
LOS by Move:	E	B	B	D	B	B	D	C	D	E	C	C
HCM2kAvgQ:	2	5	5	3	10	10	1	2	2	4	1	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Pepper Avenue (NS) at Merrill Avenue (EW) - #32

Cycle (sec):	120	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

Street Name:	Pepper Avenue						Merrill Avenue					
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	31	31	10	31	31	10	31	31	10	31	31
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:	40	661	66	101	505	33	51	253	37	38	227	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:	40	661	66	101	505	33	51	253	37	38	227	98
Added Vol:	110	573	47	0	413	0	0	0	87	44	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1234	113	101	918	33	51	253	124	82	227	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	1299	119	106	966	35	54	266	131	86	239	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1299	119	106	966	35	54	266	131	86	239	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:	158	1299	119	106	966	35	54	266	131	86	239	103
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	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1800	3481	319	1800	3668	132	1800	3800	1900	1800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.06	0.26	0.26	0.03	0.07	0.07	0.05	0.06	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.51	0.51	0.08	0.44	0.44	0.08	0.26	0.26	0.08	0.26	0.26
Volume/Cap:	0.59	0.73	0.73	0.71	0.59	0.59	0.36	0.27	0.27	0.58	0.24	0.21
Delay/Veh:	57.2	20.0	20.0	78.2	22.8	22.8	58.5	36.2	36.8	68.0	35.8	35.9
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:	57.2	20.0	20.0	78.2	22.8	22.8	58.5	36.2	36.8	68.0	35.8	35.9
LOS by Move:	E	B	B	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	18	18	5	12	12	2	4	3	4	3	3

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	55	478	26	25	869	47	45	109	146	44	89	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:	55	478	26	25	869	47	45	109	146	44	89	27
Added Vol:	13	117	164	22	304	85	30	57	40	154	104	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	595	190	47	1173	132	75	166	186	198	193	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:	72	626	200	49	1235	139	79	175	196	208	203	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	626	200	49	1235	139	79	175	196	208	203	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:	72	626	200	49	1235	139	79	175	196	208	203	32
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.80	0.20	1.00	1.00	1.00	1.00	1.73	0.27
Final Sat.:	3400	3800	1900	1800	3416	384	1800	1900	1900	1800	3289	511
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.11	0.03	0.36	0.36	0.04	0.09	0.10	0.12	0.06	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.10	0.48	0.48	0.15	0.53	0.53	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.21	0.35	0.22	0.18	0.68	0.68	0.14	0.30	0.33	0.37	0.20	0.20
Delay/Veh:	42.8	13.7	12.8	38.2	14.3	14.3	24.9	26.2	26.8	28.2	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:	42.8	13.7	12.8	38.2	14.3	14.3	24.9	26.2	26.8	28.2	25.2	25.2
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	3	1	13	13	2	4	4	5	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #33 Pepper Avenue (NS) at San Bernardino Avenue (EW) - #33

****

Cycle (sec):	105	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Pepper Avenue						San Bernardino Avenue					
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	31	31	10	31	31	31	31	31	31	31	31
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	160	872	102	69	538	70	95	189	91	41	179	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:	160	872	102	69	538	70	95	189	91	41	179	13
Added Vol:	68	652	194	5	507	79	122	130	46	211	92	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1524	296	74	1045	149	217	319	137	252	271	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	240	1604	312	78	1100	157	228	336	144	265	285	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1604	312	78	1100	157	228	336	144	265	285	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1604	312	78	1100	157	228	336	144	265	285	36
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	0.95	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.75	0.25	1.00	1.40	0.60	1.00	1.78	0.22
Final Sat.:	3400	3800	1900	1800	3326	474	1800	2658	1142	1800	3376	424
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.16	0.04	0.33	0.33	0.13	0.13	0.13	0.15	0.08	0.08
Crit Moves:		****		****						****		
Green/Cycle:	0.14	0.55	0.55	0.10	0.50	0.50	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.49	0.76	0.30	0.45	0.66	0.66	0.43	0.43	0.43	0.50	0.29	0.29
Delay/Veh:	44.7	15.0	9.2	53.4	16.6	16.6	32.1	30.7	30.7	33.6	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	15.0	9.2	53.4	16.6	16.6	32.1	30.7	30.7	33.6	28.8	28.8
LOS by Move:	D	B	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	17	3	3	13	13	6	6	6	7	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 (Future Volume Alternative)

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

Cycle (sec): 120 Critical Vol./Cap.(X): 0.254
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: OPTIMIZED Level Of Service: B

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	461	121	89	969	0	0	0	0	51	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	461	121	89	969	0	0	0	0	51	0	59
Added Vol:	159	282	0	0	424	75	12	0	24	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	743	121	89	1393	75	12	0	24	51	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	167	782	127	94	1466	79	13	0	25	54	0	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	782	127	94	1466	79	13	0	25	54	0	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	782	127	94	1466	79	13	0	25	54	0	62
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	2.58	0.42	1.00	2.85	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1800	4902	798	1800	5409	291	1800	0	1900	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.05	0.27	0.27	0.01	0.00	0.01	0.03	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.48	0.48	0.48	0.16	0.63	0.63	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.19	0.33	0.33	0.33	0.43	0.43	0.02	0.00	0.04	0.09	0.00	0.10
Delay/Veh:	14.9	15.9	15.9	48.3	5.8	5.8	27.5	0.0	27.7	28.4	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	15.9	15.9	48.3	5.8	5.8	27.5	0.0	27.7	28.4	0.0	28.5
LOS by Move:	B	B	B	D	A	A	C	A	C	C	A	C
HCM2kAvgQ:	3	5	5	3	5	5	0	0	1	1	0	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #34 Pepper Avenue (NS) at Violet Avenue (EW) - #34

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Violet Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	10	23	23	38	38	38	38	38	38
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	1046	26	44	619	0	0	0	0	71	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	26	44	619	0	0	0	0	71	0	94
Added Vol:	33	844	0	0	748	15	70	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1890	26	44	1367	15	70	0	150	71	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	1989	27	46	1439	16	74	0	158	75	0	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1989	27	46	1439	16	74	0	158	75	0	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1989	27	46	1439	16	74	0	158	75	0	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1800	5623	77	1800	5638	62	1800	0	1900	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.03	0.26	0.26	0.04	0.00	0.08	0.04	0.00	0.05
Crit Moves:		****		****					****			
Green/Cycle:	0.58	0.58	0.58	0.08	0.66	0.66	0.29	0.00	0.29	0.29	0.00	0.29
Volume/Cap:	0.03	0.61	0.61	0.33	0.39	0.39	0.14	0.00	0.28	0.14	0.00	0.18
Delay/Veh:	7.0	11.4	11.4	63.2	4.3	4.3	34.2	0.0	36.5	34.2	0.0	34.8
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:	7.0	11.4	11.4	63.2	4.3	4.3	34.2	0.0	36.5	34.2	0.0	34.8
LOS by Move:	A	B	B	E	A	A	C	A	D	C	A	C
HCM2kAvgQ:	0	12	12	2	4	4	2	0	4	2	0	3

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	583	161	69	985	0	0	0	0	85	0	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	583	161	69	985	0	0	0	0	85	0	37
Added Vol:	74	363	0	0	348	101	78	0	75	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	946	161	69	1333	101	78	0	75	85	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
PHF Volume:	78	946	161	73	1333	101	82	0	75	89	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	946	161	73	1333	101	82	0	75	89	0	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:	78	946	161	73	1333	101	82	0	75	89	0	37
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	1.86	0.14	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1800	3800	1900	1800	3532	268	1800	0	1900	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.08	0.04	0.38	0.38	0.05	0.00	0.04	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.52	0.52	0.52	0.10	0.62	0.62	0.32	0.00	0.32	0.32	0.00	0.32
Volume/Cap:	0.08	0.48	0.16	0.42	0.61	0.61	0.14	0.00	0.12	0.15	0.00	0.06
Delay/Veh:	9.2	12.4	9.8	52.3	7.6	7.6	24.8	0.0	24.6	25.0	0.0	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	12.4	9.8	52.3	7.6	7.6	24.8	0.0	24.6	25.0	0.0	23.8
LOS by Move:	A	B	A	D	A	A	C	A	C	C	A	C
HCM2kAvgQ:	1	7	2	3	9	9	2	0	1	2	0	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #35 Pepper Avenue (NS) at Hospital Entrance (EW) - #35

****

Cycle (sec): 115 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Pepper Avenue						Hospital Entrance					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	10	31	31	34	34	34	34	34	34
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	970	90	70	660	0	0	0	0	210	0	70
Growth Adj:	1.00	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	970	90	70	660	0	0	0	0	210	0	70
Added Vol:	266	514	0	0	551	347	362	0	264	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1484	90	70	1211	347	362	0	264	210	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	280	1562	95	74	1275	365	381	0	278	221	0	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1562	95	74	1275	365	381	0	278	221	0	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1562	95	74	1275	365	381	0	278	221	0	74
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	1.55	0.45	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1800	3800	1900	1800	2954	846	1800	0	1900	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.16	0.41	0.05	0.04	0.43	0.43	0.21	0.00	0.15	0.12	0.00	0.04
Crit Moves:		****		****			****					
Green/Cycle:	0.57	0.57	0.57	0.09	0.65	0.65	0.30	0.00	0.30	0.30	0.00	0.30
Volume/Cap:	0.28	0.73	0.09	0.47	0.66	0.66	0.72	0.00	0.49	0.42	0.00	0.13
Delay/Veh:	9.1	14.2	7.6	59.8	6.7	6.7	43.8	0.0	36.1	34.5	0.0	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:	9.1	14.2	7.6	59.8	6.7	6.7	43.8	0.0	36.1	34.5	0.0	29.8
LOS by Move:	A	B	A	E	A	A	D	A	D	C	A	C
HCM2kAvgQ:	3	16	1	3	10	10	13	0	8	6	0	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

Cycle (sec): 110 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	103	143	231	148	955	54	334	131	39	26	993	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	143	231	148	955	54	334	131	39	26	993	53
Added Vol:	339	257	370	168	69	185	109	223	132	89	221	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	400	601	316	1024	239	443	354	171	115	1214	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	465	421	633	333	1078	252	466	373	180	121	1278	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	421	633	333	1078	252	466	373	180	121	1278	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:	465	421	633	333	1078	252	466	373	180	121	1278	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.33	0.10	0.19	0.13	0.14	0.07	0.09	0.04	0.22	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.35	0.46	0.11	0.31	0.46	0.15	0.36	0.51	0.11	0.31	0.42
Volume/Cap:	0.89	0.21	0.73	0.88	0.61	0.29	0.89	0.18	0.18	0.34	0.73	0.16
Delay/Veh:	65.0	23.7	25.4	72.0	33.3	15.7	64.9	22.9	11.2	48.2	35.8	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	23.7	25.4	72.0	33.3	15.7	64.9	22.9	11.2	48.2	35.8	17.7
LOS by Move:	E	C	C	E	C	B	E	C	B	D	D	B
HCM2kAvgQ:	12	3	16	9	10	4	12	2	2	2	13	2

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #36 Pepper Avenue (NS) at Valley Boulevard (EW) - #36

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	44.4
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	Pepper Avenue						Valley Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	10	34	34	10	34	34	10	34	34	10	34	34
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	211	289	220	180	945	77	160	190	65	29	1102	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:	211	289	220	180	945	77	160	190	65	29	1102	71
Added Vol:	384	261	258	205	420	190	238	297	590	487	351	281
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	595	550	478	385	1365	267	398	487	655	516	1453	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	626	579	503	405	1437	281	419	513	689	543	1529	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	579	503	405	1437	281	419	513	689	543	1529	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	579	503	405	1437	281	419	513	689	543	1529	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00	0.89	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5700	1900	3400	5700	1900	3400	5700	1900	3400	5700	1900
Capacity Analysis Module:												
Vol/Sat:	0.18	0.10	0.26	0.12	0.25	0.15	0.12	0.09	0.36	0.16	0.27	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.34	0.51	0.14	0.28	0.42	0.14	0.28	0.48	0.17	0.32	0.46
Volume/Cap:	0.94	0.30	0.52	0.84	0.89	0.35	0.90	0.32	0.76	0.94	0.85	0.43
Delay/Veh:	70.1	28.4	16.9	66.1	48.9	21.8	73.4	34.3	26.1	74.0	42.5	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:	70.1	28.4	16.9	66.1	48.9	21.8	73.4	34.3	26.1	74.0	42.5	19.6
LOS by Move:	E	C	B	E	D	C	E	C	C	E	D	B
HCM2kAvgQ:	17	5	9	11	20	6	12	4	19	15	19	7

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	7	482	0	0	760	846	0	0	0	14	0	658
Growth Adj:	1.00	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	482	0	0	760	846	0	0	0	14	0	658
Added Vol:	0	263	0	0	215	75	0	0	0	0	0	703
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	745	0	0	975	921	0	0	0	14	0	1361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	784	0	0	1026	969	0	0	0	15	0	1433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	784	0	0	1026	969	0	0	0	15	0	1433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	784	0	0	1026	969	0	0	0	15	0	1433
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	0.95	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.02	0.00	1.98
Final Sat.:	3400	3800	0	0	3800	3800	0	0	0	38	0	3760
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.27	0.26	0.00	0.00	0.00	0.39	0.00	0.38
Crit Moves:	****				****					****		
Green/Cycle:	0.17	0.48	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.42	0.00	0.42
Volume/Cap:	0.01	0.43	0.00	0.00	0.85	0.81	0.00	0.00	0.00	0.92	0.00	0.91
Delay/Veh:	20.9	8.7	0.0	0.0	26.4	24.1	0.0	0.0	0.0	25.3	0.0	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	8.7	0.0	0.0	26.4	24.1	0.0	0.0	0.0	25.3	0.0	24.2
LOS by Move:	C	A	A	A	C	C	A	A	A	C	A	C
HCM2kAvgQ:	0	4	0	0	12	10	0	0	0	18	0	17

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #37 Pepper Avenue (NS) at I-10 Freeway WB Ramps (EW) - #37

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	2 0	2 0	0	0 0	2 0	2	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	1	615	0	0	690	801	0	0	0	29	0	585
Growth Adj:	1.00	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	615	0	0	690	801	0	0	0	29	0	585
Added Vol:	0	272	0	0	1069	427	0	0	0	0	0	629
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	887	0	0	1759	1228	0	0	0	29	0	1214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	934	0	0	1852	1293	0	0	0	31	0	1278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	934	0	0	1852	1293	0	0	0	31	0	1278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	934	0	0	1852	1293	0	0	0	31	0	1278
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	0.95	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.05	0.00	1.95
Final Sat.:	3400	3800	0	0	3800	3800	0	0	0	86	0	3709
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.49	0.34	0.00	0.00	0.00	0.35	0.00	0.34
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.59	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.36	0.00	0.36
Volume/Cap:	0.00	0.42	0.00	0.00	0.97	0.68	0.00	0.00	0.00	0.97	0.00	0.95
Delay/Veh:	50.5	8.9	0.0	0.0	36.7	19.1	0.0	0.0	0.0	53.2	0.0	48.8
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:	50.5	8.9	0.0	0.0	36.7	19.1	0.0	0.0	0.0	53.2	0.0	48.8
LOS by Move:	D	A	A	A	D	B	A	A	A	D	A	D
HCM2kAvgQ:	0	6	0	0	38	15	0	0	0	30	0	28

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec):	65	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	21.2
Optimal Cycle: OPTIMIZED		Level Of Service:	C

****

Street Name:	Pepper Avenue						I-10 Freeway 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			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	60	92	730	33	0	415	0	70	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	60	92	730	33	0	415	0	70	0	0	0
Added Vol:	0	0	0	215	0	0	263	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	60	92	945	33	0	678	0	70	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	63	0	995	35	0	714	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	63	0	995	35	0	714	0	74	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	63	0	995	35	0	714	0	74	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	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.91	0.09	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	4945	173	0	3400	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.20	0.20	0.00	0.21	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.00	0.30	0.59	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.00	0.06	0.00	0.67	0.34	0.00	0.67	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	0.0	21.9	4.3	0.0	22.2	0.0	15.9	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	16.5	0.0	21.9	4.3	0.0	22.2	0.0	15.9	0.0	0.0	0.0
LOS by Move:	A	B	A	C	A	A	C	A	B	A	A	A
HCM2kAvgQ:	0	0	0	8	2	0	8	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 Pepper Avenue (NS) at I-10 Freeway EB Ramps (EW) - #38

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Pepper Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	2 0	1	2 1	0 0	0	2 0	0 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	37	159	663	53	0	508	0	60	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	37	159	663	53	0	508	0	60	0	0	0
Added Vol:	0	0	0	1069	0	0	272	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	37	159	1732	53	0	780	0	60	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	39	0	1823	56	0	821	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	39	0	1823	56	0	821	0	63	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	39	0	1823	56	0	821	0	63	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	0.89	1.00	1.00	0.89	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	1.00	2.92	0.08	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1900	4964	152	0	3400	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.37	0.37	0.00	0.24	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.20	0.00	0.44	0.64	0.00	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	0.05	0.00	0.83	0.57	0.00	0.83	0.00	0.11	0.00	0.00	0.00
Delay/Veh:	0.0	30.8	0.0	23.1	5.0	0.0	38.9	0.0	24.8	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	30.8	0.0	23.1	5.0	0.0	38.9	0.0	24.8	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	D	A	C	A	A	A
HCM2kAvgQ:	0	0	0	26	2	0	15	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
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:	54	69	9	9	265	51	29	73	81	25	75	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:	54	69	9	9	265	51	29	73	81	25	75	11
Added Vol:	24	7	12	0	43	100	16	48	14	62	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	76	21	9	308	151	45	121	95	87	235	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	80	22	9	324	159	47	127	100	92	247	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	80	22	9	324	159	47	127	100	92	247	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	80	22	9	324	159	47	127	100	92	247	12
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	0.78	0.22	1.00	0.67	0.33	1.00	1.12	0.88	1.00	1.91	0.09
Final Sat.:	1800	1489	411	1800	1275	625	1800	2129	1671	1800	3630	170
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.25	0.25	0.03	0.06	0.06	0.05	0.07	0.07
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.08	0.10	0.10	0.01	0.46	0.46	0.07	0.16	0.16	0.13	0.18	0.18
Delay/Veh:	4.5	4.6	4.6	4.2	7.0	7.0	10.9	11.3	11.3	11.4	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.6	4.6	4.2	7.0	7.0	10.9	11.3	11.3	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	0	4	4	0	1	1	1	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #39 Meridian Avenue (NS) at San Bernardino Avenue (EW) - #39

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Meridian Avenue						San Bernardino Avenue					
Approach:	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:	31	31	31	31	31	31	23	23	23	23	23	23
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:	91	323	25	13	139	63	97	222	91	10	116	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:	91	323	25	13	139	63	97	222	91	10	116	30
Added Vol:	39	39	66	0	9	21	88	200	49	25	110	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	362	91	13	148	84	185	422	140	35	226	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:	137	381	96	14	156	88	195	444	147	37	238	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	381	96	14	156	88	195	444	147	37	238	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:	137	381	96	14	156	88	195	444	147	37	238	32
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	0.80	0.20	1.00	0.64	0.36	1.00	1.50	0.50	1.00	1.77	0.23
Final Sat.:	1800	1518	382	1800	1212	688	1800	2853	947	1800	3355	445
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.01	0.13	0.13	0.11	0.16	0.16	0.02	0.07	0.07
Crit Moves:		****						****				
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.14	0.46	0.46	0.01	0.23	0.23	0.28	0.41	0.41	0.05	0.18	0.18
Delay/Veh:	4.8	7.0	7.0	4.2	5.3	5.3	12.7	13.2	13.2	10.8	11.5	11.5
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:	4.8	7.0	7.0	4.2	5.3	5.3	12.7	13.2	13.2	10.8	11.5	11.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	4	4	0	2	2	2	4	4	0	1	1

****

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to KUNZMAN ASSOC, ORANGE CA

Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	33.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	C

****

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1	0 0	0 2	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	235	0	174	70	145	0	0	136	140
Growth Adj:	1.00	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	235	0	174	70	145	0	0	136	140
Added Vol:	0	0	0	17	0	140	647	66	0	0	213	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	252	0	314	717	211	0	0	349	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	265	0	331	755	222	0	0	367	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	331	755	222	0	0	367	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	265	0	331	755	222	0	0	367	236
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	3800	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.42	0.06	0.00	0.00	0.10	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.49	0.66	0.00	0.00	0.17	0.17
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.31	0.85	0.09	0.00	0.00	0.56	0.72
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	31.8	29.5	2.7	0.0	0.0	45.1	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	31.8	29.5	2.7	0.0	0.0	45.1	55.7
LOS by Move:	A	A	A	D	A	C	C	A	A	A	D	E
HCM2kAvgQ:	0	0	0	8	0	4	24	1	0	0	6	9

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Meridian Avenue (NS) at Valley Boulevard (EW) - #40

Cycle (sec):	85	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Meridian Avenue						Valley Boulevard					
Approach:	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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	10	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	0 2	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	245	0	95	145	335	0	0	305	165
Growth Adj:	1.00	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	245	0	95	145	335	0	0	305	165
Added Vol:	0	0	0	97	0	782	367	264	0	0	194	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	342	0	877	512	599	0	0	499	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	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	360	0	923	539	631	0	0	525	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	923	539	631	0	0	525	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	360	0	923	539	631	0	0	525	217
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	0.00	0.00	1.00	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	3800	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.30	0.17	0.00	0.00	0.14	0.11
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.34	0.56	0.00	0.00	0.22	0.22
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.67	0.88	0.29	0.00	0.00	0.62	0.51
Delay/Veh:	0.0	0.0	0.0	23.2	0.0	23.6	41.3	6.7	0.0	0.0	33.1	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	0.0	23.6	41.3	6.7	0.0	0.0	33.1	33.3
LOS by Move:	A	A	A	C	A	C	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	10	17	3	0	0	7	5

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.5]

****

Street Name:	Hermosa Avenue						C Street					
Approach:	North Bound			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			Ignore			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	0	0	2	0	0	0	0	80	2	4	100	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	2	0	0	0	0	80	2	4	100	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	80	2	4	100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	0	0	2	0	0	0	0	84	0	4	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	2	0	0	0	0	84	0	4	105	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	42	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1026	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	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:		8.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #41 Hermosa Avenue (NS) at C Street (EW) - #41

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: A[8.7]

****

Street Name:	Hermosa Avenue									C Street									
Approach:	North Bound					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					Ignore					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	6			0	0	0			0	140	4			4	160	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	6			0	0	0			0	140	4			4	160	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	6			0	0	0			0	140	4			4	160	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.00			0.95	0.95	0.95		
PHF Volume:	0	0	6			0	0	0			0	147	0			4	168	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	6			0	0	0			0	147	0			4	168	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	74			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			147	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	980			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1447	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.01			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.0			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	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:		8.7					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

Note: Queue reported is the number of cars per lane.

****

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	219	0	94	153	371	0	0	216	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:	0	0	0	219	0	94	153	371	0	0	216	107
Added Vol:	0	0	0	0	0	0	0	83	0	0	297	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	219	0	94	153	454	0	0	513	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:	0	0	0	231	0	99	161	478	0	0	540	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	99	161	478	0	0	540	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:	0	0	0	231	0	99	161	478	0	0	540	113
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.05	0.09	0.13	0.00	0.00	0.14	0.06
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.45	0.50	0.50	0.00	0.00	0.50	0.50
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.12	0.18	0.25	0.00	0.00	0.29	0.12
Delay/Veh:	0.0	0.0	0.0	11.2	0.0	9.8	8.0	8.2	0.0	0.0	8.4	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:	0.0	0.0	0.0	11.2	0.0	9.8	8.0	8.2	0.0	0.0	8.4	7.6
LOS by Move:	A	A	A	B	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	1	2	0	0	3	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #42 Hermosa Avenue (NS) at Valley Boulevard (EW) - #42

****

Cycle (sec): 130 Critical Vol./Cap.(X): 0.264
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 1.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Hermosa Avenue						Valley Boulebard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	31	0	31	19	19	0	0	19	19
Lanes:	0 0	0	0 0	1 0	0	1 0	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	2	0	8	3	558	0	0	482	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	8	3	558	0	0	482	7
Added Vol:	0	0	0	0	0	0	0	361	0	0	236	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	8	3	919	0	0	718	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	2	0	8	3	967	0	0	756	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	8	3	967	0	0	756	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	8	3	967	0	0	756	7
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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1800	0	1900	1800	3800	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.20	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.35	0.00	0.00	0.27	0.01
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	0.5	1.0	0.0	0.0	0.9	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.9	0.5	1.0	0.0	0.0	0.9	0.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 75 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
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:	26	197	35	12	765	38	28	43	33	42	36	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	197	35	12	765	38	28	43	33	42	36	25
Added Vol:	0	5	3	0	2	13	8	51	0	1	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	202	38	12	767	51	36	94	33	43	245	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	213	40	13	807	54	38	99	35	45	258	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	213	40	13	807	54	38	99	35	45	258	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	213	40	13	807	54	38	99	35	45	258	26
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	1.68	0.32	1.00	1.88	0.12	1.00	0.74	0.26	1.00	0.91	0.09
Final Sat.:	1800	3198	602	1800	3563	237	1800	1406	494	1800	1724	176
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.01	0.23	0.23	0.02	0.07	0.07	0.03	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.03	0.12	0.12	0.01	0.42	0.42	0.05	0.17	0.17	0.06	0.36	0.36
Delay/Veh:	6.0	6.4	6.4	5.9	8.2	8.2	11.7	12.7	12.7	11.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.4	6.4	5.9	8.2	8.2	11.7	12.7	12.7	11.8	14.6	14.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	1	1	0	4	4	0	2	2	1	4	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #43 Rancho Avenue (NS) at Olive Street (EW) - #43

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	Rancho Avenue						Olive Street					
Approach:	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:	19	19	19	19	19	19	31	31	31	31	31	31
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:	93	784	41	29	472	35	42	90	47	41	72	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:	93	784	41	29	472	35	42	90	47	41	72	35
Added Vol:	0	3	2	0	5	41	45	222	0	3	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	787	43	29	477	76	87	312	47	44	166	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	828	45	31	502	80	92	328	49	46	175	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	828	45	31	502	80	92	328	49	46	175	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:	98	828	45	31	502	80	92	328	49	46	175	37
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	1.90	0.10	1.00	1.73	0.27	1.00	0.87	0.13	1.00	0.83	0.17
Final Sat.:	1800	3603	197	1800	3278	522	1800	1651	249	1800	1569	331
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.15	0.15	0.05	0.20	0.20	0.03	0.11	0.11
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.11	0.46	0.46	0.03	0.31	0.31	0.11	0.45	0.45	0.06	0.25	0.25
Delay/Veh:	7.3	9.5	9.5	6.9	8.3	8.3	10.0	13.2	13.2	9.6	11.1	11.1
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:	7.3	9.5	9.5	6.9	8.3	8.3	10.0	13.2	13.2	9.6	11.1	11.1
LOS by Move:	A	A	A	A	A	A	A	B	B	A	B	B
HCM2kAvgQ:	1	5	5	0	3	3	1	5	5	0	2	2

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

****

Cycle (sec): 105 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	193	454	161	84	832	30	41	226	347	111	197	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	454	161	84	832	30	41	226	347	111	197	155
Added Vol:	165	0	0	0	0	27	12	36	35	0	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	454	161	84	832	57	53	262	382	111	303	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	478	169	88	876	60	56	276	402	117	319	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	478	169	88	876	60	56	276	402	117	319	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	478	169	88	876	60	56	276	402	117	319	163
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	1.48	0.52	1.00	1.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	2805	995	1800	3556	244	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.05	0.25	0.25	0.03	0.15	0.21	0.06	0.17	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.88	0.42	0.42	0.38	0.83	0.83	0.33	0.49	0.72	0.68	0.57	0.29
Delay/Veh:	60.4	20.9	20.9	46.4	41.6	41.6	49.3	31.4	37.4	65.7	35.1	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	20.9	20.9	46.4	41.6	41.6	49.3	31.4	37.4	65.7	35.1	29.5
LOS by Move:	E	C	C	D	D	D	D	C	D	E	D	C
HCM2kAvgQ:	15	6	6	3	16	16	2	7	12	5	9	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Rancho Avenue (NS) at Valley Boulevard (EW) - #44

Cycle (sec): 105 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Rancho Avenue						Valley Boulevard					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	288	798	89	78	475	77	80	273	269	76	344	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:	288	798	89	78	475	77	80	273	269	76	344	112
Added Vol:	100	0	0	0	0	14	26	178	157	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	798	89	78	475	91	106	451	426	76	466	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	408	840	94	82	500	96	112	475	448	80	491	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	840	94	82	500	96	112	475	448	80	491	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	840	94	82	500	96	112	475	448	80	491	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	0.95	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.68	0.32	1.00	1.03	0.97	1.00	1.00	1.00
Final Sat.:	1800	3419	381	1800	3189	611	1800	1954	1846	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.25	0.05	0.16	0.16	0.06	0.24	0.24	0.04	0.26	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.40	0.40	0.13	0.30	0.30	0.10	0.30	0.30	0.10	0.30	0.30
Volume/Cap:	0.95	0.61	0.61	0.35	0.53	0.53	0.65	0.82	0.82	0.47	0.87	0.21
Delay/Veh:	72.6	23.9	23.9	45.7	32.4	32.4	63.4	40.9	40.9	53.8	51.9	28.4
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:	72.6	23.9	23.9	45.7	32.4	32.4	63.4	40.9	40.9	53.8	51.9	28.4
LOS by Move:	E	C	C	D	C	C	E	D	D	D	D	C
HCM2kAvgQ:	18	11	11	3	8	8	5	16	16	3	18	3

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	147	539	0	0	1045	401	0	0	0	355	2	371
Growth Adj:	1.00	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	539	0	0	1045	401	0	0	0	355	2	371
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	657	0	0	1080	401	0	0	0	355	2	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	0	0	1137	422	0	0	0	374	2	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	692	0	0	1137	422	0	0	0	374	2	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	1137	422	0	0	0	374	2	440
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	1.46	0.54	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	2771	1029	0	0	0	1790	10	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.21	0.21	0.23
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.64	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.28	0.28	0.28
Volume/Cap:	0.60	0.29	0.00	0.00	0.83	0.83	0.00	0.00	0.00	0.75	0.75	0.83
Delay/Veh:	38.1	3.0	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.9	32.9	37.9
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:	38.1	3.0	0.0	0.0	16.3	16.3	0.0	0.0	0.0	32.9	32.9	37.9
LOS by Move:	D	A	A	A	B	B	A	A	A	C	C	D
HCM2kAvgQ:	4	2	0	0	16	16	0	0	0	9	9	11

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #45 Rancho Avenue (NS) at I-10 Freeway WB Ramps (EW) - #45

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	19	19	19	19	19	0	0	0	7	7	7
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	290	891	0	0	697	227	0	0	0	373	3	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	891	0	0	697	227	0	0	0	373	3	259
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	981	0	0	854	227	0	0	0	373	3	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	1033	0	0	899	239	0	0	0	393	3	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1033	0	0	899	239	0	0	0	393	3	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:	305	1033	0	0	899	239	0	0	0	393	3	283
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	1.58	0.42	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1800	3800	0	0	3002	798	0	0	0	1786	14	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.22	0.22	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.61	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.29	0.29	0.29
Volume/Cap:	0.77	0.44	0.00	0.00	0.77	0.77	0.00	0.00	0.00	0.77	0.77	0.52
Delay/Veh:	35.0	4.0	0.0	0.0	18.2	18.2	0.0	0.0	0.0	29.8	29.8	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:	35.0	4.0	0.0	0.0	18.2	18.2	0.0	0.0	0.0	29.8	29.8	21.3
LOS by Move:	C	A	A	A	B	B	A	A	A	C	C	C
HCM2kAvgQ:	8	3	0	0	10	10	0	0	0	9	9	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	482	114	425	992	0	208	1	358	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	482	114	425	992	0	208	1	358	0	0	0
Added Vol:	0	118	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	600	114	425	1027	0	208	1	358	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	632	120	447	1081	0	219	1	377	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	632	120	447	1081	0	219	1	377	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	632	120	447	1081	0	219	1	377	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.68	0.32	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3193	607	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.25	0.28	0.00	0.12	0.12	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.32	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.62	0.77	0.44	0.00	0.47	0.47	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	19.4	19.4	26.9	3.1	0.0	22.2	22.2	31.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.4	19.4	26.9	3.1	0.0	22.2	22.2	31.4	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	6	10	3	0	4	4	8	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #46 Rancho Avenue (NS) at I-10 Freeway EB Ramps (EW) - #46

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						I-10 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	19	19	19	10	19	19	7	7	7	0	0	0
Lanes:	0 0	1 1	0	1 0	2 0	0	0 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	820	372	416	647	0	410	2	203	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	820	372	416	647	0	410	2	203	0	0	0
Added Vol:	0	90	0	0	157	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	372	416	804	0	410	2	203	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	958	392	438	846	0	432	2	214	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	958	392	438	846	0	432	2	214	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	958	392	438	846	0	432	2	214	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	1.42	0.58	1.00	2.00	0.00	0.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	2697	1103	1800	3800	0	1792	9	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.24	0.22	0.00	0.24	0.24	0.11	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.38	0.38	0.26	0.64	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Volume/Cap:	0.00	0.93	0.93	0.93	0.35	0.00	0.93	0.93	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	28.6	28.6	49.4	2.7	0.0	49.6	49.6	21.4	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	28.6	28.6	49.4	2.7	0.0	49.6	49.6	21.4	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	D	D	C	A	A	A
HCM2kAvgQ:	0	17	17	13	2	0	13	13	4	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
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:	185	378	6	27	680	335	134	17	125	5	29	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:	185	378	6	27	680	335	134	17	125	5	29	9
Added Vol:	0	87	0	0	26	9	31	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	465	6	27	706	344	165	17	125	5	29	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	489	6	28	743	362	174	18	132	5	31	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	489	6	28	743	362	174	18	132	5	31	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:	195	489	6	28	743	362	174	18	132	5	31	9
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	1.97	0.03	1.00	1.34	0.66	1.00	0.12	0.88	1.00	0.76	0.24
Final Sat.:	1800	3752	48	1800	2555	1245	1800	227	1673	1800	1450	450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.02	0.29	0.29	0.10	0.08	0.08	0.00	0.02	0.02
Crit Moves:	****				****		****					
Green/Cycle:	0.16	0.39	0.39	0.20	0.43	0.43	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.68	0.34	0.34	0.08	0.68	0.68	0.28	0.23	0.23	0.01	0.06	0.06
Delay/Veh:	47.8	18.4	18.4	29.5	20.1	20.1	21.4	20.7	20.7	18.4	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:	47.8	18.4	18.4	29.5	20.1	20.1	21.4	20.7	20.7	18.4	18.9	18.9
LOS by Move:	D	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	7	4	4	1	12	12	3	3	3	0	1	1

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #47 Rancho Avenue (NS) at Agua Mansa Road (EW) - #47

****

Cycle (sec): 65 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: OPTIMIZED Level Of Service: C

****

Street Name:	Rancho Avenue						Agua Mansa Road					
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	19	19	10	19	19	31	31	31	31	31	31
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:	175	639	8	7	398	79	439	75	330	22	26	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	639	8	7	398	79	439	75	330	22	26	22
Added Vol:	0	63	0	0	112	44	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	702	8	7	510	123	466	75	330	22	26	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	184	739	8	7	537	129	491	79	347	23	27	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	739	8	7	537	129	491	79	347	23	27	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:	184	739	8	7	537	129	491	79	347	23	27	23
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	1.98	0.02	1.00	1.61	0.39	1.00	0.19	0.81	1.00	0.54	0.46
Final Sat.:	1800	3757	43	1800	3062	738	1800	352	1548	1800	1029	871
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.00	0.18	0.18	0.27	0.22	0.22	0.01	0.03	0.03
Crit Moves:	****				****		****					
Green/Cycle:	0.15	0.29	0.29	0.15	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.68	0.68	0.68	0.03	0.61	0.61	0.58	0.48	0.48	0.03	0.06	0.06
Delay/Veh:	39.1	24.2	24.2	24.0	22.7	22.7	13.2	11.5	11.5	7.7	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	24.2	24.2	24.0	22.7	22.7	13.2	11.5	11.5	7.7	7.8	7.8
LOS by Move:	D	C	C	C	C	C	B	B	B	A	A	A
HCM2kAvgQ:	5	8	8	0	6	6	7	5	5	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.166
Loss Time (sec): 6 (Y+R=3.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	106	247	0	0	558	154	123	0	162	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:	106	247	0	0	558	154	123	0	162	0	0	0
Added Vol:	87	0	0	0	0	0	0	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	247	0	0	558	154	123	0	188	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:	203	260	0	0	587	162	129	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	260	0	0	587	162	129	0	198	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:	203	260	0	0	587	162	129	0	198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.35	0.65	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	4467	1233	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.00	0.00	0.13	0.13	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.38	0.00	0.00	0.42	0.42	0.52	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	xxxx	0.12	0.00	0.00	0.31	0.31	0.14	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	0.0	11.0	0.0	0.0	10.4	10.4	5.9	0.0	6.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	0.0	0.0	10.4	10.4	5.9	0.0	6.3	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	1	0	0	3	3	1	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #48 La Cadena Drive (NS) at Rancho Avenue (EW) - #48

****

Cycle (sec):	70	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

****

Street Name:	La Cadena Drive						Rancho Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	23	0	0	7	7	31	0	31	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	429	659	0	0	439	11	41	0	831	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:	429	659	0	0	439	11	41	0	831	0	0	0
Added Vol:	63	0	0	0	0	0	0	0	112	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	659	0	0	439	11	41	0	943	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:	518	694	0	0	462	12	43	0	993	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	694	0	0	462	12	43	0	993	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:	518	694	0	0	462	12	43	0	993	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1800	5700	0	0	5561	139	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.00	0.00	0.08	0.08	0.02	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.29	0.39	0.00	0.00	0.10	0.10	0.53	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	0.99	0.31	0.00	0.00	0.83	0.83	0.05	0.00	0.99	0.00	0.00	0.00
Delay/Veh:	62.9	13.8	0.0	0.0	44.1	44.1	6.0	0.0	39.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	13.8	0.0	0.0	44.1	44.1	6.0	0.0	39.3	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	A	A	D	A	A	A
HCM2kAvgQ:	19	3	0	0	6	6	0	0	30	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: OPTIMIZED Level Of Service: A

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	2 0	0	0 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	388	0	0	248	0	402	0	572	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	388	0	0	248	0	402	0	572	0	0	0
Added Vol:	0	55	0	0	11	0	32	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	443	0	0	259	0	434	0	572	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	466	0	0	273	0	457	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	0	0	273	0	457	0	602	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	466	0	0	273	0	457	0	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.07	0.00	0.25	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.00	0.26	0.00	0.00	0.26	0.00	0.67	0.00	0.67	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.00	0.00	0.28	0.00	0.38	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	20.3	0.0	0.0	18.4	0.0	2.5	0.0	2.9	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	20.3	0.0	0.0	18.4	0.0	2.5	0.0	2.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	2	0	2	0	3	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #49 La Cadena Drive (NS) at I-215 Freeway SB Ramps (EW) - #49

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 4 (Y+R=3.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: OPTIMIZED Level Of Service: B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	0	7	0	0	7	0	7	0	7	0	0	0
Lanes:	0 0	2 0	0	0 0	2 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	620	0	0	220	0	1050	0	380	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	620	0	0	220	0	1050	0	380	0	0	0
Added Vol:	0	34	0	0	45	0	29	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	654	0	0	265	0	1079	0	380	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	688	0	0	279	0	1136	0	400	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	688	0	0	279	0	1136	0	400	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	688	0	0	279	0	1136	0	400	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1800	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.07	0.00	0.63	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.00	0.21	0.00	0.00	0.21	0.00	0.73	0.00	0.73	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.00	0.00	0.35	0.00	0.87	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	0.0	0.0	21.5	0.0	9.0	0.0	0.9	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	35.5	0.0	0.0	21.5	0.0	9.0	0.0	0.9	0.0	0.0	0.0
LOS by Move:	A	D	A	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	10	0	0	2	0	10	0	1	0	0	0

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	12.6
Optimal Cycle:	OPTIMIZED	Level Of Service:	B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	1 1	1	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	197	292	108	678	0	0	0	0	32	0	193
Growth Adj:	1.00	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	197	292	108	678	0	0	0	0	32	0	193
Added Vol:	0	0	0	11	0	0	0	0	0	0	0	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	292	119	678	0	0	0	0	32	0	248
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	207	0	125	714	0	0	0	0	34	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	207	0	125	714	0	0	0	0	34	0	261
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	207	0	125	714	0	0	0	0	34	0	261
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	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1900	1800	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.07	0.38	0.00	0.00	0.00	0.00	0.02	0.00	0.14
Crit Moves:					****							****
Green/Cycle:	0.00	0.12	0.00	0.57	0.69	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.47	0.00	0.12	0.55	0.00	0.00	0.00	0.00	0.09	0.00	0.65
Delay/Veh:	0.0	28.3	0.0	4.0	3.0	0.0	0.0	0.0	0.0	19.5	0.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	0.0	4.0	3.0	0.0	0.0	0.0	0.0	19.5	0.0	29.7
LOS by Move:	A	C	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	2	0	1	3	0	0	0	0	1	0	6

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
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Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #50 La Cadena Drive (NS) at I-215 Freeway NB Ramps (EW) - #50

****

Cycle (sec):	60	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	6 (Y+R=3.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle: OPTIMIZED		Level Of Service:	B

****

Street Name:	La Cadena Drive						I-215 Freeway 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:	Permitted			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	7	7	7	7	0	0	0	0	7	0	7
Lanes:	0 0	1	1 1	1	0 1	0 0	0 0	0	0 0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	393	619	171	468	0	0	0	0	22	0	207
Growth Adj:	1.00	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	393	619	171	468	0	0	0	0	22	0	207
Added Vol:	0	0	0	45	0	0	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	393	619	216	468	0	0	0	0	22	0	241
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	414	0	227	493	0	0	0	0	23	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	414	0	227	493	0	0	0	0	23	0	254
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	414	0	227	493	0	0	0	0	23	0	254
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	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1900	1800	1900	0	0	0	0	1800	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.13	0.26	0.00	0.00	0.00	0.00	0.01	0.00	0.13
Crit Moves:					****							****
Green/Cycle:	0.00	0.20	0.00	0.47	0.66	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.56	0.00	0.27	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.56
Delay/Veh:	0.0	24.8	0.0	8.8	2.8	0.0	0.0	0.0	0.0	17.8	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	0.0	8.8	2.8	0.0	0.0	0.0	0.0	17.8	0.0	24.9
LOS by Move:	A	C	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	4	0	2	2	0	0	0	0	0	0	5

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec): 105 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	220	402	71	1	581	333	83	69	109	279	48	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:	220	402	71	1	581	333	83	69	109	279	48	45
Added Vol:	82	19	0	0	27	24	4	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	421	71	1	608	357	87	69	141	279	48	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:	318	443	75	1	640	376	92	73	148	294	51	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	443	75	1	640	376	92	73	148	294	51	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:	318	443	75	1	640	376	92	73	148	294	51	47
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	0.95	1.00	1.00
Lanes:	2.00	1.71	0.29	1.00	1.26	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3400	3252	548	1800	2394	1406	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.00	0.27	0.27	0.05	0.04	0.08	0.16	0.03	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.33	0.33	0.11	0.32	0.32	0.12	0.30	0.30	0.20	0.37	0.37
Volume/Cap:	0.83	0.42	0.42	0.01	0.83	0.83	0.42	0.13	0.26	0.83	0.07	0.07
Delay/Veh:	64.5	27.5	27.5	42.1	38.8	38.8	48.9	27.3	29.1	60.7	19.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	27.5	27.5	42.1	38.8	38.8	48.9	27.3	29.1	60.7	19.9	19.8
LOS by Move:	E	C	C	D	D	D	D	C	C	E	B	B
HCM2kAvgQ:	8	6	6	0	17	17	3	2	3	12	1	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Mount Vernon Avenue (NS) at Valley Boulevard/I-10 Freeway WB Ra

Cycle (sec):	120	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	8 (Y+R=3.0 sec)	Average Delay (sec/veh):	51.5
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Mount Vernon Avenue						Valley Boulevard/I-10 Freeway WB					
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	31	31	10	31	31	10	31	31	10	31	31
Lanes:	2 0	1	1 0	1 0	1	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	309	741	44	22	611	289	118	114	139	370	212	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:	309	741	44	22	611	289	118	114	139	370	212	61
Added Vol:	117	91	0	0	85	5	21	0	157	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	832	44	22	696	294	139	114	296	370	212	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	448	876	46	23	733	309	146	120	312	389	223	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	876	46	23	733	309	146	120	312	389	223	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:	448	876	46	23	733	309	146	120	312	389	223	64
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	0.95	1.00	1.00
Lanes:	2.00	1.90	0.10	1.00	1.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3400	3609	191	1800	2672	1128	1800	1900	1900	1800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.01	0.27	0.27	0.08	0.06	0.16	0.22	0.12	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.33	0.33	0.11	0.30	0.30	0.12	0.26	0.26	0.23	0.37	0.37
Volume/Cap:	0.92	0.73	0.73	0.12	0.92	0.92	0.68	0.24	0.63	0.92	0.32	0.09
Delay/Veh:	76.2	37.5	37.5	49.7	53.9	53.9	66.2	36.4	45.6	72.9	25.8	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:	76.2	37.5	37.5	49.7	53.9	53.9	66.2	36.4	45.6	72.9	25.8	22.8
LOS by Move:	E	D	D	D	D	D	E	D	D	E	C	C
HCM2kAvgQ:	13	15	15	1	22	22	7	3	10	19	5	1

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Morning Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 95 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	41	65	21	424	2	203	226	545	15	3	506	159
Growth Adj:	1.00	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	65	21	424	2	203	226	545	15	3	506	159
Added Vol:	0	0	0	0	0	19	0	32	0	0	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	65	21	424	2	222	226	577	15	3	588	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	68	22	446	2	234	238	607	16	3	619	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	68	22	446	2	234	238	607	16	3	619	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	68	22	446	2	234	238	607	16	3	619	167
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:	0.33	0.51	0.16	0.99	0.01	1.00	1.00	1.95	0.05	0.01	1.99	1.00
Final Sat.:	603	955	309	1792	8	1900	1800	3704	96	19	3780	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.12	0.13	0.16	0.16	0.16	0.16	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.27	0.27	0.27	0.29	0.29	0.29	0.15	0.35	0.35	0.20	0.20	0.20
Volume/Cap:	0.26	0.26	0.26	0.86	0.86	0.43	0.86	0.46	0.46	0.82	0.82	0.44
Delay/Veh:	28.2	28.2	28.2	48.8	48.8	29.6	67.3	23.5	23.5	45.9	45.9	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	28.2	48.8	48.8	29.6	67.3	23.5	23.5	45.9	45.9	37.0
LOS by Move:	C	C	C	D	D	C	E	C	C	D	D	D
HCM2kAvgQ:	3	3	3	16	16	5	10	6	6	11	11	4

****

Note: Queue reported is the number of cars per lane.

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Colton's Hub City Center
Year 2035 With Project
Evening Peak Hour - With Improvements

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #52 I-10 Freeway EB Ramps (NS) at Mount Vernon Avenue (EW) - #52

****

Cycle (sec): 125 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 8 (Y+R=3.0 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: OPTIMIZED Level Of Service: D

****

Street Name:	I-10 Freeway EB Ramps						Mount Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	10	19	19	19	19	19
Lanes:	0 0	1! 0	0	0	1 0	0 1	1 0	1 1	0	0	1 1	0 1
Volume Module:												
Base Vol:	100	46	50	465	0	232	201	705	16	4	849	323
Growth Adj:	1.00	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	46	50	465	0	232	201	705	16	4	849	323
Added Vol:	0	0	0	0	0	91	0	157	0	0	117	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	46	50	465	0	323	201	862	16	4	966	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	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	48	53	489	0	340	212	907	17	4	1017	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	48	53	489	0	340	212	907	17	4	1017	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	48	53	489	0	340	212	907	17	4	1017	340
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:	0.52	0.23	0.25	1.00	0.00	1.00	1.00	1.96	0.04	0.01	1.99	1.00
Final Sat.:	943	434	471	1800	0	1900	1800	3731	69	16	3783	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.27	0.00	0.18	0.12	0.24	0.24	0.27	0.27	0.18
Crit Moves:	****			****			****				****	
Green/Cycle:	0.21	0.21	0.21	0.30	0.00	0.30	0.13	0.43	0.43	0.30	0.30	0.30
Volume/Cap:	0.54	0.54	0.54	0.90	0.00	0.59	0.90	0.57	0.57	0.90	0.90	0.60
Delay/Veh:	49.4	49.4	49.4	62.4	0.0	41.2	92.0	24.9	24.9	53.5	53.5	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	49.4	49.4	62.4	0.0	41.2	92.0	24.9	24.9	53.5	53.5	41.8
LOS by Move:	D	D	D	E	A	D	F	C	C	D	D	D
HCM2kAvgQ:	7	7	7	22	0	11	12	12	12	22	22	11

****

Note: Queue reported is the number of cars per lane.

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APPENDIX F

Traffic Signal Warrant Worksheets

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **Valley Boulevard**

Total of Both Approaches (VPH) = **696**

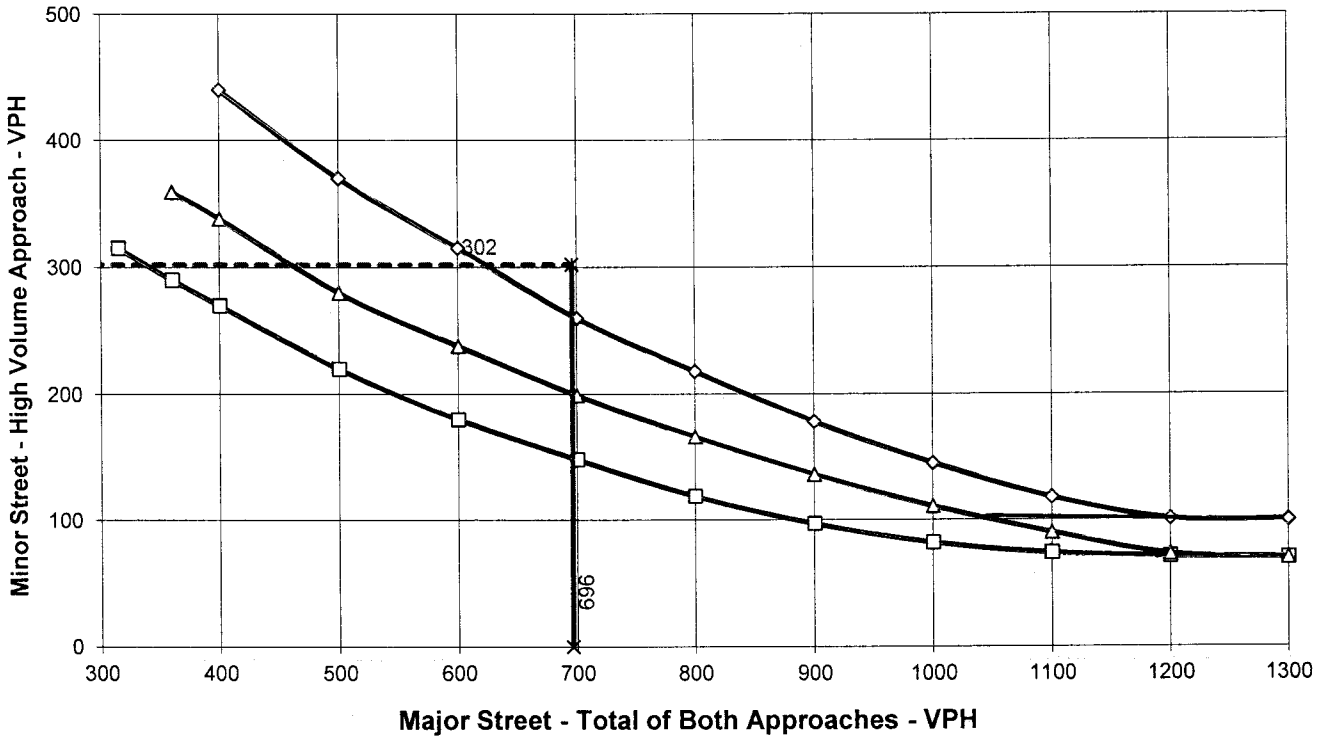
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Meridian Avenue**

High Volume Approach (VPH) = **302**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **Valley Boulevard**

Total of Both Approaches (VPH) = **707**

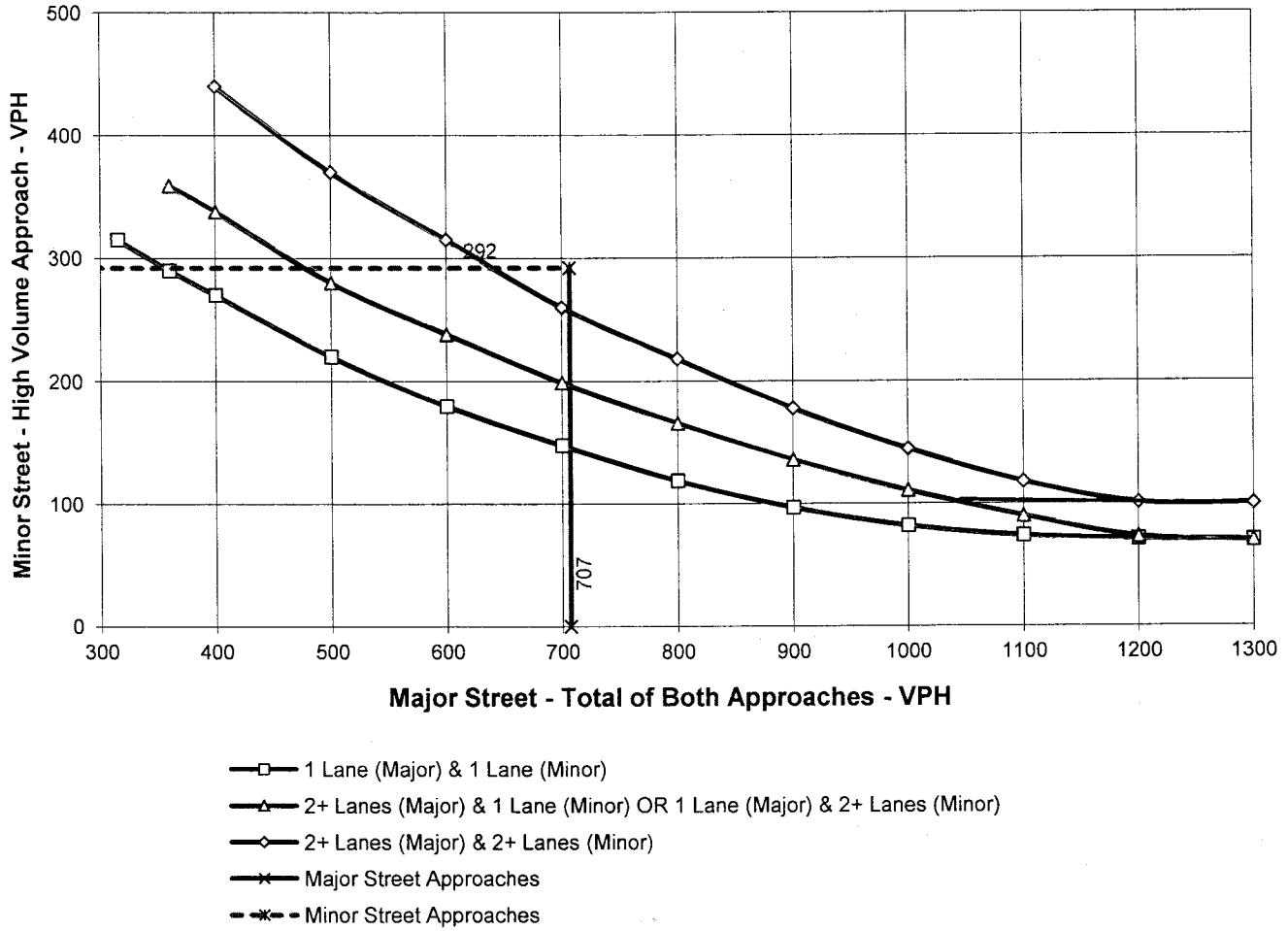
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Hermosa Avenue**

High Volume Approach (VPH) = **292**

Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **La Cadena Drive**

Total of Both Approaches (VPH) = **1078**

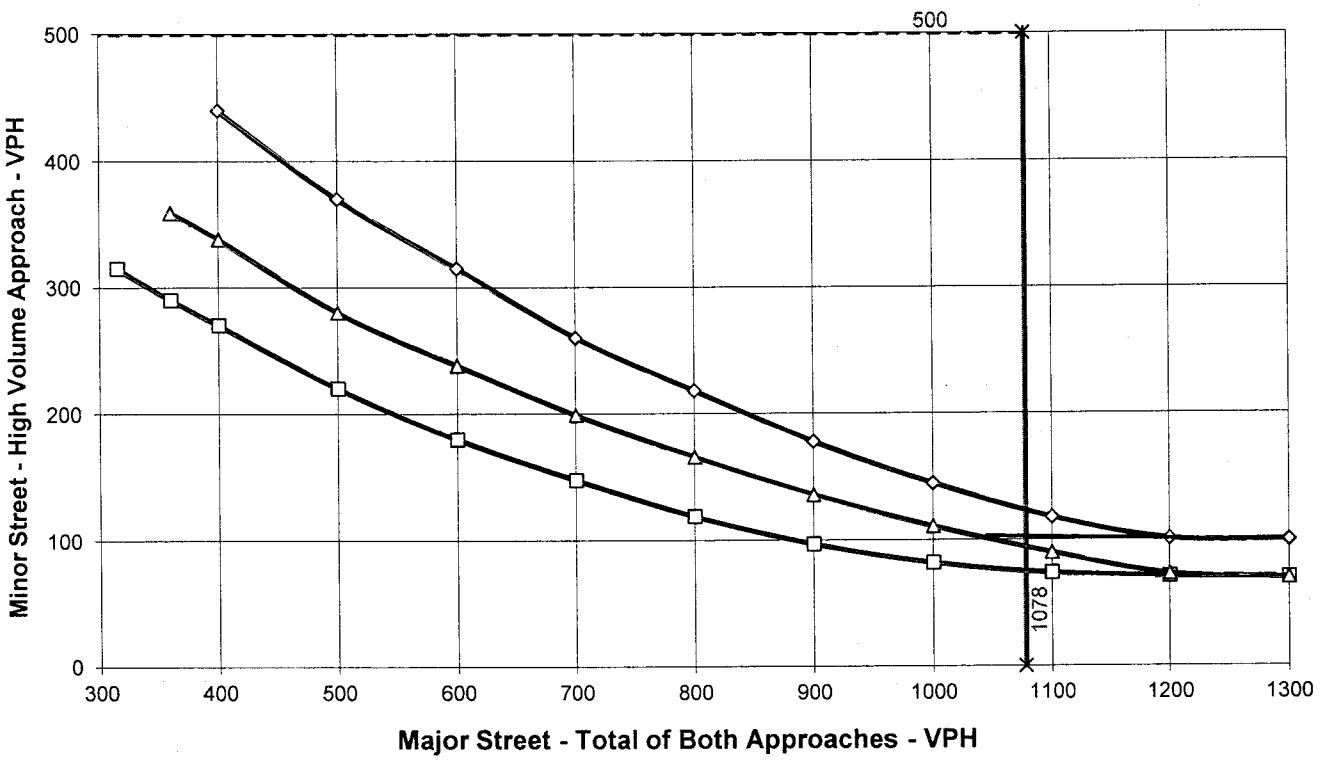
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Rancho Avenue**

High Volume Approach (VPH) = **515**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



1 Lane (Major) & 1 Lane (Minor)

2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)

2+ Lanes (Major) & 2+ Lanes (Minor)

Major Street Approaches

Minor Street Approaches

** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

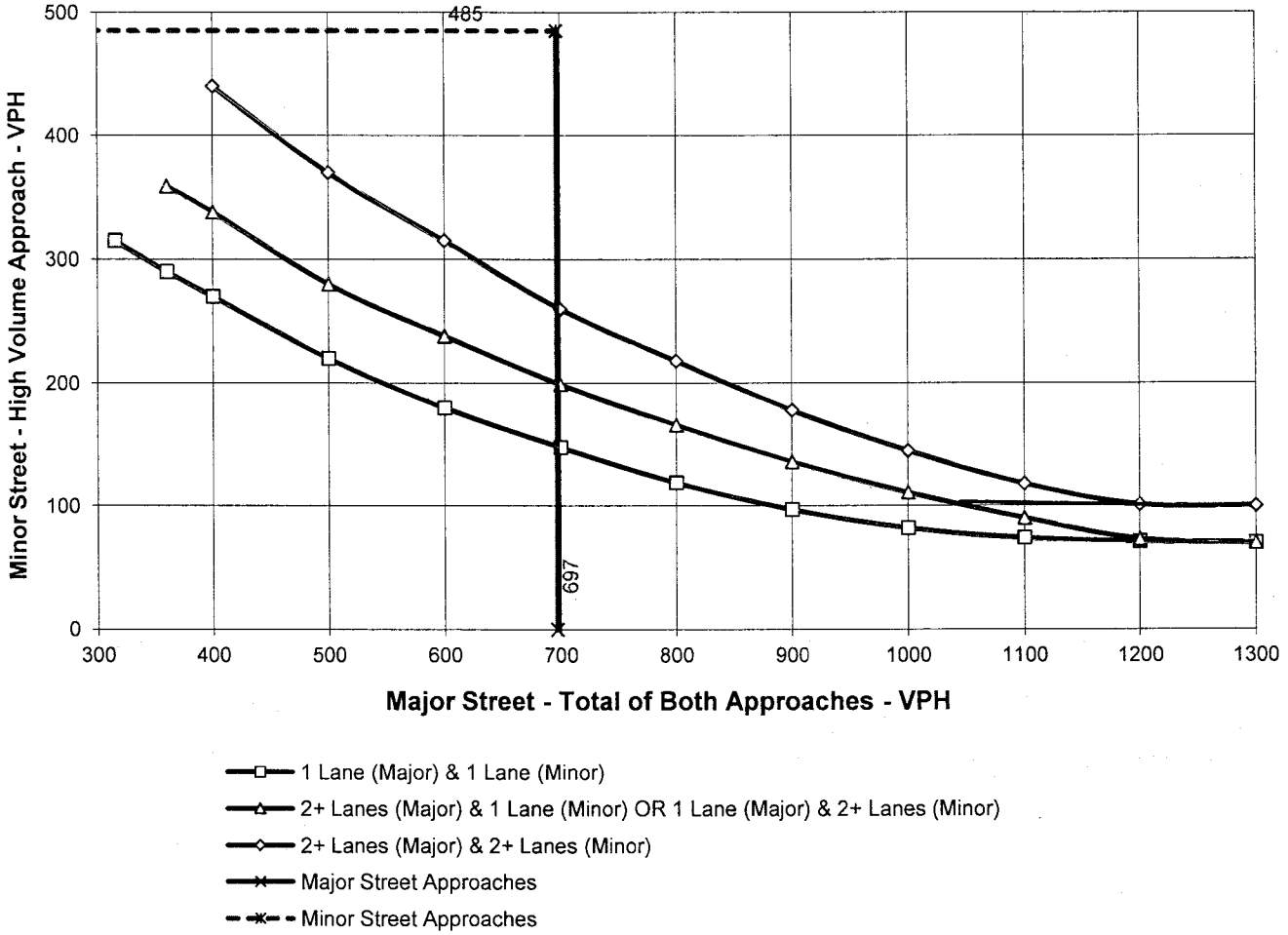
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **La Cadena Drive** Total of Both Approaches (VPH) = **697**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-215 Freeway SB Ramps** High Volume Approach (VPH) = **485**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

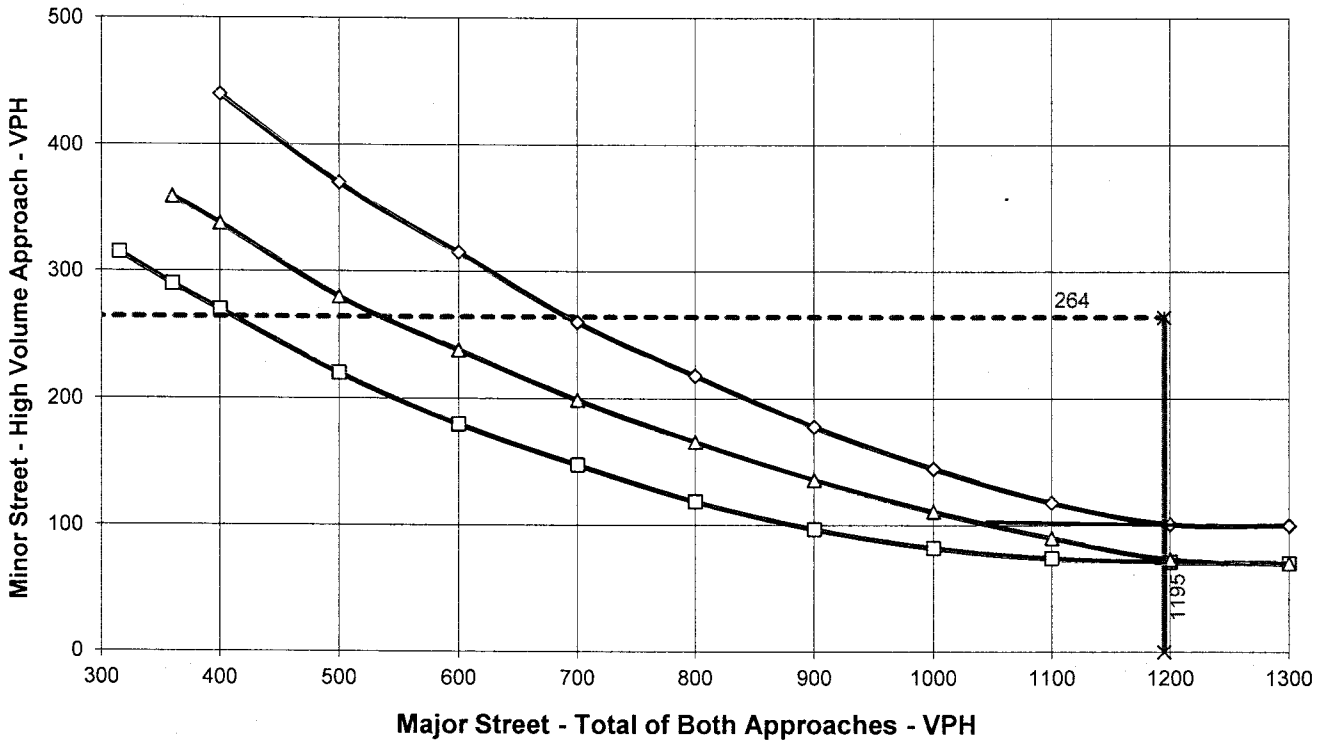
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing

Major Street Name = **La Cadena Drive** Total of Both Approaches (VPH) = **1195**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-215 Freeway NB Ramps** High Volume Approach (VPH) = **264**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2020) Without Project

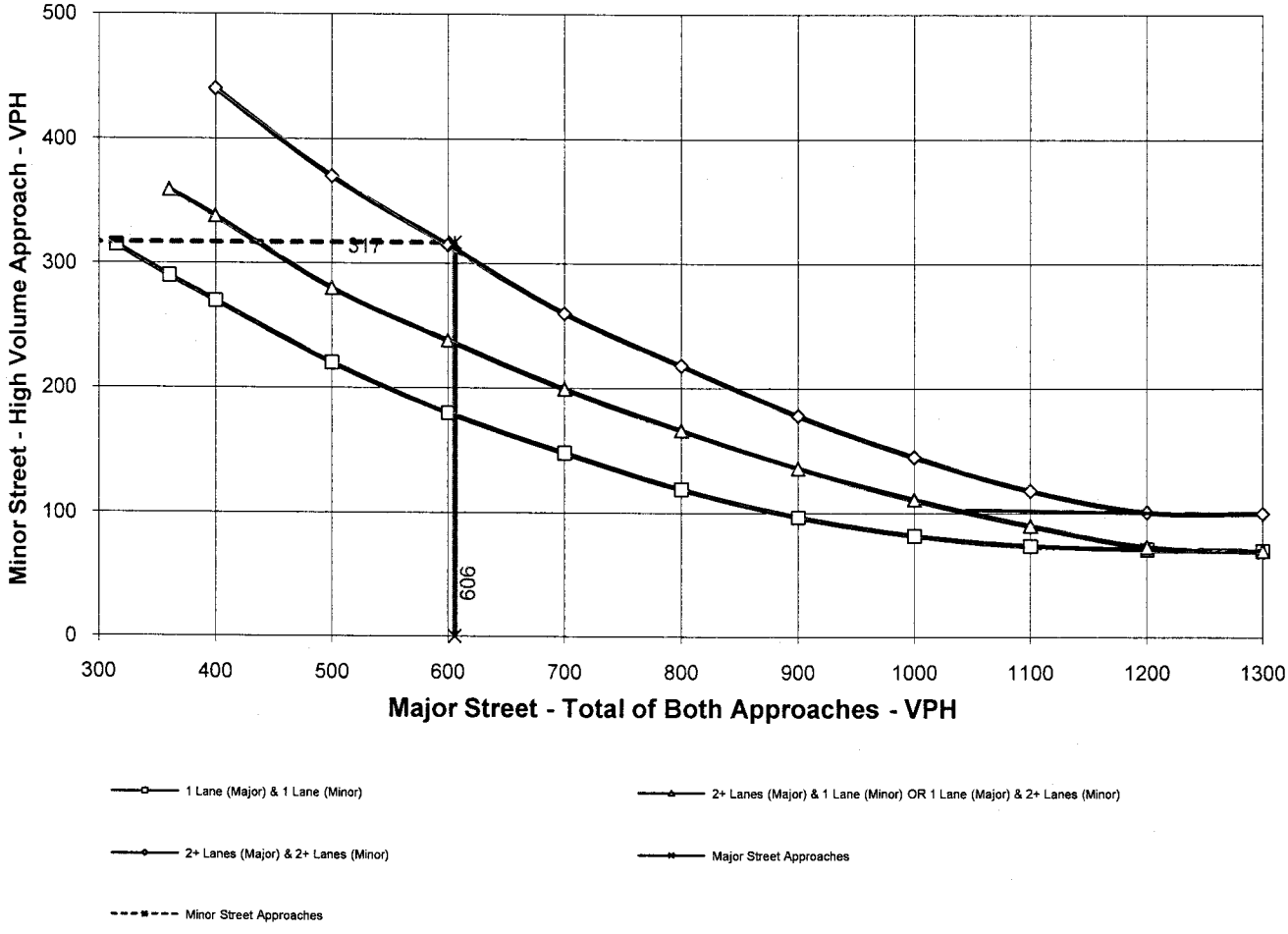
Major Street Name = **Meridian Avenue** Total of Both Approaches (VPH) = **606**

Number of Approach Lanes Major Street = **2**

Minor Street Name = **San Bernardino Avenue** High Volume Approach (VPH) = **317**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

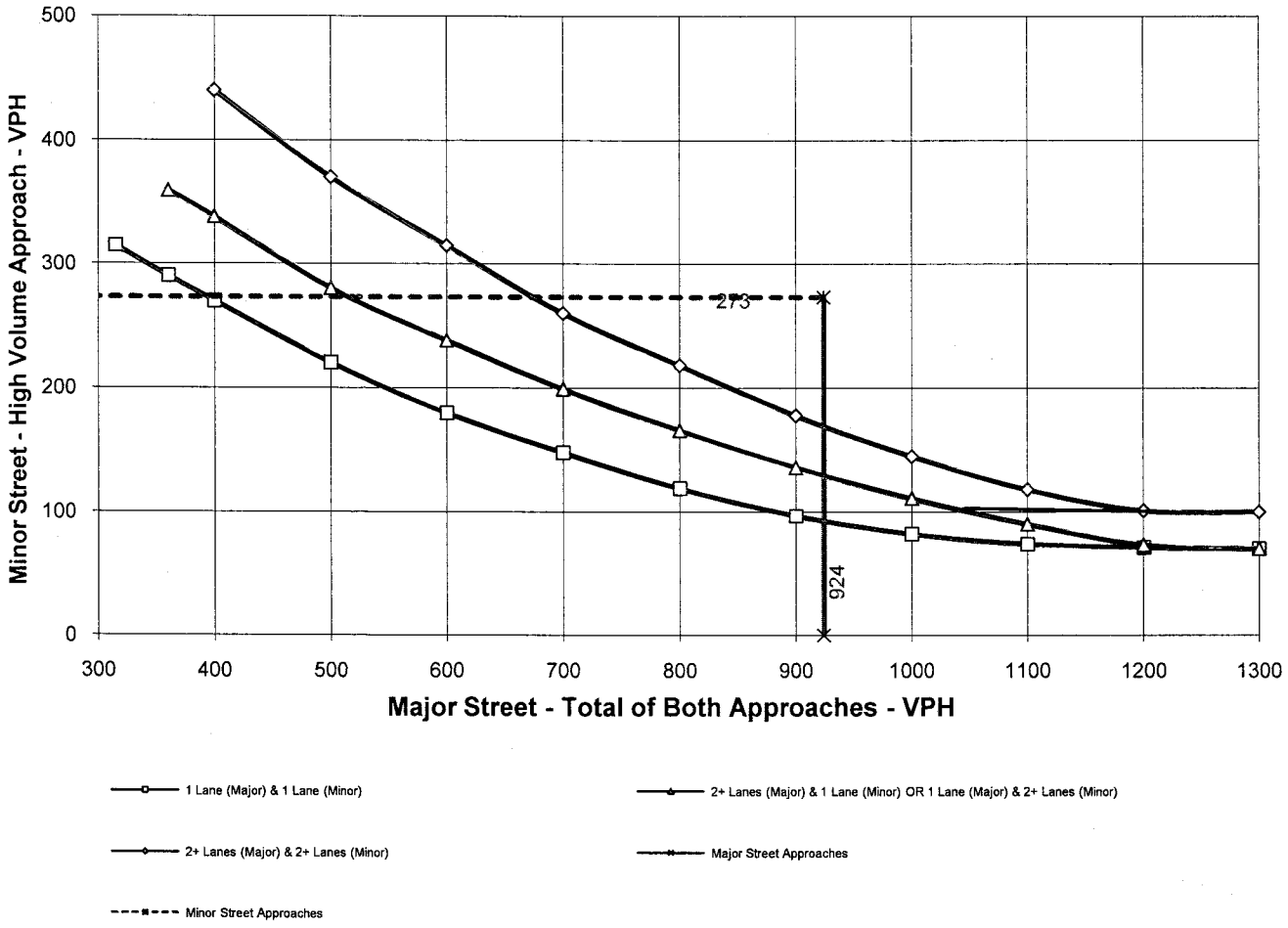
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2020) With Project

Major Street Name = **San Bernardino Avenue** Total of Both Approaches (VPH) = **924**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Eucalyptus Avenue** High Volume Approach (VPH) = **273**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

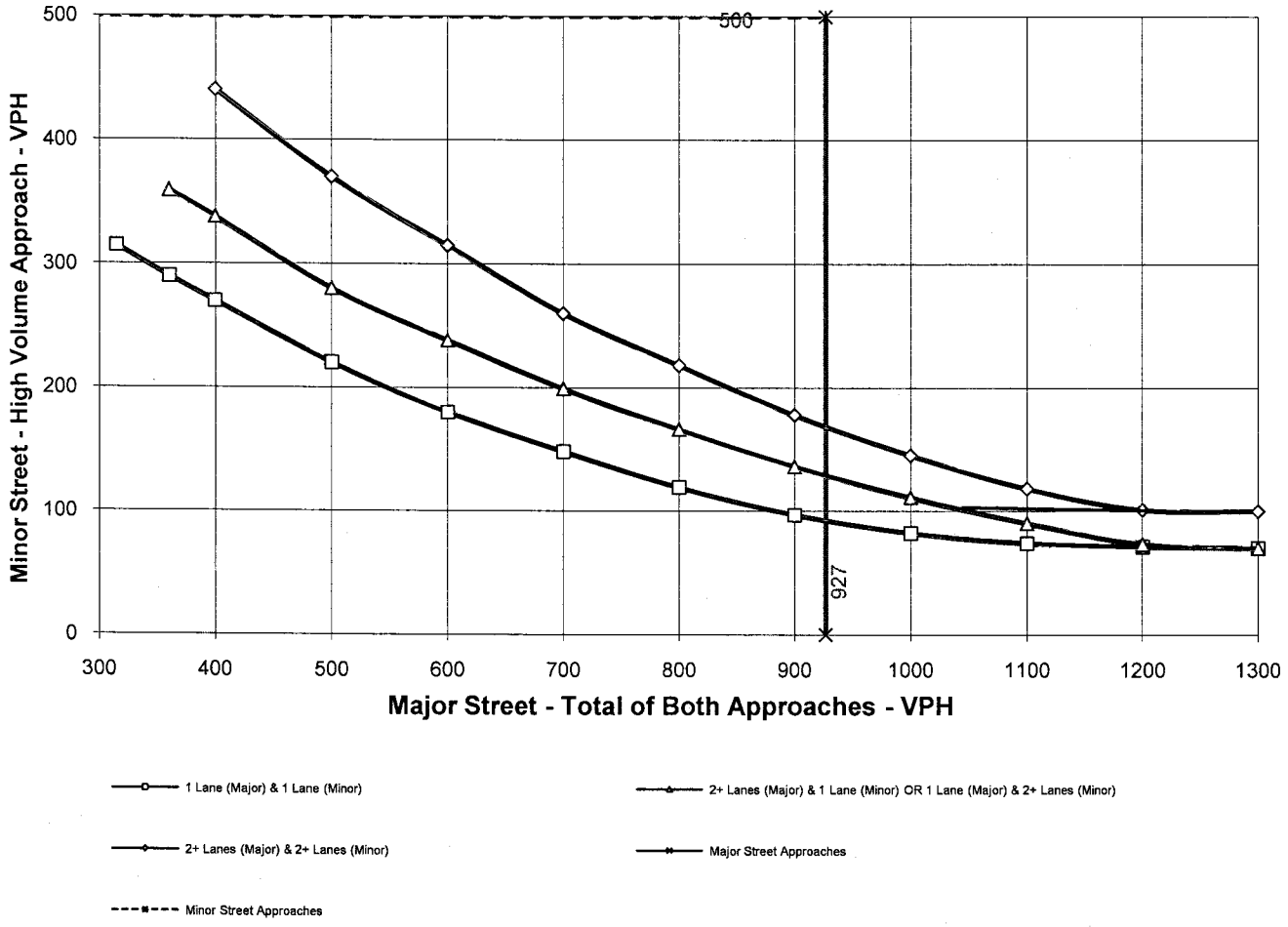
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Opening Year (2020) With Project

Major Street Name = **San Bernardino Avenue** Total of Both Approaches (VPH) = **927**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Meridian Avenue** High Volume Approach (VPH) = **541**
Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

Year 2035 Without Project

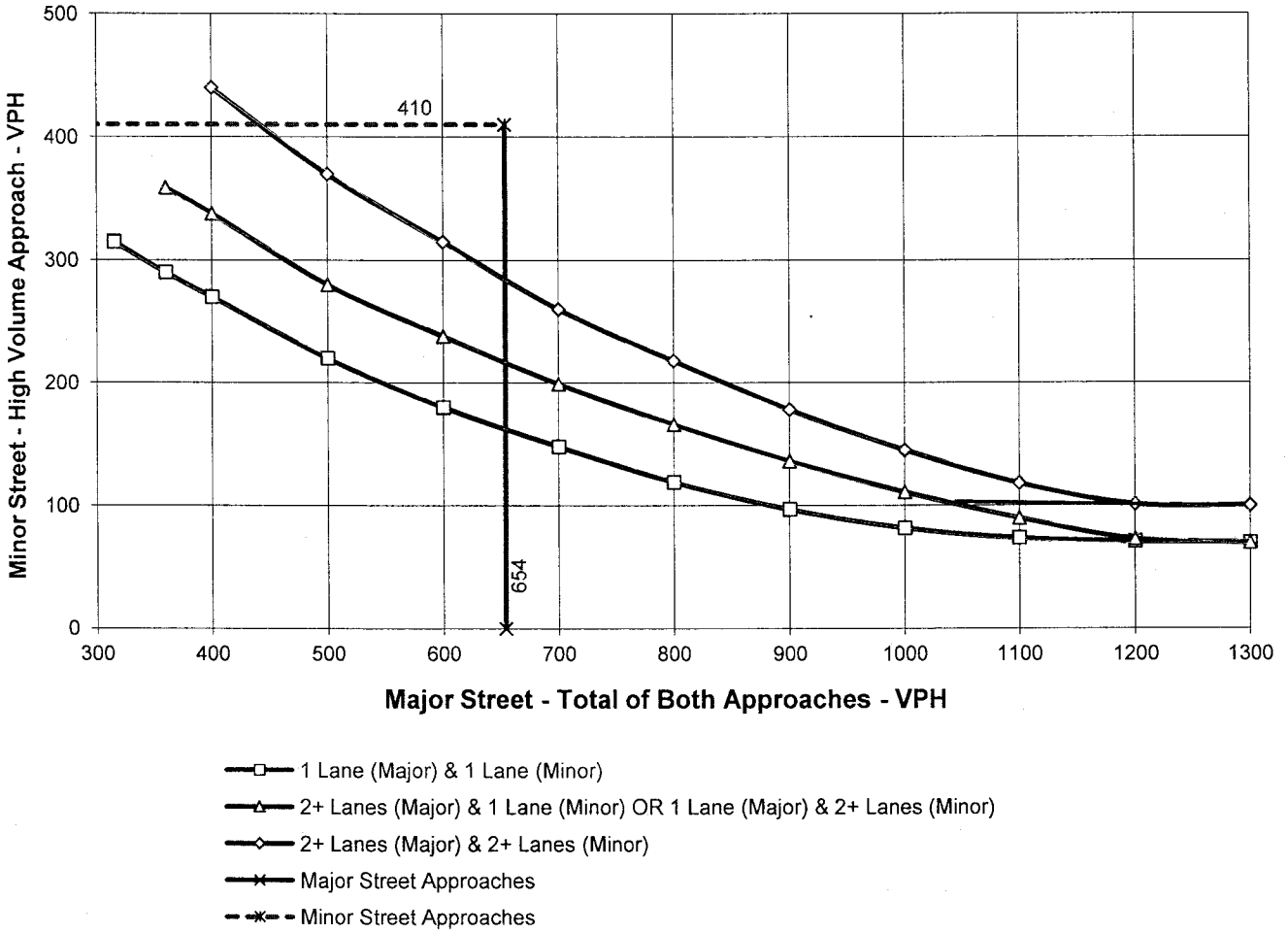
Major Street Name = **Meridian Avenue** Total of Both Approaches (VPH) = **654**

Number of Approach Lanes Major Street = **2**

Minor Street Name = **San Bernardino Avenue** High Volume Approach (VPH) = **410**

Number of Approach Lanes Minor Street = **2**

WARRANTED FOR A SIGNAL

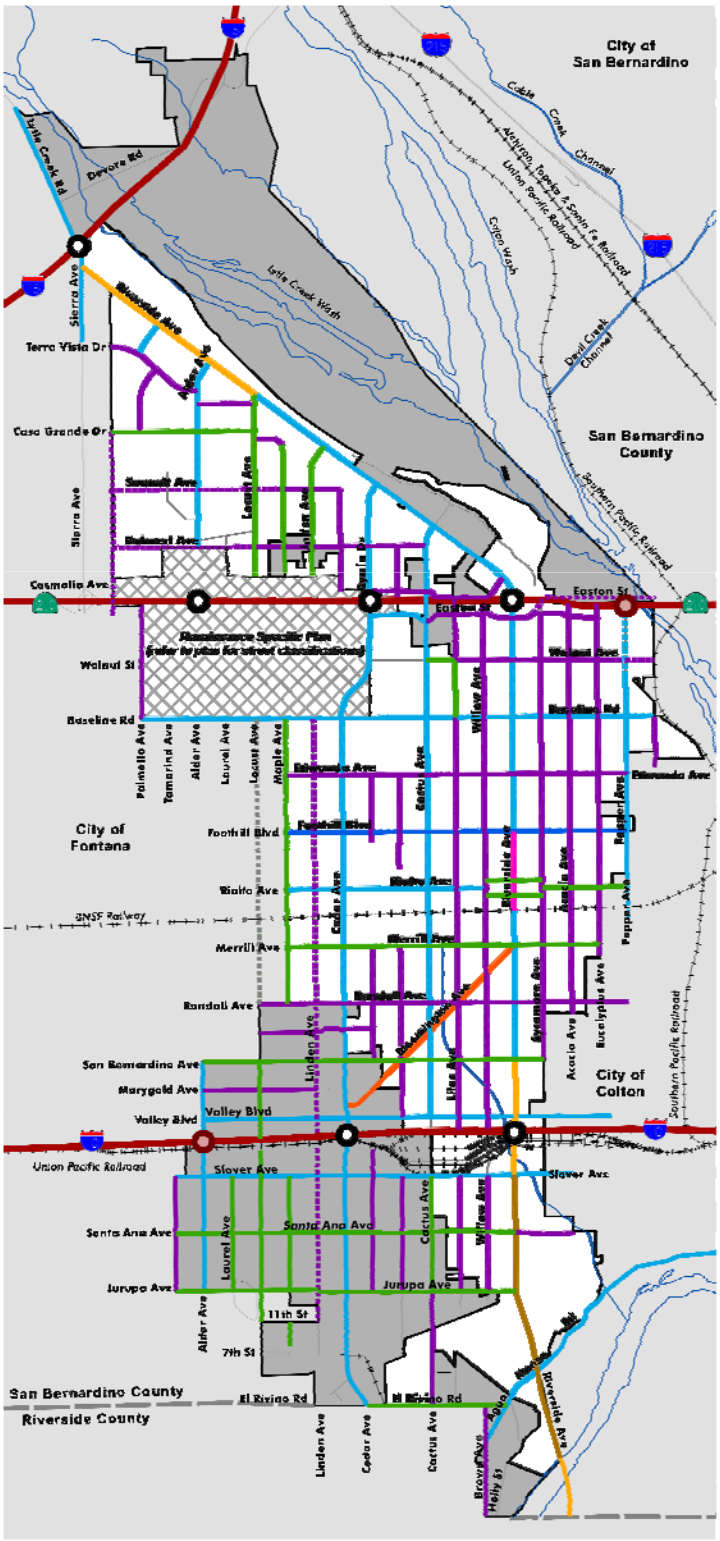


** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

APPENDIX G

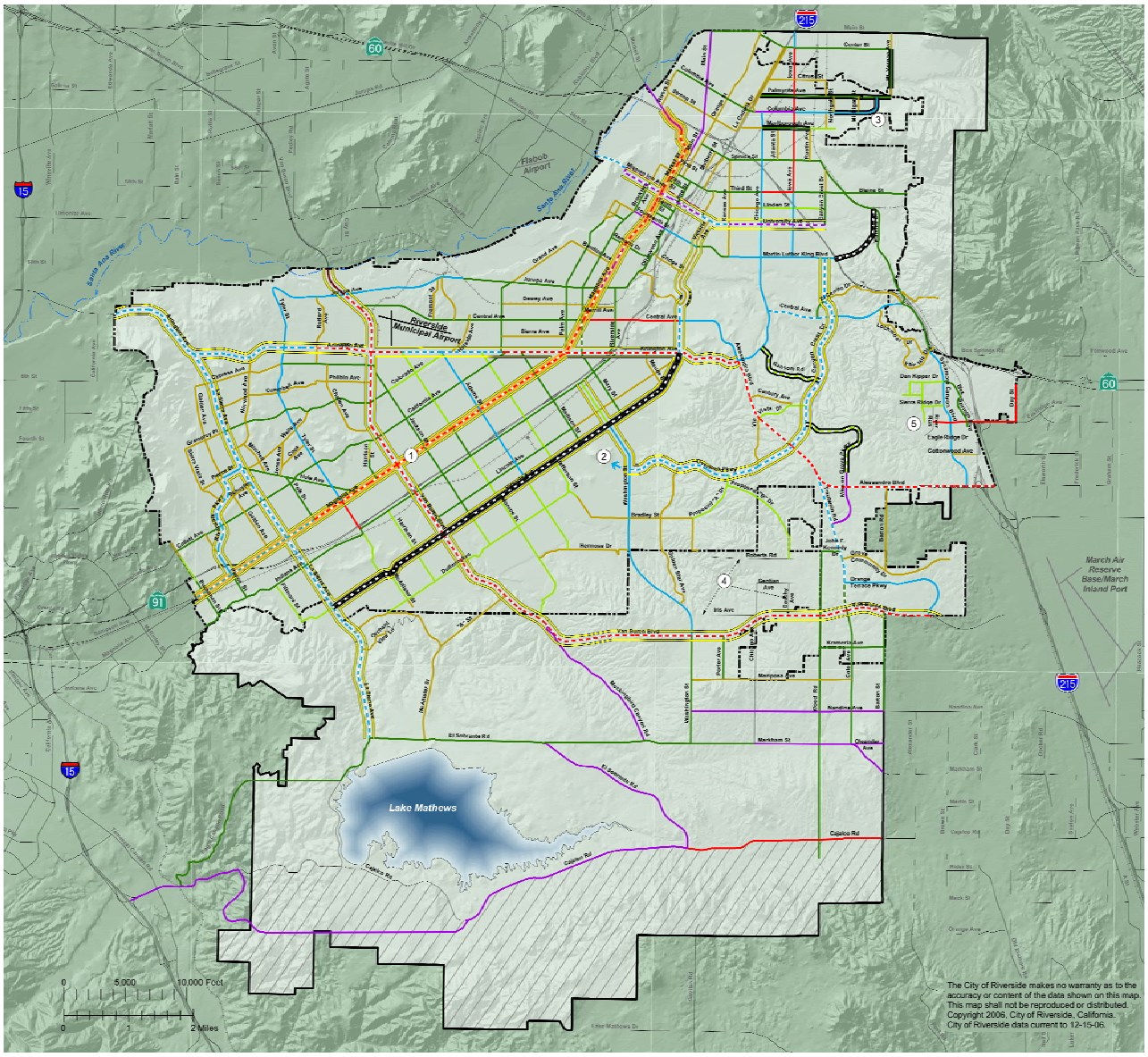
Surrounding Jurisdictions General Plan Circulation Elements

Figure A
City of Rialto General Plan Circulation Element



4147d/A

Figure B
City of Riverside General Plan Circulation Element



Legend

66 FT LOCAL	2 LANES *
66 FT COLLECTOR	2 LANES
80 FT COLLECTOR	2 LANES
88 FT ARTERIAL	4 LANES
100 FT ARTERIAL	4 LANES
110 FT ARTERIAL	4 LANES
120 FT ARTERIAL	6 LANES
144 FT ARTERIAL	8 LANES

N

NTS

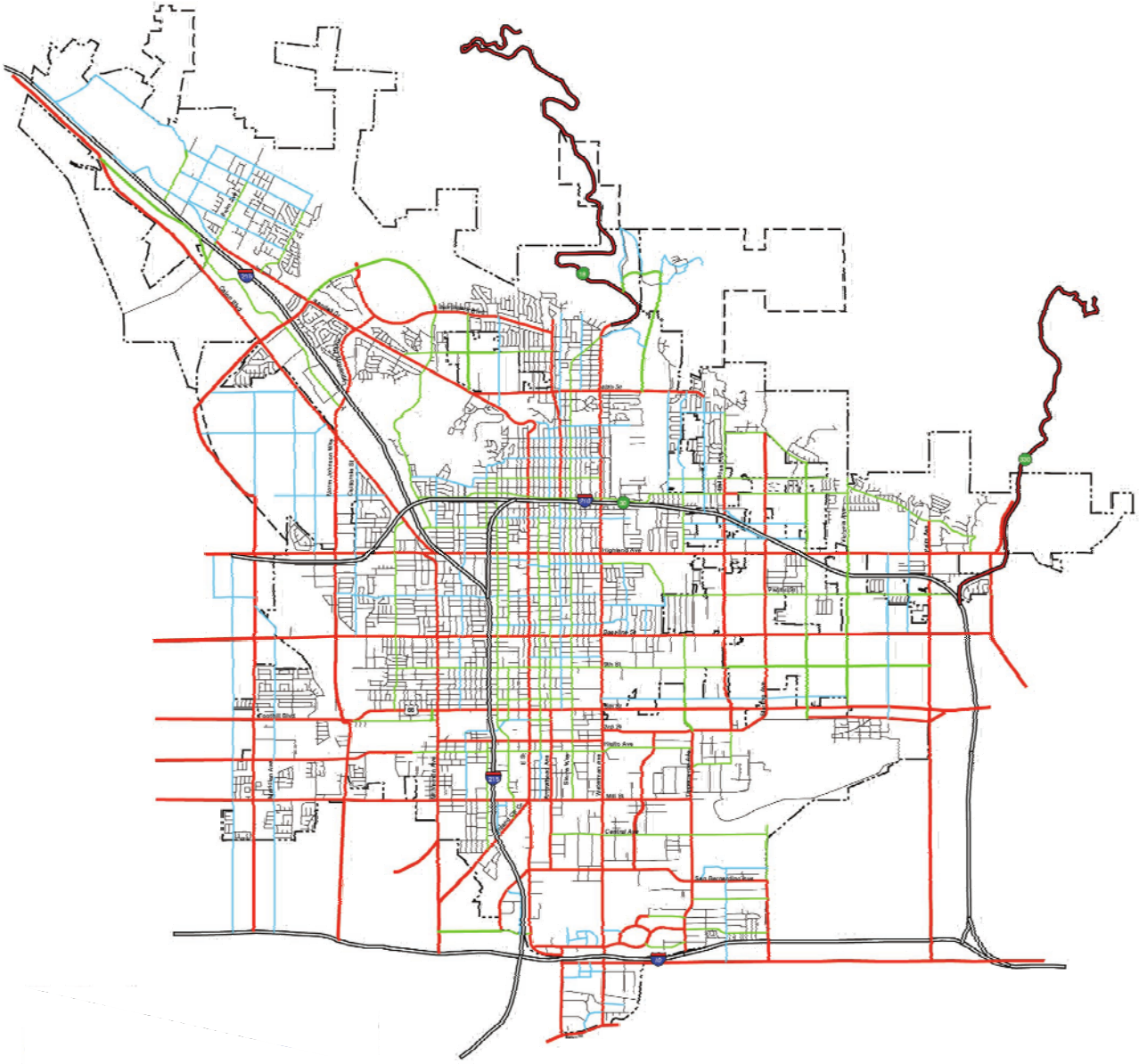
Source: City of Riverside

4147d/B

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure C
City of San Bernardino General Plan Circulation Element



Legend

- Freeway
- State Highway
- Major Arterial
- Secondary Arterial
- Collector
- Local
- City Boundary
- Sphere of Influence Boundary

N

NTS

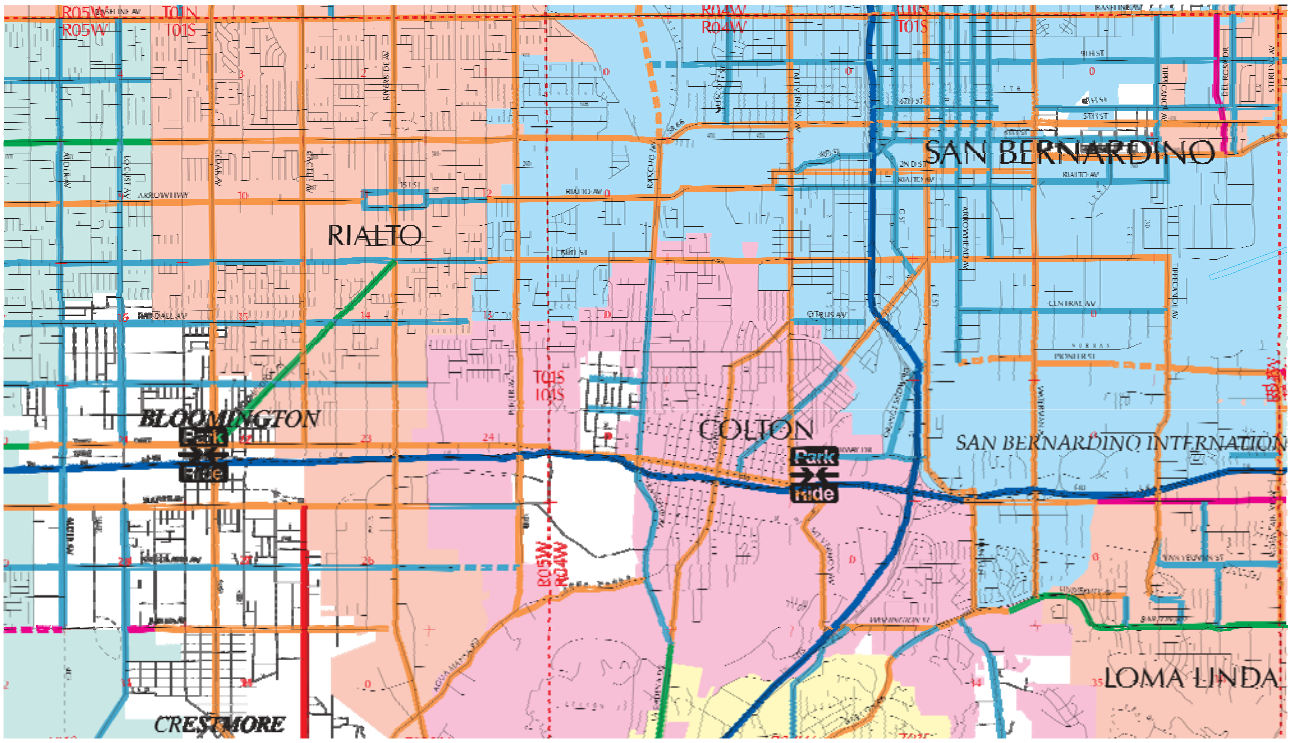
Source: City of San Bernardino

4147d/C

KUNZMAN ASSOCIATES, INC.

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Figure D
County of San Bernardino General Plan Circulation Element



Legend

EXISTING	PROPOSED	
		Freeway
		Major Divided Highway
		Major Arterial Highway
		Major Highway
		Secondary Highway
		Controlled/Limited Access Collector
		Mountain Major Highway
		Mountain Secondary Highway
		State Highway (Special Standards or Conditions)
		Railroads

N

NTS

Source: County of San Bernardino

4147d/D

APPENDIX H

5 Legged Intersection Modeling Methodology

Darn Good Ideas!

■ Modeling Procedure for 5 Legged Intersection Using HCS

Submitted by Keith Travis, P.E., De Leuw, Cather & Company of New York, Inc.

Highway Capacity Software (HCS) does not have the capability to directly calculate the Level of Service (LOS) for five legged intersections. The purpose of this modeling procedure is to provide HCS with a method of evaluating the capacity and green time requirements for the fifth leg and its interaction with the other signal phases so that an accurate assessment of the intersection operational characteristics can be obtained. This modeling procedure assumes turning vehicles that share a lane will have the same saturated flow rate (vehicles turning onto the fifth leg have the same saturated as those sharing the same lane). Another assumption is that the saturated flow rate for a right turn is essentially equivalent to that of a through movement. The third assumption is that the approach volumes of the fifth leg are assigned an exclusive green time with no opposing volumes.

The following example demonstrates the procedure used to model the signalized intersection with five approach legs. Using the approach volumes from figure 2.

1) For approaches 1–4, join the volume turning onto the fifth leg with the closest left or right turn volume.

2) Add the lowest right turn volume to the adjacent through movement volume. (the volume southbound left turn is for this example—the volume of that right turn is now 0).

3) In the intersection geometry section of the HCS signal module, enter the intersection geometry "as is." with one exception: provide an exclusive right turn lane (or two) for the movement adjusted to 0 in step 2. This lane(s) will represent the fifth leg approach.

4) Enter the total approach volume of the fifth leg as the volume for the abandoned right turn lane described in step 2.

5) For the signal timing, the exclusive right turn lane created in step 3 should have an exclusive green time and it should not operate simultaneously with any other phases. All

(continued on page 54)

*EMME/2 is a **state-of-the-art** transportation planning system in which all the relevant transportation means (road, bus, train, walk, bicycle, etc.) can be modelled as **one consistent network**, and thus in an integrated way.*

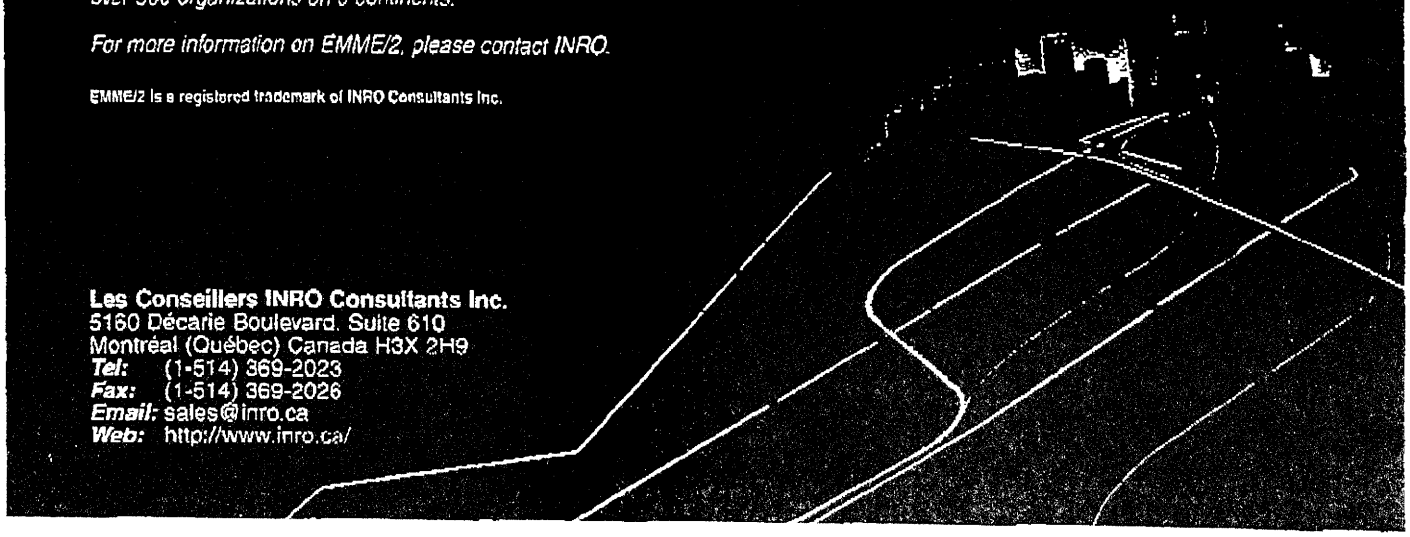
*EMME/2 provides a **comprehensive set of tools** that can be used for data validation, model calibration and implementation, as well as scenario editing and comparisons. **Innovative** and **efficient**, these tools promote high productivity. Their **flexibility** permits a wide variety of analyses: travel demand forecasting, environmental impacts, toll roads, changes in demographics or transportation services, etc.*

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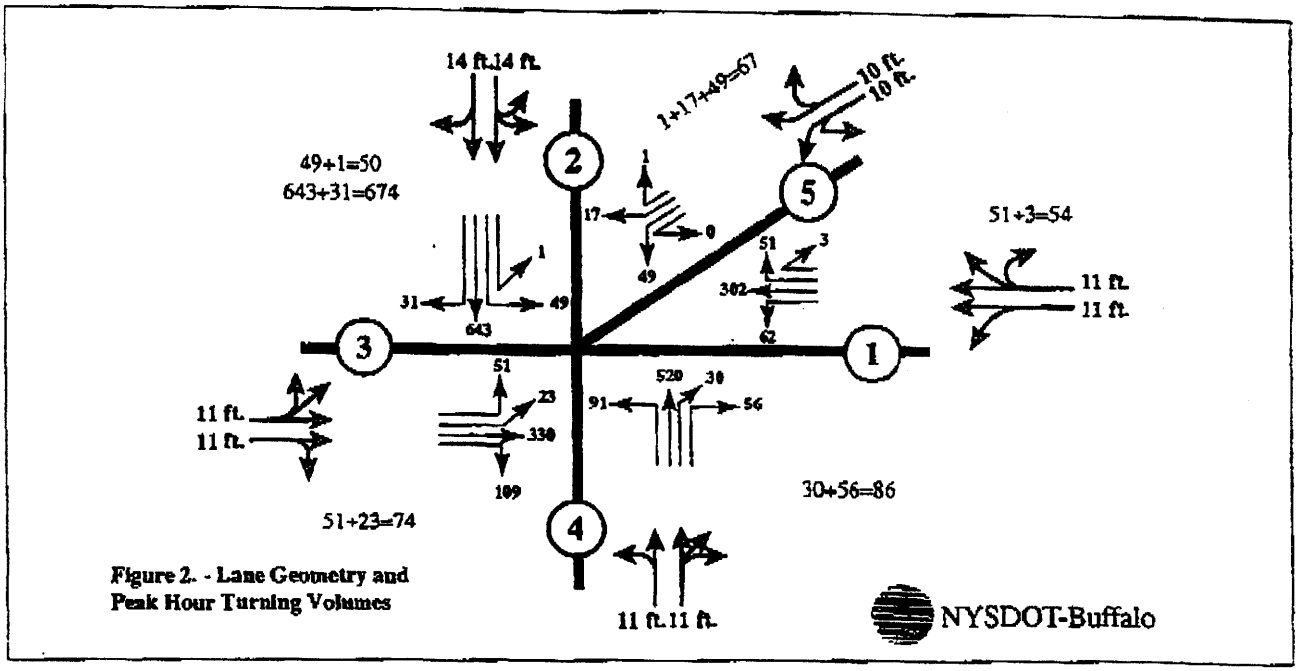


Figure 2. - Lane Geometry and Peak Hour Turning Volumes

signal phases can then be manipulated (as usual) to optimize the signal timing.

For more information, please contact Keith Travis, P.E., De Leuw, Cather & Company of New York, Inc., Buffalo, NY; 716/853-6940; fax: 716/853-6192.

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APPENDIX I

Pass-By Trips

CHAPTER 5

Pass-by, Primary, and Diverted Linked Trips

5.1 Background

The trip generation rates and equations contained in *Trip Generation* are derived from actual measurements of traffic generated by individual sites. These rates and equations represent vehicles entering and exiting a site at its driveways. Therefore, these volumes are appropriate for determining the total traffic to be accommodated by site driveways.

The pass-by trip-making phenomenon, if estimated to be significant, should be recognized when examining the traffic impact of a development on the adjacent street system.

There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic **added** to the street system by the generator. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations, and convenience markets often locate adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These retail trips **may not add new traffic** to the adjacent street system.

Trip-making can be broken down into two major categories: **pass-by trips** and **non-pass-by trips.** In some traffic impact study applications, it is necessary to further subdivide non-pass-by trips into **primary trips** and **diverted linked** trips. These trip types are illustrated in figure 5.1 and are defined below.

Types of Trips Generated by a Site

- Pass-By Trips
- Non-Pass-By Trips
  - Primary Trips
  - Diverted Linked Trips

Pass-by trips are made as intermediate stops *on the way* from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site *on an adjacent street* or roadway that offers direct access to the generator. **Pass-by trips are not diverted from another roadway.**

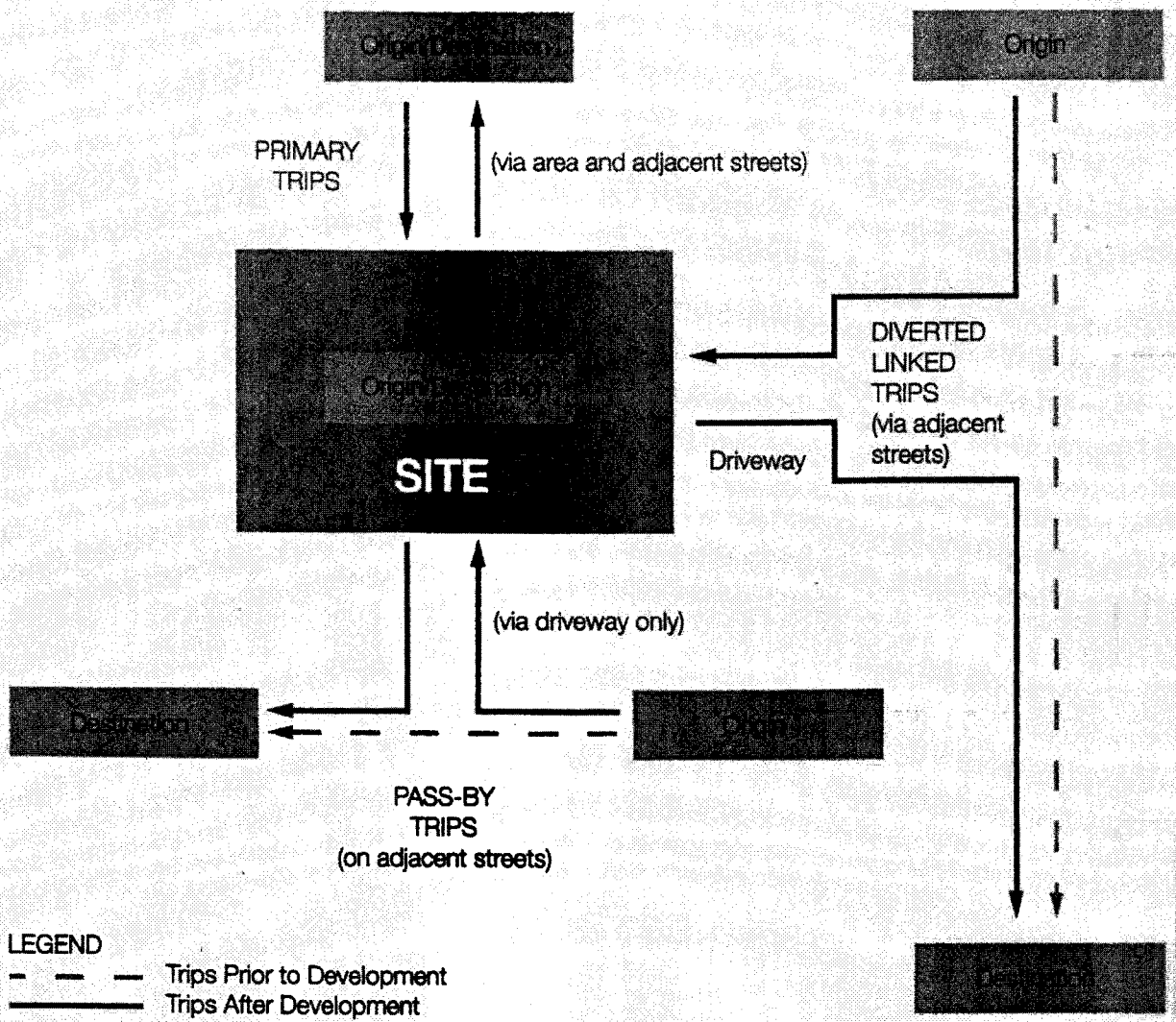
Pass-by trips do not involve a route diversion to enter the site driveway.

Non-pass-by trips are simply all trips generated by a site that are not pass-by trips. This term is sometimes used when diverted linked trips are not tabulated separately from primary trips.

Primary trips are trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

Diverted linked trips are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but that require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to a generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes** (see figure 5.1). Both pass-by and diverted linked trips may be part of a multiple-stop chain of trips.

Figure 5.1 Types of Trips



5.2 Sample Application of Pass-By Trip Assignment Process

In this example, the objectives are to (1) estimate the number of new trips added to the adjacent street traffic volume with the development of a shopping center with 580,000 square feet of gross leasable area, and (2) determine the turn movements at the shopping center driveway. The forecasted two-way evening peak hour traffic on a street adjacent to the proposed shopping center is 1,200 vehicles, as shown in figure 5.2(A)—1,000 traveling west and 200 traveling east.

Objective of Assignment Process:
Determine (1) turn movements at a shopping center driveway and (2) trips added to the adjacent street traffic volume.

The shopping center is estimated to generate 2,000 evening peak hour trips (based on the fitted curve equation given for Land Use Code 820 on page 1,339 of *Trip Generation*, Sixth Edition). An assessment of the shopping center parking configuration and access points indicates that an estimated 20 percent of the site-generated traffic will use the driveway being analyzed in this example. Thus, the driveway volume is estimated to be 400 evening peak hour trips (i.e., 20 percent of 2,000 trips). For this example, 50 percent enter and 50 percent exit the shopping center (as shown in figure 5.2(B)).

From data collected at other shopping centers, it is estimated (in this example) that about 15 percent of the driveway volume is pass-by (figure 5.2(B)). Therefore, 30 of the inbound vehicles (i.e., 15 percent of 200 vehicles) and 30 of the outbound vehicles are considered pass-by trips.

The assumed trip distribution for the non-pass-by trips is shown in figure 5.2(C). These values are based on local knowledge of expected trip patterns for primary and diverted linked trips to and from the shopping center (based on existing travel patterns, surrounding land uses, etc.). For example, 80 percent of the non-pass-by trips are expected to arrive from the east and to return to the east after the trip to the shopping center.

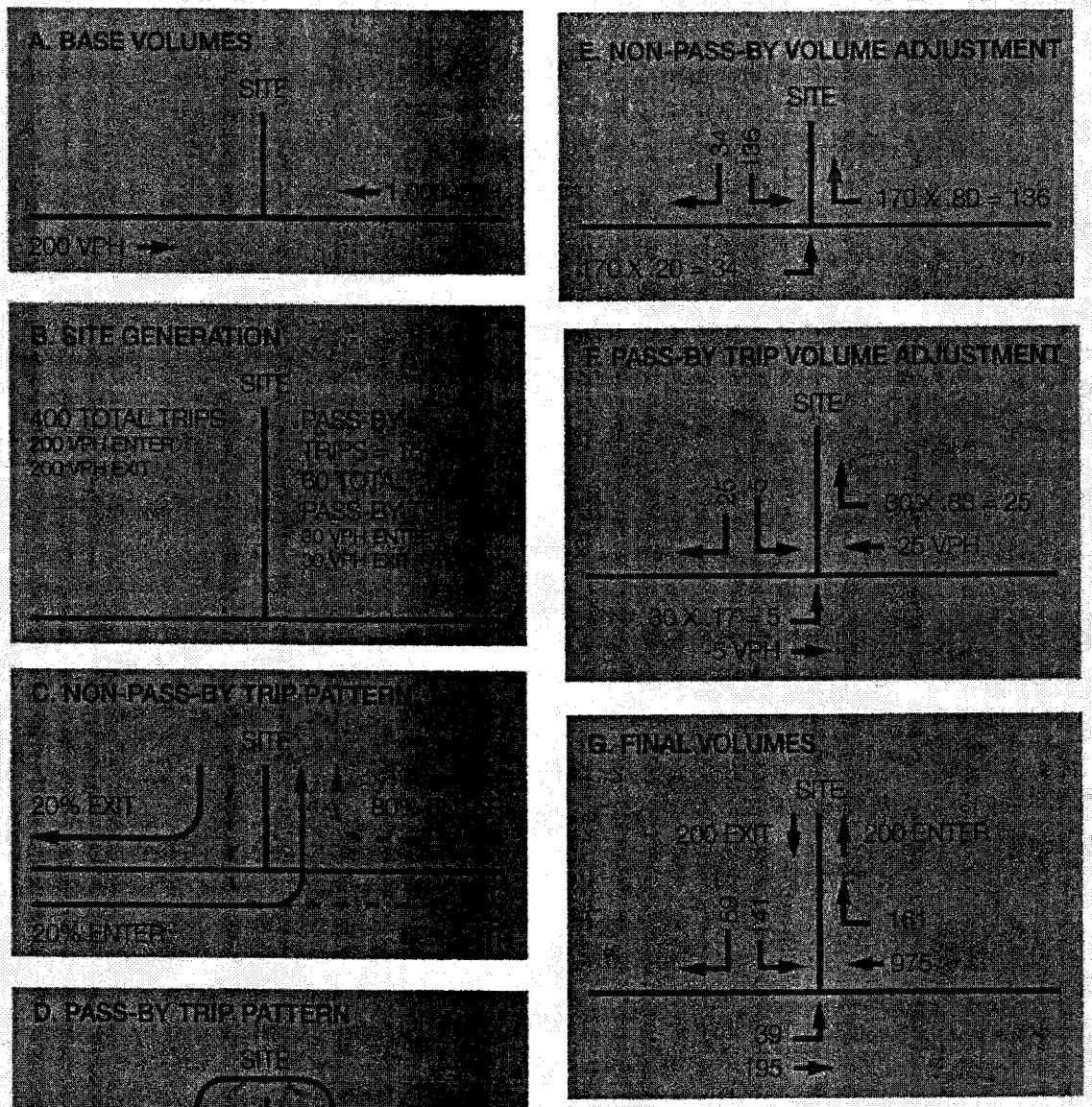
The distribution of the pass-by trips is based on the volume of traffic passing the driveway, as shown in figure 5.2(D). Because 83 percent of the traffic passing by the site comes from the east (i.e., 1,000 of the 1,200 shown previously in figure 5.2 (A)), it is assumed that 83 percent of the pass-by trips will likewise arrive from the east and will depart toward the west.

The assignment of the non-pass-by trips generated by the site is shown in figure 5.2(E). The total number of non-pass-by trips destined to the site is 170 (the 200 total trips minus the 30 inbound pass-by trips shown earlier in figure 5.2(B)). Eighty percent (or 136) are expected to arrive from the east and to return to the east.

The assignment of the pass-by trips is shown in figure 5.2(F). Of the 30 pass-by trips, 83 percent (or 25) arrive from the east and depart to the west. Likewise, 17 percent (or 5) arrive from the west and depart to the east. Note that the calculation also shows the expected through-trip reductions as the trips passing the site turn into the new driveway. For example, the new westbound right-turn volume of 25 causes a reduction in the westbound through movement.

The final assignment of all trips entering and leaving the shopping center driveway, as well as passing the driveway, is shown in figure 5.2(G). These values are simply the sum of the base volumes (from figure 5.2(A)), the non-pass-by trips generated by the site (from figure 5.2(E)), and the pass-by trips generated by the site (from figure 5.2(F)). Note that the through-traffic volumes in both directions on the major street are reduced as a result of the pass-by trip analysis.

Figure 5.2 Application of Pass-By Trips



LEGEND
VPH = Vehicles per hour

5.3 Cautions

Statistical analysis and correlation of the pass-by data collected by the profession continue to evolve. However, due to the limited amount of pass-by data available and the inherent variability in surveyed site characteristics, it has still proven difficult to obtain high correlation indices.

Pass-by trips are closely linked to the size of the development and to the volume of traffic on the adjacent street that can deliver the pass-by trip. However, predictive mathematical relationships have been elusive.

Traditional pass-by trip analyses have attempted to correlate pass-by trip percentages (i.e., percent of the total number of trips generated by a site) with units of occupied site development (such as gross leasable area, gross floor area, seats in a restaurant, or fueling positions at a gas/service station). Limited results for some land uses show that this correlation can be enhanced further by including the magnitude of the traffic passing the site on the adjacent roadways.

The analyst should exercise caution in the use of pass-by and diverted linked data presented in this chapter to ensure that the following aspects of pass-by trip characteristics are handled appropriately in the analysis process.

Diverted linked trips are clearly different from pass-by trips. Diverted linked trips add trips to the adjacent roads at a proposed or expanded site, but may not add trips to nearby major highways or freeways.

Diverted linked trips are often difficult to identify. Therefore, **diverted linked trips should be treated similarly to primary trips,** unless: (1) all three (primary, pass-by, and diverted linked) categories are being analyzed and processed separately, and (2) the travel routes for diverted linked trips can be clearly established.

Pass-by trips are drawn from the passing traffic stream, **but are always included in the site driveway movements.** In traffic analyses, summation of driveway volumes must equal the total external site generation (i.e., the sum of primary, pass-by, and diverted linked trips). Pass-by trips are not included in (and thus, subtracted from) the through-volumes passing a given site access point on an adjacent road. Standard methodologies for assessing the traffic impacts of site development typically require that diverted linked trips be included as additional trips within the confines of local impact assessment studies.

In a multi-use development, it is likely that there will be trips internal to the site (refer to chapter 7 for guidance). Before applying the pass-by reduction, the internal trips should be removed from the total number of trips generated by the multi-use site. **Pass-by trips are only applicable to trips that enter or exit the site, not internal trips.**

Overall, diverted linked trips represent a change in local area travel patterns but constitute no new increase on a *macroscopic* scale. Within the immediate study area, diverted linked trips do represent additional traffic on individual streets and should be analyzed that way.

5.4 Data Base on Pass-By, Primary, and Diverted Linked Trips

Listed in table 5.1 are 19 land uses for which ITE has received and compiled pass-by and diverted linked trip data. The table denotes whether the data are presented in this handbook in a table or a figure (in a data plot similar to those presented in *Trip Generation* for trip end data). Table 5.1 also identifies the time periods for which the data have been reported.

Tables 5.2 through 5.26 present the values for percentage of site generation that is accounted for by pass-by, non-pass-by, primary, and diverted linked trips.

Figures 5.3 through 5.15 plot the average *pass-by* trip percentages associated with the various land uses. No plots are provided for *diverted linked* trips. These figures are provided to enable the user to visualize the data scatter provided in tables 5.2 through 5.26.

Data plots are provided for each land use where nine or more data points are available for a specific independent variable.

For all land uses except shopping centers, data are plotted for only one independent variable. For shopping centers, data are plotted for GLA and peak hour traffic on adjacent streets for the weekday evening peak period; GLA is also used as the independent variable for shopping centers during the midday Saturday time period.

A regression equation is shown on the data plot if there are more than 10 points and the R^2 is greater than 0.25 (which only occurs on two of the Land Use Code 820 data plots). Note that this threshold is less than the 0.5 threshold for R^2 used for data plots in *Trip Generation*.

Recommended guidelines for using the data presented in these figures and tables are provided in section 5.5 of this chapter. In particular, the guidelines recommend when to use the data and how to select a pass-by percentage.

Users of the data are cautioned that the number and geographic distribution of sites are limited. Little or no data on adjacent street traffic volumes have been collected for uses other than shopping centers. The actual pass-by and diverted linked trip percentages may vary by site due to the specific influences of the characteristics of passing traffic, area roadway network patterns, specific businesses in the site being analyzed, other nearby development, and so forth. Surveys of similar developments near the analysis site are encouraged.

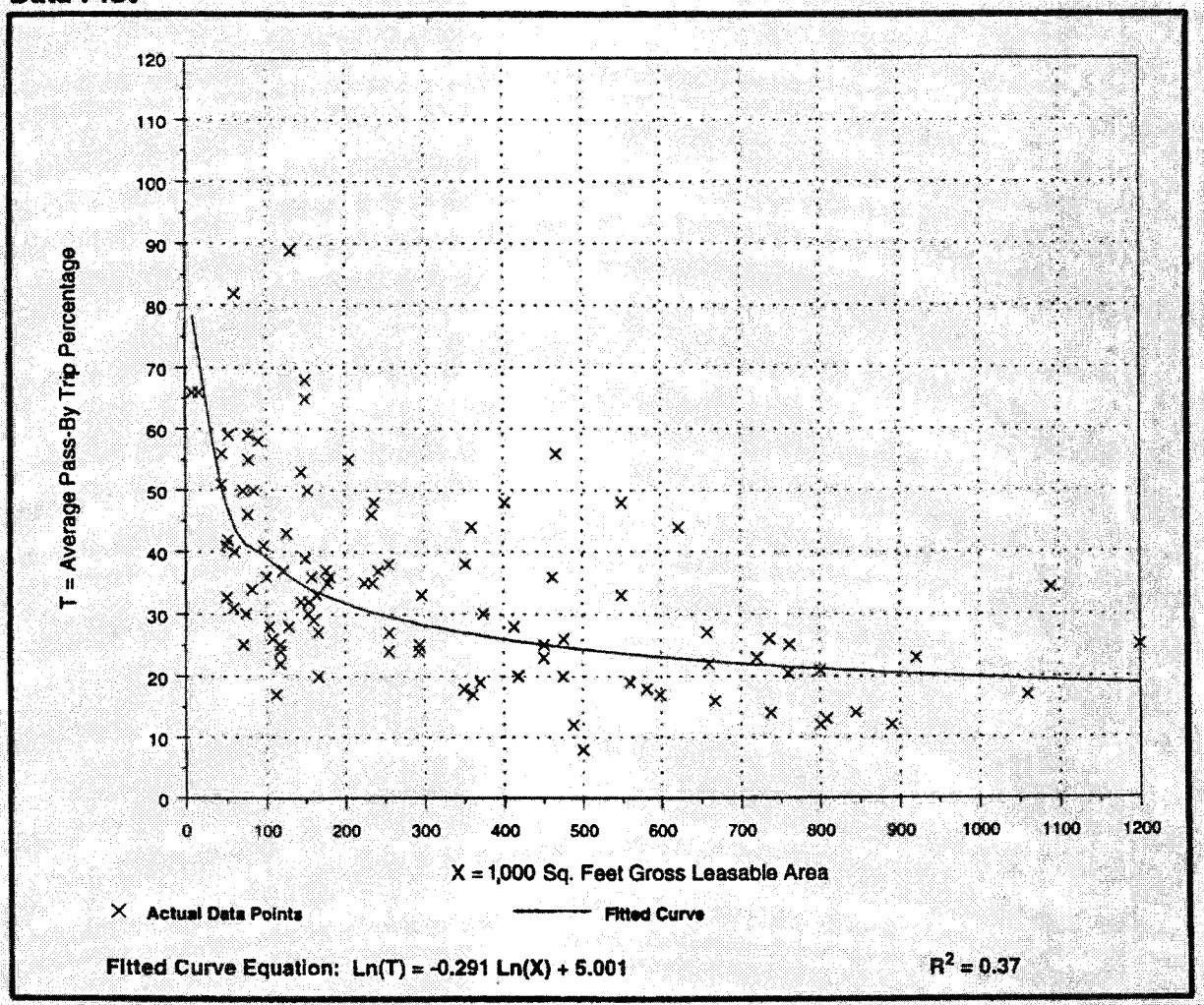
The pass-by data listed in table 5.1 were collected during *peak periods*. These pass-by relationships may differ from those during the *peak hour*.

Because data are limited for many of the land uses, the analyst is encouraged to collect pass-by trip data and transmit the data to ITE. Section 5.6 of this chapter describes how to collect the appropriate data and provides sample forms to use.

Figure 5.5 Shopping Center (820)

Average Pass-By Trip Percentage vs: **1,000 Sq. Feet Gross Leasable Area**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 100
Average 1,000 Sq. Feet GLA: 329

Data Plot



APPENDIX J

Preliminary Construction Cost Estimates
For Congestion Management Program

PRELIMINARY CONSTRUCTION COST ESTIMATES
FOR
CONGESTION MANAGEMENT PLAN

Add One Lane Each Direction on Freeway

Asphalt Concrete Pavement	$2,300,000 Per Mile
Portland Cement Concrete Pavement	$2,800,000 Per Mile
Includes: Excavation Paving Section Barrier Shoulder Upgrade Drainage System Traffic Control Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Widening of Bridge Structures Added Retaining Walls Added Sound Walls

Widen Existing UC Structures

Total Cost =	$160 Per Square Foot
Includes: Structure Mobilization @10% Design @11% Construction Mgt. @12.5%	**Excludes:** Environmental Costs Right of Way Traffic Control Ramp Modifications Signal/Lighting Up Grades Drainage Upgrades Added Retaining Walls Added Sound Walls

Diamond Interchanges

$10,000,000	EACH	NEW IC	Minimal Row/Environmental
$15,000,000	EACH	NEW IC	Includes Row/Environmental
$20,000,000	EACH	EXISTING	Minimal Row/Environmental
$25,000,000	EACH	EXISTING	Includes Row/ Environmental

Includes: Structure Retaining Walls Soil Nail Walls Drainage System Ramps Mobilization @ 10% Design @ 11% Construction Mgt. @ 12.5%	**Excludes:** As listed

Retaining Walls

Height Feet	Structure Cost $/LF	Mobilization Design Constr. Mgt. $/LF	Total $/LF
4	$190	$70	$260
6	$260	$90	$350
8	$380	$140	$520
10	$430	$150	$580
12	$480	$170	$650
14	$590	$210	$800
16	$660	$240	$900
	Excludes: Environmental Costs Right of Way		

12' High Sound Walls (Masonry Block on Footing)

Structure Cost $/Mile	Mobilization Design Constr. Mgt. $/Mile	Total $/Mile
$800,000	$300,000	$1,100,000

Widen Conventional Highway

1. Add one outside lane (Work includes earthwork, modify existing drainage system and construct AC shoulder section.	
Asphalt Concrete Pavement	$1,000,000/Mile
2. Add one outside lane each direction (Work includes earthwork, modify existing drainage system and construct AC shoulder section)	
Asphalt Concrete Pavement	$2,000,000/Mile
With Median Concrete Barrier	$2,200,000/Mile
With Median Double Thrie Beam Barrier	$2,300,000/Mile

Local Interchange Improvements

1. New Interchange	
Urban Interchange	$10,000,000 to $17,000,000
Partial – Cloverleaf Interchange (Work includes new OC structure, earthwork, signal)	$6,000,000
Diamond Interchange (Work includes new OC structure, earthwork, signal)	$5,000,000

Local Interchange Improvements CONT...		
2.	Reconstruct Existing Interchange	
	Realign and widen existing ramps (to 2 lanes)	$750,000/Each Ramp
	Construct Loop on – ramps (Does not include realigning existing ramp)	$700,000/Each Ramp
	Upgrade existing Diamond IC to Partial – Cloverleaf	$6,000,000
3.	Improve Existing Interchange	
	Widen ramps (From one to two lanes)	$350,000/Each Ramp
	Widen existing OC structure	$110/Sq. Ft.
	Signalize ramp intersection	$90,000/Location
	Upgrade existing signal at ramp terminal	$75,000/Intersection
	Upgrade existing signal at ramp terminal (Add lights only)	$25,000/Each
4.	Ramp Metering System	$60,000/Each location
Intersection Improvements		
1.	Signalization of local intersection (with some roadwork)	$250,000
2.	Upgrade existing intersection signalization	$75,000
3.	Upgrade existing Traffic Controller/Assembles	$40,000/Each
4.	Install new signal	$90,000/location
5.	Add signal heads	$25,000/Intersection
6.	Construct left – turn lane (240' long)	$50,000/Each Location
7.	Street widening (12' wide) (Pavement only)	$180,000/Mile
8.	Curb and gutter (Type A2-8)	$15/LF

Other Improvements		
1.	Construct new OC structure (Does not include roadway work)	$100/Sq. Ft.
2.	Construct Retaining Walls (Type 1)	$285/LF (H=8') $360/LF (H=10') $460/LF (H=12') $560/LF (H=14')
3.	Construct Soundwall	$1,000,000/Mile (H=12')
4.	Traffic Management Plan	10% of total construction costs

NOTE: This cost estimate does not include the following items:

1. R/W engineering, appraisal, acquisition and utilities relocation costs.
2. Minor items and supplemental work (10%).
3. Mobilization (10%).
4. Contingencies (25%).
5. Landscaping costs.

General Note: **When adding a through lane, the minimum distance is 600' approach and 600' departure to the next intersection.**

APPENDIX K

2011 San Bernardino Associated Governments
Development Mitigation Nexus Study

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov

•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Development Mitigation Nexus Study

Appendix K
of the
SANBAG Congestion Management Program

prepared by the
San Bernardino Associated Governments
(SANBAG)

November 2, 2011

Preface to the SANBAG Development Mitigation Nexus Study

The SANBAG Development Mitigation Nexus Study was originally approved by the San Bernardino Associated Governments (SANBAG), acting as the San Bernardino County Congestion Management Agency (CMA), on October 5, 2005. It has been revised based on amendments approved by the SANBAG Board on July 5, 2006, October 4, 2006, November 1, 2006, January 10, 2007, March 7, 2007, November 7, 2007, and November 4, 2009. The Nexus Study has been incorporated into the SANBAG Congestion Management Program (CMP) as Appendix K. SANBAG serves as the Congestion Management Agency responsible for implementing and maintaining the CMP. This update includes a complete revision of project cost estimates, superseding prior updates that generally involved the use of escalation factors. This document serves as the final version for the 2011 update to the Nexus Study, which is required by the Development Mitigation Program implementation language included in Appendix J of the CMP and the Measure I 2010-2040 Strategic Plan. This update reflects comments from members of the Transportation Technical Advisory Committee (TTAC), was reviewed the the SANBAG Plans and Programs Committee on October 19, 2011, and was approved by the SANBAG Board of Directors on November 2, 2011.

Background

SANBAG staff began preparation of the Nexus Study in early 2004 at the direction of the SANBAG Board of Directors to support the development of Measure I 2010-2040. Measure I 2010-2040 was overwhelmingly approved by the voters of San Bernardino County on November 2, 2004. Included in the Measure I 2010-2040 Ordinance was language mandating development to pay its fair share for transportation improvements within San Bernardino County. The specific language governing the development contribution requirements of Measure I 2010-2040 are included in Section VIII of the ordinance as follows:

> *"SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of the Measure 'I' that would:*
>
> *"1) Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code 66000 et seq. and as determined by the Congestion Management Agency.*
>
> *"2) Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.*

> *"The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of Measure 'I'."*

The SANBAG Development Mitigation Program is collectively comprised of three documents—Chapter 4 ("Land Use/Transportation Analysis Program"), Appendix K and Appendix J of the CMP. The Development Mitigation Program was originally approved by the CMA on November 2, 2005, along with other revisions to the CMP. Appendix J of the CMP provides the specific requirements local jurisdictions must follow when implementing their development mitigation program for regional transportation facilities.

The San Bernardino County CMP implements the Land Use/Transportation Analysis Program with two distinct approaches, depending on geographic location within the County. The first approach addresses the cities and associated spheres of influence in the San Bernardino Valley and Victor Valley, to which the Nexus Study and related development mitigation requirements apply. The second approach applies to all other areas of the County. These two approaches are summarized below:

1. For San Bernardino Valley and Victor Valley cities and sphere areas: local jurisdictions implement development mitigation programs that generate development contributions for regional transportation improvements equal to or greater than fair share contributions determined through the SANBAG Development Mitigation Nexus Study. Regional transportation facilities addressed by the Nexus Study include freeway interchanges, railroad grade separations, and regional arterial highways on the Nexus Study Network. Local jurisdiction development mitigation programs must comply with requirements established in Appendix J of the CMP. Each local jurisdiction has adopted a compliant development mitigation program based on the requirements established in this appendix and implemented in accordance with Chapter 4 and Appendix J of the CMP.

2. For areas outside the San Bernardino Valley and Victor Valley cities and spheres: local jurisdictions must prepare Traffic Impact Analysis (TIA) reports for proposed development projects exceeding specified thresholds of trip generation. This is a continuation of a requirement established when the CMP was originally approved by the SANBAG Board in 1992. TIA reports must comply with requirements contained in Chapter 4 and Appendix C of the CMP.

At their discretion, jurisdictions outside the Valley and Victor Valley may adopt Approach 1, in coordination with and subject to the approval of the SANBAG Board. However, an amendment to the Nexus Study would be required for this to occur.

Overview of the Nexus Study

The SANBAG Nexus Study identifies the fair share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and

regional arterial highways). The Nexus Study is updated biennially or as requested and in close coordination with local jurisdictions.

The Nexus Study identifies a Nexus Study Network, representing regional roadways in the urbanized areas of San Bernardino County. Roadway improvement projects must be located on this network for their costs to be included in the Nexus Study and to be eligible to receive or expend Measure I 2010-2040 Valley Freeway Interchange, Valley Major Street, Victor Valley Local Street (capacity enhancement projects only) and Victor Valley Major Local Highway funds. Additionally, projects not included in the Nexus Study are not eligible for SANBAG allocations of state or federal transportation funds included in the Measure I 2010-2040 Expenditure Plan. The Nexus Study only applies to the Victor Valley Local Street Program insofar as the jurisdiction intends to use Measure I Local Street funds to add capacity to projects on the Nexus Study Network, per Policy 40012/VVLS-8 of the Strategic Plan. A local jurisdiction may wish to identify other local or non-regional improvements (projects not on the Nexus Network) as part of its overall development mitigation program, but these local or non-regional projects are not eligible for inclusion in the Nexus Study.

The Nexus Study identifies specific improvement projects on the Nexus Study Network and includes a cost estimate for the projects. The cost estimates have been developed collaboratively, working with local jurisdictions to obtain the most up-to-date project cost data available. Costs may include planning, project development (including Project Study Reports, Project Reports, and environmental documents), design, construction, construction management, project management, right-of-way, and mitigation of impacts subject to the policy provisions contained in the Measure I Strategic Plan. Only those project phases for which costs are included in the Nexus Study are eligible for Measure I or other transportation funding allocated by SANBAG.

The Nexus Study also includes an estimate of growth in dwelling units and employment expected over the planning period of the Nexus Study (2004 to 2030). The percentage growth in trips associated with the new development is development's fair share for that geographic area. The growth estimates were prepared in collaboration with local jurisdictions, SANBAG and SCAG as part of the 2004 Regional Transportation Plan (RTP). The development mitigation fair share estimates contained in the Nexus Study represent a minimum fair share for regional transportation improvements for each local jurisdiction and for each jurisdiction's sphere area, based on the estimates of project costs and the growth data provided by those jurisdictions. San Bernardino County has provided the estimates of project costs and growth in dwelling units/employment for sphere areas and unincorporated sub-areas, such as the Redlands Donut Hole and Glen Helen/Devore. The Nexus Study calculates a fair share percentage attributable to new development for each local jurisdiction, sphere of influence, unincorporated County sub-area not contained within a sphere of influence and interchange traffic shed.

The Nexus Study does not dictate how local jurisdictions develop and implement their development mitigation programs to achieve the development contribution levels specified in this report. Local jurisdictions have substantial flexibility in their program approach. In addition, the SANBAG Nexus Study does not dictate per-unit contribution levels (or

development fees) by land use type. Each jurisdiction must develop its own schedule of fees or other per-unit mitigation levels that can be demonstrated to achieve the development contribution levels specified in this Nexus Study by facility type. Appendix J of the CMP also indicates that cities and the County may make arrangements to combine the required development contribution levels for each jurisdiction and its sphere and to develop a unified development mitigation program for the city and the sphere. For example, if a city is using a development impact fee (DIF) program to meet the SANBAG requirements, a common fee structure for the city and sphere could be established. The city and County would need to establish the appropriate legal agreements and administrative processes to manage such a joint program. The information in the SANBAG Nexus Study allows for either separate or joint city/County programs. If a joint program is pursued, the city and County would add the development contribution levels for the both the city and sphere area.

The methodology employed by the Nexus Study for calculating fair share development contributions was developed in early 2004 by the Nexus Study Task Force, consisting of staff representatives from local jurisdictions and from the private sector (principally the Building Industry Association and the National Association of Industrial and Office Properties). Individual meetings were also held with local jurisdictions and private entities, including representatives of the retail development industry. The implementation requirements contained in Chapter 4 and Appendix J of the CMP were developed in early 2005 by a working group of representatives from both local jurisdictions and the private sector. Chapter 4 and Appendix J were also reviewed by the SANBAG Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) prior to policy review and adoption by the SANBAG Board of Directors.

The Regional Transportation System

A "Nexus Study Network" has been defined as a basis for establishing the arterial roadways to be included in the Nexus Study. This network is regional in nature, but should not be confused with other systems, such as the existing Measure I Regional Arterial System in the Victor Valley. The system has been based on a generalized set of criteria involving roadway functional classification, propensity to carry inter-jurisdictional traffic, connection to the freeway system, etc. For example, every roadway that interchanges with a freeway is included on the Nexus Study Network. Figures 1 and 2 show the Nexus Study Network in the Valley and Victor Valley, respectively.

A list of interchanges has been compiled for inclusion in the Nexus Study. The list was originally based on the interchanges submitted by SANBAG and local jurisdictions for the 2004 Regional Transportation Plan (RTP) and then modified for the Nexus Study based on local jurisdiction input. The list was distributed to local jurisdictions for review and comment. A list of potential railroad grade crossing projects also has been compiled. Only the grade crossings on the Nexus Study Network are included in the analysis.

Figure 1 **Nexus Network**
San Bernardino Valley

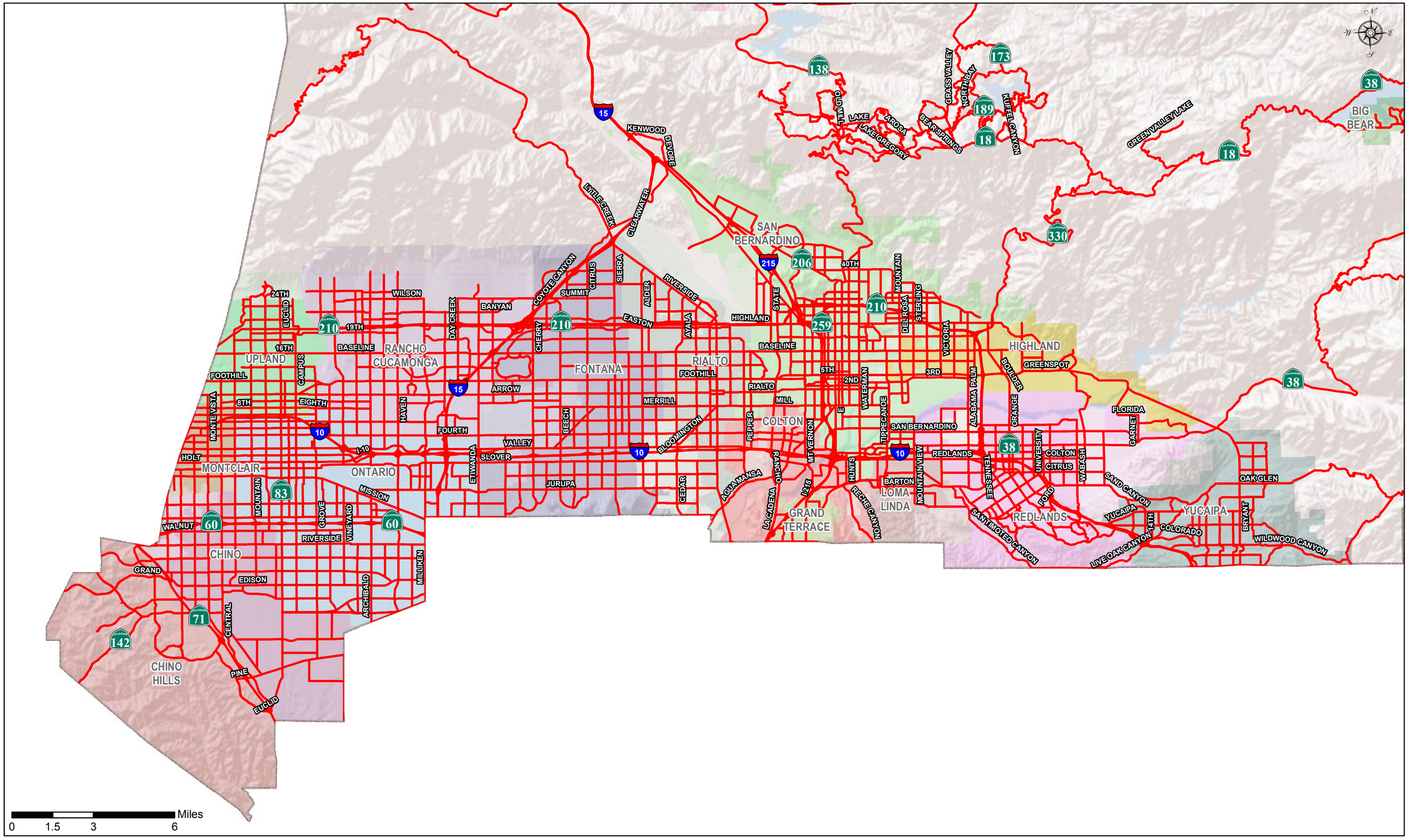
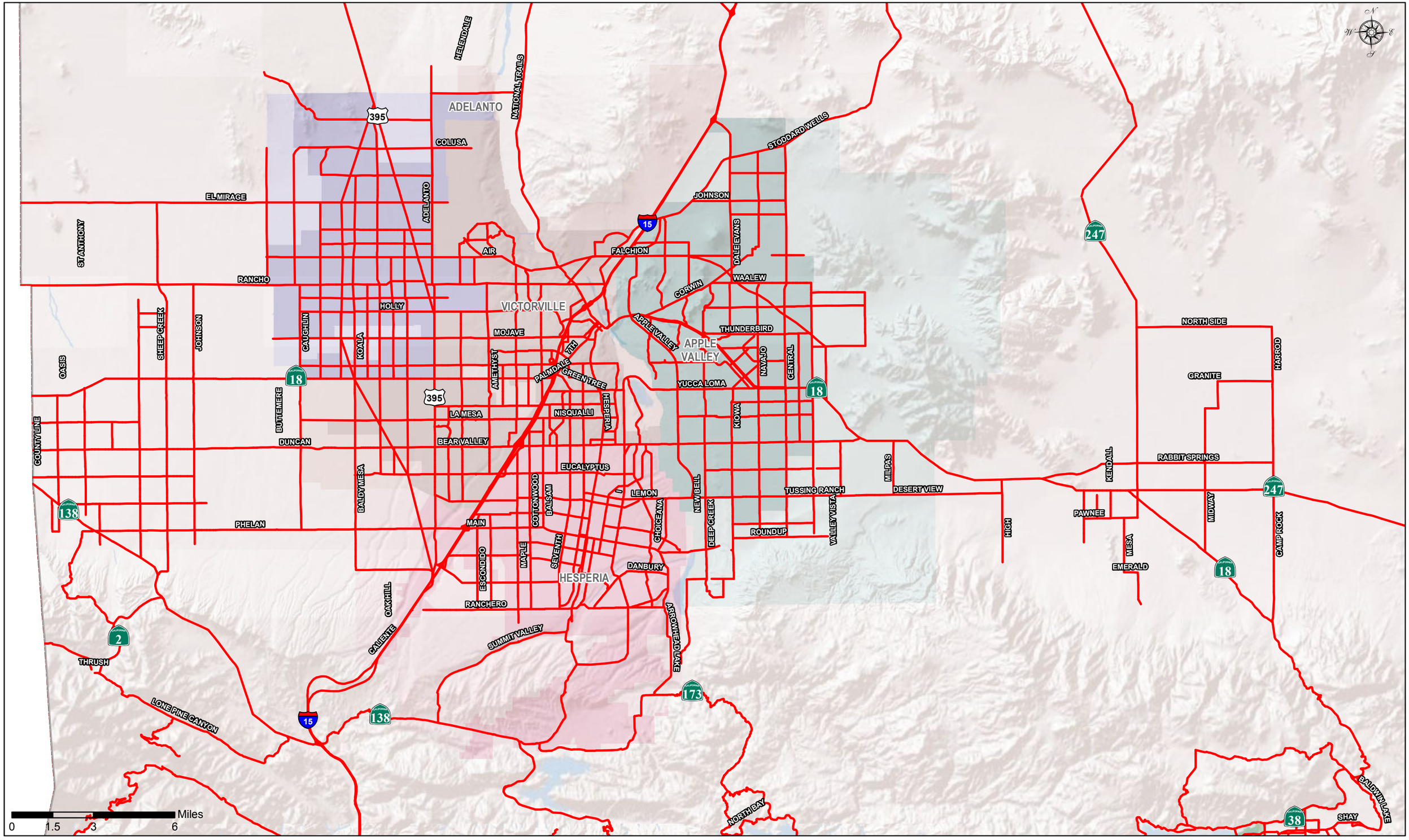


Figure 2 **Nexus Network Victor Valley**



Forecast Growth by Jurisdiction

The calculation of fair share development contributions required an estimate of projected growth for residential and non-residential development. The data set used as the starting point for projection of residential development (single and multi-family dwelling units) and non-residential development (retail and non-retail employment) was the 2030 local input provided as part of the growth forecasting process for the 2004 RTP. This iterative process, well-documented in the 2004 RTP of the Southern California Association of Governments (SCAG), generated an initial forecast for the entire Southern California region by jurisdiction, which was then given to local jurisdictions for review, comment, and possible modification. The "local input" 2030 data set was used for the Nexus Study because it was developed through the direct involvement of and review by each of the local jurisdictions. Each local jurisdiction signed off on its local input data in late 2002. These forecasts have been reviewed and updated by local jurisdictions in early and mid-2005. Three specific review and comment periods were provided to local jurisdictions in 2005 for both the growth forecasts and for the project lists. SANBAG staff was also available to meet with local jurisdictions individually and held such meetings with the majority of jurisdictions. The year 2004 was used as the base year for the analysis of growth forecasts. The 2004 dwelling unit totals by jurisdiction are based on California Department of Finance data. The 2004 employment data (retail and non-retail) was derived by adding one year of growth to the 2003 employment data reviewed by each of the local jurisdictions. The growth was estimated as $1/27^{th}$ of the projected growth between 2003 and 2030.

Table 1 presents the 2004 and 2030 estimates of dwelling units and employment by jurisdiction. Table 2 presents the growth estimates for unincorporated areas within each city sphere area. The tables show the projected growth over the entire 26-year period. By way of comparison, an average of approximately 8000 new residential dwelling units were permitted annually by local jurisdictions in San Bernardino County between 1994 and 2010 (California Department of Finance Table I-6). The range in annual housing permits is large, from a high of approximately 18,000 in 2004 to a low of approximately 2000 units in 2010. This period included two significant Southern California recessions plus the residential housing boom of the mid-2000s. The projected growth of about 290,000 dwelling units over the 26-year Nexus Study planning period equates to an average annual rate of about 10,700 units. Thus, the rate of growth contained in the projections for the Nexus Study would appear to be slightly higher than the historic rate, but the total growth would be achieved with additional years of growth beyond 2030.

Table 1. Summary of Growth Data for Cities

Jurisdiction	Single Family 2004	Single Family 2030	SF Growth	Multi-Family 2004	Multi-Family 2030	MF Growth	Retail Empl. 2004	Retail Empl. 2030	Retail Growth	Non-Retail Empl. 2004	Non-Retail Empl. 2030	Non-Retail Growth	Trip Ends 2004 in PCEs	Trip Ends 2030 in PCEs	Ratio of Trip Growth to 2030 Trips
Adelanto	3,866	11,524	21,480	1,462	4,238	4,892	375	707	511	2,775	5,148	3,673	61,704	326,643	63.5%
Apple Valley	15,870	32,849	16,979	4,170	4,518	348	3,285	9,967	6,682	12,790	35,029	22,239	270,012	600,556	55.0%
Chino	13,600	20,230	6,630	4,339	9,348	5,009	8,855	13,706	4,851	39,465	56,673	17,208	404,030	623,078	35.2%
Chino Hills	18,949	20,560	1,611	2,931	4,862	1,931	933	1,163	230	4,222	5,823	1,601	233,956	271,081	13.7%
Colton	9,228	11,979	2,751	5,541	13,959	8,418	7,176	13,492	6,316	19,038	35,003	15,965	287,549	509,440	43.6%
Fontana	33,002	46,393	13,391	8,338	11,947	3,609	9,451	15,818	6,367	41,435	59,868	18,433	638,669	940,825	32.1%
Grand Terrace	2,896	3,563	667	1,345	2,282	937	575	1,564	989	1,922	4,403	2,481	51,782	86,208	39.9%
Hesperia	17,808	43,008	25,200	3,610	9,690	6,080	4,743	11,008	6,265	14,833	37,974	23,141	312,374	760,574	58.9%
Highland	13,005	16,739	3,734	2,508	2,674	166	1,377	8,591	7,214	5,919	11,336	5,417	183,127	341,729	46.4%
Loma Linda	3,898	7,148	3,250	4,003	5,458	1,455	4,637	7,839	3,202	11,636	17,585	5,949	166,335	271,939	38.8%
Montclair	6,095	8,000	1,905	2,373	2,800	427	10,347	12,414	2,067	13,065	16,536	3,471	264,245	325,943	18.9%
Ontario	29,726	42,132	12,406	14,442	26,897	12,455	10,983	30,063	19,080	65,282	101,403	36,121	736,782	1,324,759	44.4%
Rancho Cuc.	34,856	36,443	1,587	12,630	22,519	9,889	6,552	14,108	7,556	51,751	79,342	27,591	673,040	943,897	28.7%
Redlands	16,525	19,252	2,727	7,902	9,862	1,960	6,369	9,345	2,976	20,803	30,524	9,721	369,511	480,572	23.1%
Rialto	19,474	34,335	14,861	7,083	10,563	3,480	4,390	7,181	2,791	17,461	29,255	11,794	355,016	600,270	40.9%
San Bernardino	35,957	48,311	12,354	20,844	23,077	2,233	9,344	21,417	12,073	69,188	99,051	29,863	829,782	1,227,184	32.4%
Upland	16,091	19,866	3,775	11,340	29,443	18,103	2,136	11,552	9,416	28,505	37,792	9,288	348,513	673,969	48.3%
Victorville	17,886	34,419	16,533	8,826	12,702	3,876	8,019	17,500	9,481	29,011	61,500	32,489	436,301	856,046	49.0%
Yucaipa	11,273	16,450	5,177	5,757	7,398	1,641	1,806	2,981	1,175	6,701	9,593	2,892	196,732	284,692	30.9%
Total	320,003	487,023	167,020	129,444	216,353	86,909	101,352	210,595	109,243	455,798	735,138	279,340	7,089,237	11,449,406	

Table 2. Summary of Growth Data for Spheres of Influence

Jurisdiction	Single Family 2004	Single Family 2030	SF Growth	Multi-Family 2004	Multi-Family 2030	MF Growth	Retail Empl. 2004	Retail Empl. 2030	Retail Growth	Non-Retail Empl. 2004	Non-Retail Empl. 2030	Non-Retail Growth	Trip Ends 2004 in PCEs	Trip Ends 2030 in PCEs	Ratio of Trip Growth to 2030 Trips
Adelanto Sphere	62	145	83	26	50	24	2	18	16	18	114	96	876	2,366	63.0%
Apple Valley Sphere	1,539	4,000	2,461	325	457	132	58	120	62	709	1,030	321	20,368	47,535	57.2%
Chino Sphere	1,243	1,837	594	357	513	156	626	1,078	452	694	1,200	506	25,879	40,865	36.7%
Colton Sphere	674	983	309	175	299	124	22	51	29	518	1,011	493	9,666	15,388	37.2%
Devore/Glen Helen	1,102	3,635	2,533	121	338	217	12	17	5	1,998	2,738	740	17,520	46,334	62.2%
Fontana Sphere	5,634	8,706	3,072	1,922	3,501	1,579	2,792	5,717	2,925	6,323	8,960	2,637	127,577	219,011	41.7%
Hesperia Sphere	1,667	3,019	1,352	372	524	152	99	134	35	456	648	192	21,856	37,385	41.5%
Loma Linda Sphere	245	1,173	928	122	281	159	9	27	18	417	889	472	4,558	16,464	72.3%
Montclair Sphere	1,289	1,949	660	830	1,160	330	670	1,155	485	1,010	1,744	734	31,108	49,072	36.6%
Redlands Sphere	2,307	3,910	1,603	735	1,233	498	30	64	34	6,253	8,183	1,930	45,819	71,052	35.5%
Redlands Donut Hole	3	10	7	11	11	0	7	1,612	1,605	399	5,457	5,058	1,317	38,866	62.0%
Rialto Sphere	5,805	9,459	3,654	876	1,344	468	237	411	174	4,579	6,799	2,220	79,939	128,208	37.6%
San Bernardino Sphere	6,838	8,662	1,824	2,142	2,853	711	229	304	75	5,018	7,171	2,153	100,031	130,151	23.1%
Upland Sphere	1,144	1,680	536	72	105	33	1,119	1,934	815	1,403	2,420	1,017	32,110	52,376	38.7%
Victorville Sphere	3,748	4,356	608	392	649	257	66	110	44	716	1,005	289	42,919	52,182	17.8%
Yucaipa Sphere	123	204	81	40	63	23	0	1	1	165	275	110	1,960	3,241	39.5%
Total	33,424	53,728	20,304	8,517	13,381	4,864	5,978	12,753	6,776	30,675	49,644	18,969	563,502	950,496	

Costs of Arterial, Interchange, and Railroad Grade Crossing Improvements

Cost estimates for many of the proposed improvements were originally obtained through jurisdiction submissions as part of the 2004 Regional Transportation Plan. This served as an initial foundation for the estimates of project cost. In other cases, the list was derived from projects contained in existing local jurisdiction development impact fee (DIF) programs. The initial list of projects and costs was again reviewed by each local jurisdiction in each biennial update of the Nexus Study. Costs were updated generally through application of escalation factors. The 2011 update of the Nexus Study includes a complete re-estimation of project costs. Cost escalation factors will be applied for subsequent biennial updates. The cost estimates were generated as follows:

- **For arterials,** costs were estimated as follows:
    - The local jurisdiction projects and cost estimates were accepted directly and entered into a database. These included only the arterial projects on the Nexus Study Network. Unless otherwise noted, the costs include project development, engineering, right-of-way and construction costs. In some cases, bridges, traffic signals, and other cost items are specified separately. Where these items are not separately identified, the costs are assumed to be included in the overall cost estimate for widening of each facility. The existing number of lanes and the number of lanes after improvement are also identified for projects where the information was available. Local jurisdictions may not include costs of improvements such as sidewalk, curb and gutter and match-up pavement along undeveloped frontages, for which developers would ordinarily be responsible. See Appendix J of the CMP for details on project cost eligibility. The costs included in the Nexus Study were reduced by the amount of federal earmarks for individual arterial projects contained in prior federal legislation or appropriations, where specifically identified, based on the development mitigation principles adopted by the SANBAG Board.
    - The Measure I Strategic Plan identified equitable share percentages for each jurisdiction in the San Bernardino Valley. Equitable shares are defined as the percentage of Measure I Arterial Sub-program funding guaranteed to each Valley jurisdiction over the life of Measure I 2010-2040. The percentage is the ratio of public share costs for each jurisdiction's list of arterial projects to the total Valley arterial public share costs in the Nexus Study as it was approved by the SANBAG Board in November 2007.
    - It should be recognized that the affordability of the arterial program, defined by the project cost estimates compared to the forecast revenue from both the development share and the public share, varies over time. When the Nexus Study was first prepared in 2005, the forecast revenue was approximately equal to the estimated costs. Although costs have decreased during the Great Recession, the estimated costs are higher than those estimated in 2005, and the Measure I revenue forecast has declined. This means that in this 2011 Nexus Study update it is estimated that Measure I revenue can fund only about half of the estimated

public share cost. This does not necessarily mean that jurisdictions should reduce their projects. The estimated Measure I revenue could increase faster than the increase in costs in the future, or additional revenue (state, federal, or local) may be identified to make up part of the public share gap. Alternatively, some of the arterials may not be constructed by 2040 but rather may still be constructed subsequent to the current Measure I using an as-yet unidentified public funding source.

- **For interchanges**, costs were estimated based on the following basic criteria:
    - Used the most recent Project Programming Request (PPR), Regional Transportation Improvement Program (RTIP) data, Project Study Report (PSR), or other updated costs from local jurisdictions. If necessary, these costs were updated to 2011. In some cases, verified cost estimates for one interchange were used to estimate costs for other interchanges where the improvement needs were expected to be similar. The interchange costs were reduced by the amount of federal earmarks, where specifically identified.
    - It should be understood that these planning-level estimates are based on the best available information and represent costs for 2011. SANBAG will actively participate in project development activities for interchanges included in the Nexus Study.
- **For railroad grade crossing projects**, costs were updated based on the most recent project development activities by SANBAG and local jurisdictions. Again, costs were reduced based on federal earmarks, where specifically identified. Costs are consistent with the Trade Corridors Improvement Fund Project Programming Requests (PPRs) submitted to the California Transportation Commission.

The list of railroad grade crossing improvements is presented in a later section. The arterial project list is provided in Attachment 1 of this report. The interchange project list and associated cost estimates are provided in Table 3.

Table 3. Interchange Improvements and 2011 Costs, Including a Comparison to 2009 Nexus Study Costs

Interchange	2009 Nexus Study Cost ($Millions)	Lead Agency	2011 Nexus Study Cost Update ($Millions)	Source of Cost Estimate*	Year Estimate Prepared
SR-60 at:					
Ramona	$30	Chino	$30	SANBAG	2011
Central	$30	Chino	$30	PSR – Caltrans	2009
Mountain	$26	Ontario/Chino	$15	SANBAG	2011
Euclid	$8	Ontario	$6	Ontario	2011
Grove	$51	Ontario	$51	Ontario	2011
Vineyard	$51	Ontario	$51	Ontario	2011
Archibald	$8	Ontario	$8	Ontario	2011
I-10 at:					
Monte Vista	$25	Montclair	$50	Montclair	2011
Euclid	$9	Upland	$9	SANBAG	2011
Grove/4th	$156	Ontario	$128	PSR – Ontario	2010
Vineyard	$84	Ontario	$84	Ontario	2011
Cherry	$77	SANBAG	$77	PPR	2011
Beech	$114	Fontana	$114	Fontana	2011
Citrus	$54	SANBAG	$59	PPR	2011
Alder	$99	Fontana	$99	Fontana	2011
Cedar	$52	County	$52	PPR	2011
Riverside (In const) - Phase 1 (Ramps) - Ph 2 (Bridge)	$44 $34 $10	SANBAG Rialto	$27 $10	PPR Rialto	2011 2009
Pepper - Pepper/Valley - Ramps/Bridge	$55 $10 $45	Colton/ County	$55 $10 $45	PAA PSR	2011
Mt. Vernon	$32	Colton	$32	SANBAG	2011
Tippecanoe	$60	SANBAG	$78	PPR	2011
Mtn. View	$51	Loma Linda	$51	SANBAG	2011
California	$45	Loma Linda	$45	SANBAG	2011
Alabama	$27	County	$31	Ecosys	2011
University	$6	Redlands	$7	Ecosys	2011
Wabash	$27	County	$40	Project DB	2011
Live Oak	$20	SANBAG	$19	PAA	2011

Interchange	2009 Nexus Study Cost ($Millions)	Lead Agency	2011 Nexus Study Cost Update ($Millions)	Source of Cost Estimate*	Year Estimate Prepared
(Complete)				Invoices	
Wildwood	$35	Yucaipa	$35	Yucaipa	2011
I-15 at:					
6th/Arrow	$70	Rancho	$70	Rancho	2011
Baseline	$36	Rancho	$40	Rancho	2011
Duncan Cyn.	$63	Fontana	$41	Fontana	2011
Sierra	$13	Rialto	$13	Rialto	2011
Ranchero	$76	Hesperia	$78	PPR	2011
Muscatel	$55	Hesperia	$71	Project DB	2011
Mojave	$51	Hesperia	$50	Hesperia	2011
Eucalyptus	$51	Hesperia	$50	Hesperia	2011
Bear Valley	$25	Victorville	$25	No change	
La Mesa/Nisqualli	$92	Victorville	$78	PPR	2011
High Desert Corr.	$76	Victorville	$76	Still in Discussion	2011
I-215 at:					
University	$33	SB City	$28	PSR	2011
Pepper/Linden	$57	SB City	$57	No Change	2011
Palm	$11	SB City	$11	No Change	2011
SR-210 at:					
Waterman	$51	SB City	$51	No change	2011
Del Rosa	$36	SB City	$36	No change	2011
Baseline	$9	Highland	$9	Highland	2011
5th	$8	Highland	$8	No change	2011

*Cost estimates are from various sources. PSR = Project Study Report. PPR = Project Programming Request provided by local jurisdiction or SANBAG. PAA = Project Advancement Agreement. Ecosys = Estimate incorporated into Ecosys project management tool from SANBAG and local input. No change means no additional information available since 2009 Nexus Study.

Methodology for Estimating Proportion of Costs Attributable to New Development

State law requires that new development not be charged to correct existing transportation deficiencies. An analysis was therefore conducted to estimate the cost of the identified improvements attributable to new development. It is important to note that there are different methodologies that could be used to estimate the proportion of cost attributable to new development. One approach would determine whether new development would require the widening or expansion of an existing facility to meet predetermined performance criteria (e.g. a specified "level of service"). New development could be deemed to be responsible for 100 percent of the cost of improving the facility to a level that would achieve the performance criteria, since that improvement would not be necessary if the development did not occur.

Another approach is to allocate new development's fair share based on the proportion of total traffic that the new growth represents. This would be calculated as a ratio of the estimated growth in traffic (between existing and future years) to the total traffic in the future year. The second approach is more conservative, as new development is held to be responsible for a share of the cost of facility expansion, not 100 percent of the cost. Even though the SANBAG Nexus Study takes the second approach, local jurisdictions may follow the first approach or any alternate approach that is consistent with California law and that achieves the minimum fair share development contribution levels specified in this Nexus Study. The methodology for arterials, interchanges, and railroad crossings involved the following steps:

Methodology for Arterial Project Fair Share:

- Calculate trip growth (2004 to 2030) for each jurisdiction, based on growth data. Trips for each jurisdiction were estimated by applying vehicle trip generation rates per dwelling unit (single and multiple family) and per employee (retail and non-retail) to the previously described 2004 and 2030 dwelling unit and employment data. These are actually defined as "trip ends." The number of trips would be calculated as the number of trip ends divided by two. The trip generation rates are:
  - Single family dwelling unit – 9.57 vehicle trip ends (in and out) per day (based on the Institute of Transportation Engineers report *Trip Generation)*
  - Multi-family dwelling unit – 6.63 vehicle trip ends per day (based on the ITE report *Trip Generation)*
  - Retail – 19.5 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
  - Non-retail - 1.85 vehicle trip ends per employee per day (based on per-employee rates used by SCAG)
- Calculate total trip ends in passenger car equivalents (PCEs) for each jurisdiction and sphere area.
- Growth's fair share = ratio of growth in trip ends (2004 to 2030) to total 2030 trip ends. These percentages (for each jurisdiction and sphere) were previously illustrated in the last column of Tables 1 and 2. (Note: for the "Donut Hole" in unincorporated San Bernardino County, the ratio of trip growth to 2030 trips was

based on trips taken from a January 2005 Traffic Impact Analysis entitled "County of San Bernardino Donut Hole Projects Cumulative Traffic Impact Analysis." The dwelling unit and employment data in the Donut Hole were not adequately up-to-date for calculating this percentage.)

- Multiply fair share by Nexus Study Network arterial improvement cost for each jurisdiction

There is no allocation of arterial project costs to jurisdictions outside the jurisdiction in which the project is located. Each jurisdiction is responsible for the arterial improvements within its own jurisdiction.

Methodology for Interchange Project Fair Share:

- Define "traffic sheds" for each interchange. A traffic shed represents the geographic area around the interchange from which most of the traffic using that interchange is likely to be drawn. In general, traffic will be drawn to an interchange following the roadways that cross the freeway. However, it is not expected that traffic within each traffic shed will exclusively use the interchange with which the traffic shed is associated. Where an arterial crosses the freeway at a perpendicular angle, the traffic shed was extended half way to the adjacent interchanges. Different configurations were required for traffic sheds in which the arterial was not perpendicular to the freeway. Further, the traffic sheds were generally extended laterally (i.e. perpendicular to the freeway) no farther than half way to the next parallel freeway. Traffic sheds used in the analysis are shown in Figures 3 and 4 for the Valley and Victor Valley, respectively. Several "select link" runs were conducted using the RIVSAN CTP model to verify the logic behind the definition of the traffic sheds. The traffic shed approach was accepted by the Nexus Study Task Force and CTP TAC through reviews of the methodology in 2004.
- Calculate the projected growth in trips (2004 to 2030) by jurisdiction within the traffic shed for each interchange. This analysis was conducted using SANBAG's GIS system, overlaying the traffic sheds on the traffic analysis zones (TAZs) containing the socio-economic data. Trip generation rates used in this analysis are discussed in a subsequent section.
- The fair share attributed to new development = ratio of traffic growth (2030 minus 2004) to total 2030 traffic. It should be noted that this approach will provide a conservatively low estimate of the fair share attributable to growth, compared to the alternate approach discussed earlier for arterials (i.e. assign 100 percent of the cost of the improvement to new development, if it were determined that the improvement would not be needed if no more growth were to occur). For new interchanges, a minimum fair share percentage of 50 percent was applied.
- Allocate the fair share cost among jurisdictions based on the calculations of trip growth within the traffic shed, by jurisdiction. For unincorporated areas, the fair share cost was estimated for each city sphere area.
- Multiply fair share by interchange improvement cost

Figure 3
Traffic Sheds
Valley

I-15/Sierra
I-15/Duncan Canyon
I-15/Baseline
I-15/6th
I-15/Jurupa
I-215/Palm
I-215/Linden
I-215/University
SR-30/Waterman
SR-30/Del Rosa
SR-30/Central
SR-30/Baseline
SR-30/5th
I10/Monte Vista
I-10/4th
I-10/Cherry
I-10/Beech
I-10/Citrus
I-10/Alder
I-10/Cedar
I-10/Pepper
I-10/Riverside
I-10/Mt. Vernon
I-10/California
I-10/Alabama
I-10/Tippecanoe
I-10/University
I-10/Wabash
I-10/Live Oak Canyon
I-10/Wildwood Canyon
SR-60/Ramona
SR-60/Euclid
SR-60/Grove
SR-60/Archibald
SR-60/Central
SR-60/Vineyard

UPLAND
RANCHO CUCAMONGA
FONTANA
RIALTO
SAN BERNARDINO
HIGHLAND
MONTCLAIR
ONTARIO
CHINO
CHINO HILLS
COLTON
LOMA LINDA
REDLANDS
GRAND TERRACE
YUCAIPA

Legend

- Nexus Network
- Sheds for Interchanges to be Improved
- Sheds for Other Interchanges
- Interchanges

Miles
0 1 2 4 6 8

N
W E
S

Figure 4
Traffic Sheds
Victor Valley

ADELANTO
VICTORVILLE
APPLE VALLEY
HESPERIA
I-15/SR-13
I-15/Nisqualli
I-15/Eucalyptus
I-15/Mojave
I-15/Joshua
I-15/Ranchero
I-15/SR-138
395
15
18
2
173

Legend

- Nexus Network
- Sheds for Interchanges to be Improved
- Sheds for Other Interchanges
- Interchanges

N W E S

0 0.5 1 2 3 4 Miles

- Calculate jurisdiction-level total fair share interchange costs. Table 4 shows the calculations of percent responsibility by jurisdiction and jurisdiction sphere area. Table 5 shows the fair share dollar allocation for jurisdictions and spheres. For example, the fair share allocation of interchange cost could be allocated as follows:
  - Interchange cost = $20 million
  - Ratio of growth (2030 trips within the traffic shed minus 2004 trips) to 2030 trips = 25%
  - Fair share cost = $5 million ($20 million X 25%)
  - 80% of "traffic shed" trips from Jurisdiction X = $4 million
  - 20% of trips from Jurisdiction Y = $1 million

Methodology for Railroad Grade Crossing Project Fair Share:

- The ratio of trip growth to 2030 trips by jurisdiction (same as for the arterial analysis) was applied to the railroad grade crossing project cost

- An assessment was made of the proportion of the growth in traffic delays attributable to train growth versus traffic growth. The fair share allocated to new development was reduced by the percentage of train growth. Growth in train volume was based on forecasts prepared for the Inland Empire Rail Mainline Study by Robert Leachman & Associates. Fair share costs are not assessed to new development for the proportion attributable to train growth.

- Only costs for railroad crossing projects on the Nexus Study network were included in the fair share calculation. Individual jurisdictions may include other projects in their own DIF programs. Table 6 lists the railroad grade separation projects on the Nexus Study Network, their costs, ratio of train growth to 2030 train volume, ratio of traffic growth to 2030 traffic volume (at a jurisdictional level), and fair share cost for the railroad grade crossing projects.

Estimated Development Contribution Levels by Jurisdiction and Sphere Area

Table 7 summarizes the jurisdiction-by-jurisdiction costs and fair share amounts for regional arterials, interchanges, and railroad grade crossing projects. Table 8 provides the equitable share information by jurisdiction for the Valley subarea. Table 9 breaks down the fair share amounts by sphere of influence or County subarea. Provisions for the on-going maintenance and implementation of local jurisdiction development mitigation programs are contained in Appendix J of the CMP.

Table 4. Estimate of Development's Fair Share Percentage of Interchange Costs, by Jurisdiction and Sphere

Fwy.	Interchange	Fair Share %	2011 Cost ($mill)	Federal Earmarks	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontan Sphere	Rancho Cuc.	Rialto	Rialto Sphere	Colton	Colton Sphere	S. Bern.	S. Bern Sphere	L. Linda	L.Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	A. Valley	A. Valley Sphere
SR-60	Ramona	31.3%	$30.240		53.6%	16.7%	7.7%	22.0%																										
	Central	58.8%	$29.700		91.7%	0.9%	0.6%	6.7%																										
	Mountain	46.2%	$15.000		49.6%						50.4%																							
	Euclid	44.5%	$6.000		43.0%						57.0%																							
	Grove	48.3%	$50.810		1.2%						98.8%																							
	Vineyard	60.3%	$50.810		6.7%						93.3%																							
	Archibald	66.1%	$7.900								100.0%																							
I-10	Monte Vista	24.1%	$50.000				73.5%		26.5%																									
	Grove/4th	17.1%	$128.000						13.7%		63.7%			22.6%																				
	Euclid	17.4%	$9.030						60.0%		40.0%																							
	Vineyard*	60.0%	$83.550								100.0%																							
	Cherry	35.4%	$76.900									36.0%	64.0%																					
	Beech	50.0%	$113.903									63.5%	36.5%																					
	Citrus	38.4%	$58.500									99.4%	0.6%																					
	Alder	50.0%	$99.450									71.2%				28.8%																		
	Cedar	30.0%	$52.300									11.9%			19.5%	68.6%																		
	Riverside, Phase I	27.4%	$27.300	($2.3)											65.8%	7.9%	26.2%																	
	Riverside, Phase II	27.4%	$10.000												65.8%	7.9%	26.2%																	
	Pepper, Phase I	34.0%	$10.000													1.8%	91.9%	2.2%	4.1%															
	Pepper, Phase II	34.0%	$45.000													1.8%	91.9%	2.2%	4.1%															
	Mt. Vernon	5.1%	$31.810														100.0%																	
	Tippecanoe	34.6%	$78.000	($16.6)															50.0%		50.0%													
	Mt. View	37.8%	$50.895																20.0%		70.0%	6.1%	3.9%											
	California	47.8%	$44.533																		37.9%	22.4%	14.6%	25.2%										
	Alabama	50.5%	$31.450																				34.9%	65.1%										
	University	17.9%	$6.550																				100.0%											
	Wabash	35.8%	$40.000																				12.5%		87.5%									
	Live Oak	37.0%	$18.630																				1.0%				99.0%							
	Wildwood	50.0%	$35.410																								100.0%							
I-15	6th/Arrow	50.0%	$70.000										10.1%	90.0%																				
	Baseline	50.0%	$39.600	($4.0)								33.4%		66.6%																				
	Duncan Cyn.	77.3%	$41.000									79.0%	21.0%																					
	Sierra	80.3%	$12.724									27.9%	1.4%		64.5%	6.1%																		
	Ranchero	57.5%	$78.100																									93.2%	5.9%					0.9%
	Joshua/Muscatel	58.7%	$71.100																									95.0%	5.0%					
	Mojave	55.4%	$50.000																									77.2%		7.9%			11.2%	3.8%
	Eucalyptus	57.4%	$50.000																									53.2%		46.8%				
	Bear Valley	31.3%	$25.000																									15.0%		53.0%			31.0%	1.0%
	La Mesa	50.0%	$77.900	($1.2)																										78.8%	1.6%		19.6%	
	E-W Corr.	63.7%	$76.343																											27.1%		18.0%	35.8%	19.1%
I-215	University	15.8%	$28.000													2.2%			43.0%	55.0%														
	Pep/Lind	50.0%	$57.359																100.0%															
	Palm	35.7%	$10.929																50.0%	50.0%														
SR-210	Waterman	18.2%	$50.895																100.0%															
	Del Rosa	32.8%	$35.627																63.0%	9.0%						28.0%								
	Victoria	45.0%																	57.4%							42.6%								
	Baseline	41.9%	$9.400																							100.0%								
	5th	44.1%	$8.000																5.2%				1.4%			93.4%								
Total			$2,084	($24.1)																														

*Subject to make-up provision, with interchange having been added subsequent to the first Nexus Study

Table 5. Estimate of Development's Fair Share of Interchange Costs, by Jurisdiction and Sphere

Fwy.	Interchange	Fair Share %	2011 Cost ($mill)	Federal Earmarks	Chino	Chino Sphere	Montclair	Montclair Sphere	Upland	Upland Sphere	Ontario	Fontana	Fontana Sphere	Rancho Cuc.	Rialto	Rialto Sphere	Colton	Colton Sphere	S. Bern.	S. Bern. Sphere	L. Linda	L. Linda Sphere	Redlands	Donut Hole	Redlands Sphere	Highland	Yucaipa	Hesperia	Hesperia Sphere	Victorville	Victorville Sphere	Adelanto	A. Valley	A. Valley Sphere
SR-60	Ramona	31.3%	$30.240		$5.07	$1.58	$0.73	$2.08																										
	Central	58.8%	$29.700		$16.01	$0.16	$0.10	$1.17																										
	Mountain	46.2%	$15.000		$3.44						$3.49																							
	Euclid	44.5%	$6.000		$1.15						$1.52																							
	Grove	48.3%	$50.810		$0.29						$24.25																							
	Vineyard	60.3%	$50.810		$2.05						$28.59																							
	Archibald	66.1%	$7.900								$5.22																							
I-10	Monte Vista	24.1%	$50.000				$8.86		$3.19																									
	Grove/4th	17.1%	$128.000						$3.00		$13.94			$4.95																				
	Euclid	17.4%	$9.030						$0.94		$0.63																							
	Vineyard*	60.0%	$83.550								$53.83																							
	Cherry	35.4%	$76.900									$9.80	$17.42																					
	Beech	50.0%	$113.903									$36.16	$20.79																					
	Citrus	38.4%	$58.500									$22.33	$0.13																					
	Alder	50.0%	$99.450									$35.40				$14.32																		
	Cedar	30.0%	$52.300									$1.87			$3.06	$10.76																		
	Riverside, Phase I	27.4%	$27.300	($2.3)											$4.52	$0.54	$1.80																	
	Riverside, Phase II	27.4%	$10.000												$1.80	$0.22	$0.72																	
	Pepper, Phase I	34.0%	$10.000													$0.06	$3.12	$0.07	$0.14															
	Pepper, Phase II	34.0%	$45.000													$0.28	$14.06	$0.34	$0.63															
	Mt. Vernon	5.1%	$31.810														$1.62																	
	Tippecanoe	34.6%	$78.000	($16.6)															$10.62		$10.62													
	Mt. View	37.8%	$50.895																$3.85		$13.47	$1.17	$0.75											
	California	47.8%	$44.533																		$8.07	$4.77	$3.11	$5.36										
	Alabama	50.5%	$31.450																				$5.54	$10.34										
	University	17.9%	$6.550																				$1.17											
	Wabash	35.8%	$40.000																				$1.79		$12.53									
	Live Oak	37.0%	$18.630																				$0.07				$6.82							
	Wildwood	50.0%	$35.410																								$17.71							
I-15	6th/Arrow	50.0%	$70.000										$3.54	$31.50																				
	Baseline	50.0%	$39.600	($4.0)								$5.95		$11.85																				
	Duncan Cyn.	77.3%	$41.000									$25.04	$6.66																					
	Sierra	80.3%	$12.724									$2.85	$0.14		$6.59	$0.62																		
	Ranchero	57.5%	$78.100																									$41.85	$2.65					$0.40
	Joshua/Muscatel	58.7%	$71.100																									$39.65	$2.09					
	Mojave	55.4%	$50.000																									$21.38		$2.19			$3.10	$1.05
	Eucalyptus	57.4%	$50.000																									$15.27		$13.43				
	Bear Valley	31.3%	$25.000																									$1.17		$4.15			$2.43	$0.08
	La Mesa	50.0%	$77.900	($1.2)																										$30.22	$0.61		$7.52	
	E-W Corr.	63.7%	$76.343																											$13.18		$8.75	$17.41	$9.29
I-215	University	15.8%	$28.000													$0.10			$1.90	$2.43														
	Pep/Lind	50.0%	$57.359																$28.68															
	Palm	35.7%	$10.929																$1.95	$1.95														
SR-210	Waterman	18.2%	$50.895																$9.26															
	Del Rosa	32.8%	$35.627																$7.36	$1.05						$3.27								
	Victoria	45.0%																	$0.00	$0.00						$0.00								
	Baseline	41.9%	$9.400																							$3.94								
	5th	44.1%	$8.000																$0.18				$0.05			$3.30								
Total			$2,084	($24.1)	$28.02	$1.74	$9.69	$3.25	$7.13	$0.00	$131.47	$139.40	$48.68	$48.30	$15.97	$26.90	$21.32	$0.41	$64.57	$5.44	$32.15	$5.94	$12.48	$15.70	$12.53	$10.51	$24.53	$119.33	$4.74	$63.17	$0.61	$8.75	$30.45	$10.82

Table 6. Railroad Grade Crossing Projects on Nexus Study Network

Description	2011 Cost Est ($1000s)	Federal Earmarks	Location	Ratio Train Growth to 2030	Ratio Trip Growth to 2030	2011 Cost Alloc. To Devel ($1000s)
Grade Separation at Olive St in Colton on the San Bernardino Line	$0		Colton	55%	43.6%	$0
Grade Separation at Valley Bl in Colton on the San Bernardino Line	$0		Colton	55%	43.6%	$0
Grade Separation at Laurel St in Colton (Replaces Valley)	$53,995		Colton	55%	43.6%	$10,583
Grade Separation at Fogg Street in Colton (Replaces Olive)	$23,488		Colton	55%	43.6%	$4,604
Widen Mount Vernon grade separation in Colton on the Alhambra Line	$9,038	($1,600)	Colton	55%	43.6%	$1,458
In Fontana on Citrus Avenue At Santa Fe Railroad Construct Undercrossing For Existing 4 Lanes	$0		Fontana	55%	32.1%	$0
Grade Separation at Main St in Grand Terrace on the San Bernardino Line	$28,520		G. Terr.	55%	39.9%	$5,125
In Hesperia on Ranchero Road 7Th Avenue To Danbury Realign Road And Construct Railroad Undercrossing	$30,530	($4,000)	Hesperia	55%	58.9%	$7,035
Mauna Loa/Lemon and BNSF Grade Separation (costs from feasibility study)	$56,400		Hesperia	55%	58.9%	$14,956
Grade Separation at Eucalyptus Rd in Hesperia on the BNSF Line	$0		Hesperia	55%	58.9%	$0
Grade Separation at Beaumont Av in Loma Linda on the Yuma Line	$23,415		L. Linda	55%	38.8%	$4,092
Grade Separation at Monte Vista Av in Montclair at the UPRR Crossing	$28,786	($1,600)	Montclair	55%	18.9%	$2,316
Widen Central Av grade separation in Montclair on the Alhambra and Los Angeles Lines	$0		Montclair	55%	18.9%	$0
Grade Separation at Archibald Av in Ontario on the Los Angeles Line	$58,406		Ontario	55%	44.4%	$11,665
Grade Separation at Milliken Av in Ontario on the Alhambra Line	$73,983		Ontario	55%	44.4%	$14,776
Grade Separation at Milliken Av in Ontario on the Los Angeles Line	$79,224		Ontario	55%	44.4%	$15,823
Grade Separation at Vineyard Av in Ontario on the Alhambra Line	$60,765		Ontario	55%	44.4%	$12,136
Grade Separation at Haven Av in Rancho Cucamonga at Metrolink Crossing	$23,400		Rancho	55%	28.7%	$3,022
Railroad crossing safety improvements at San Timoteo Rd in Redlands on the Yuma Line	$1,867		Redlands	55%	23.1%	$194
Grade Separation at Palm Av in San Bernardino on the Cajon Line	$30,077	($1,600)	S. Bern.	55%	32.4%	$4,150
Grade Separation at Rialto Av in San Bernardino on the San Bernardino Line	$24,564		S. Bern.	55%	32.4%	$3,580
Grade Separation at Hunts Ln in San Bern./Colton on the Yuma Line	$37,176	($5,000)	S. Bern./Colton	55%	38.0%	$5,498
Grade Separation at Glen Helen Pkwy in San Bernardino Co. on Cajon Line	$29,568		County	55%	62.2%	$8,276

Table 7. Summary of Fair Share Costs for Arterial, Interchange, and RR Grade Crossing Project Costs for Cities (through year 2030)

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	2011 Total Art Cost ($Mill)	2011 Devel Share of Total Art. Cost ($Mill)	2011 Public Share of Total Art. Cost ($Mil)	2011 Devel. Share Of Interchg Cost ($Mill)	2011 Devel. Share Of RR Grade Sep. Cost ($Mill)	2011 Devel. Share of Total Cost ($Mill)
Adelanto	63.5%	$135.44	$86.01	$49.43	$8.75	$0.00	$94.76
Apple Valley	55.0%	$201.67	$111.00	$90.67	$30.45	$0.00	$141.45
Chino	35.2%	$128.38	$45.13	$83.25	$28.02	$0.00	$73.15
Chino Hills	13.7%	$22.03	$3.02	$19.02	$0.00	$0.00	$3.02
Colton	43.6%	$52.70	$22.95	$29.75	$21.32	$19.39	$63.67
Fontana	32.1%	$328.58	$105.53	$223.05	$139.40	$0.00	$244.93
Grand Terrace	39.9%	$28.61	$11.42	$17.18	$0.00	$5.13	$16.55
Hesperia	58.9%	$194.10	$114.38	$79.72	$119.33	$21.99	$255.70
Highland	46.4%	$120.31	$55.84	$64.47	$10.51	$0.00	$66.35
Loma Linda	38.8%	$78.16	$30.35	$47.81	$32.15	$4.09	$66.60
Montclair	18.9%	$9.00	$1.70	$7.30	$9.69	$2.32	$13.71
Ontario	44.4%	$281.07	$124.75	$156.32	$131.47	$54.40	$310.62
Rancho Cuc.	28.7%	$83.00	$23.82	$59.18	$48.30	$3.02	$75.14
Redlands	23.1%	$74.09	$17.12	$56.96	$12.48	$0.19	$29.80
Rialto	40.9%	$84.72	$34.61	$50.10	$15.97	$0.00	$50.58
San Bernardino	32.4%	$136.37	$44.16	$92.21	$64.57	$10.48	$119.21
Upland	48.3%	$53.11	$25.65	$27.46	$7.13	$0.00	$32.78
Victorville	49.0%	$111.32	$54.58	$56.73	$63.17	$0.00	$117.75
Yucaipa	30.9%	$95.76	$29.59	$66.17	$24.53	$0.00	$54.12
Total		$2,218.40	$941.61	$1,276.79	$767.25	$121.01	$1,829.87

Table 8. Summary of Fair Share Costs for Arterial, Interchange, and RR Grade Crossing Project Costs for Sphere Areas (through 2030)

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	2011 Total Art Cost ($Mill)	2011 Devel Share of Total Art. Cost ($Mill)	2011 Public Share of Total Art. Cost ($Mil)	2011 Devel. Share Of Interchg Cost ($Mill)	2011 Devel. Share Of RR Grade Sep. Cost ($Mill)	2011 Devel. Share of Total Cost ($Mill)
Adelanto Sphere	63.0%	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Apple Valley Sphere	57.2%	$5.23	$2.99	$2.24	$10.82	$0.00	$13.81
Chino Sphere	36.7%	$28.96	$10.62	$18.34	$1.74	$0.00	$12.36
Colton Sphere	37.2%	$6.88	$2.56	$4.32	$0.41	$0.00	$2.97
Devore/Glen Helen	62.2%	$17.94	$11.16	$6.78	$0.00	$8.28	$19.44
Fontana Sphere	41.7%	$56.31	$23.51	$32.80	$48.68	$0.00	$72.19
Hesperia Sphere	41.5%	$27.14	$11.27	$15.87	$4.74	$0.00	$16.01
Loma Linda Sphere	72.3%	$0.00	$0.00	$0.00	$5.94	$0.00	$5.94
Montclair Sphere	36.6%	$12.28	$4.50	$7.79	$3.25	$0.00	$7.75
Redlands Sphere	35.5%	$22.26	$7.91	$14.36	$12.53	$0.00	$20.44
Redlands Donut Hole	62.0%	$1.50	$0.93	$0.57	$15.70	$0.00	$16.63
Rialto Sphere	37.6%	$43.34	$16.32	$27.02	$26.90	$0.00	$43.22
San Bernardino Sphere	23.1%	$13.50	$3.12	$10.38	$5.44	$0.00	$8.56
Upland Sphere	38.7%	$7.50	$2.90	$4.60	$0.00	$0.00	$2.90
Victorville Sphere	17.8%	$5.69	$1.01	$4.68	$0.61	$0.00	$1.62
Yucaipa Sphere	39.5%	$0.87	$0.34	$0.52	$0.00	$0.00	$0.34
Total		$249.41	$99.14	$150.27	$136.76	$8.28	$244.18

Several special circumstances need to be noted. First, Ontario International Airport, which is expected to undergo a major expansion through year 2030, will develop its own mitigation program in conjunction with the City of Ontario. Los Angeles World Airports (LAWA) will prepare an Environmental Impact Report and associated Traffic Impact Analysis report for its updated master plan. That TIA, to be prepared in accordance with CMP guidelines, will provide the basis for mitigation of traffic impacts in the vicinity of the airport. This will result in an agreement between the City of Ontario and LAWA governing the transportation improvements that will be funded as part of the airport expansion. These commitments may be considered a part of the City of Ontario's development mitigation program, subject to the provisions of Chapter 4 and Appendix J of the CMP. Transportation impact mitigation committed to outside the City of Ontario may be considered part of the development mitigation program for the appropriate jurisdiction. Mitigation for San Bernardino International Airport/IVDA and for Southern California Logistics Airport may be handled in the same way.

Update of Local Jurisdiction Fee Programs

Local jurisdiction development mitigation programs must be updated annually to incorporate project cost escalation. The city council/Board of Supervisors must approve the adjustments on an annual basis and reflect those adjustments in local development impact fees or other per-unit mitigation levels or assessments. The adjustments shall be based on an escalation factor approved by the SANBAG Board of Directors or by an alternative cost escalation methodology approved by SANBAG during the biennial update to the Nexus Study.

Local jurisdictions must annually adopt adjustments to their development mitigation programs to reflect the SANBAG Board adopted changes to the Nexus Study. The adjustment must be approved by the city council/Board of Supervisors by resolution on or before either January 1 or July 1, depending on the timeline chosen by the local jurisdiction. Included below is the list of local jurisdiction development mitigation program update timelines as submitted to SANBAG during the 2007 Nexus Study update.

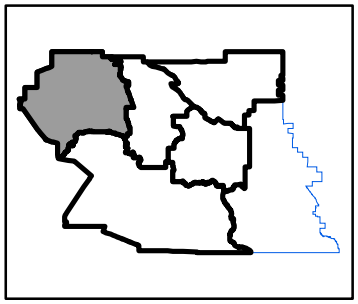
Table 9. Local Jurisdiction Development Mitigation Program Update Schedule

Jurisdiction	July 1	Jan. 1
Adelanto*	X	
Apple Valley		X
Chino		X
Chino Hills		X
Colton	X	
Fontana		X
Grand Terrace		X
Hesperia		X
Highland		X
Loma Linda		X
Montclair	X	
Ontario		X
Rancho Cucamonga	X	
Redlands	X	
Rialto		X
San Bernardino	X	
San Bernardino County	X	
Upland		X
Victorville		X
Yucaipa		X

***** Jurisdictions that did not respond to the request for a development mitigation program update timeline. These jurisdictions are assumed to update their fees on a fiscal year basis.

APPENDIX L

2012 Western Riverside Council of Governments
Northwest TUMF Zone Transportation Improvement Program



Ultimate Number of Lanes

- 2 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes

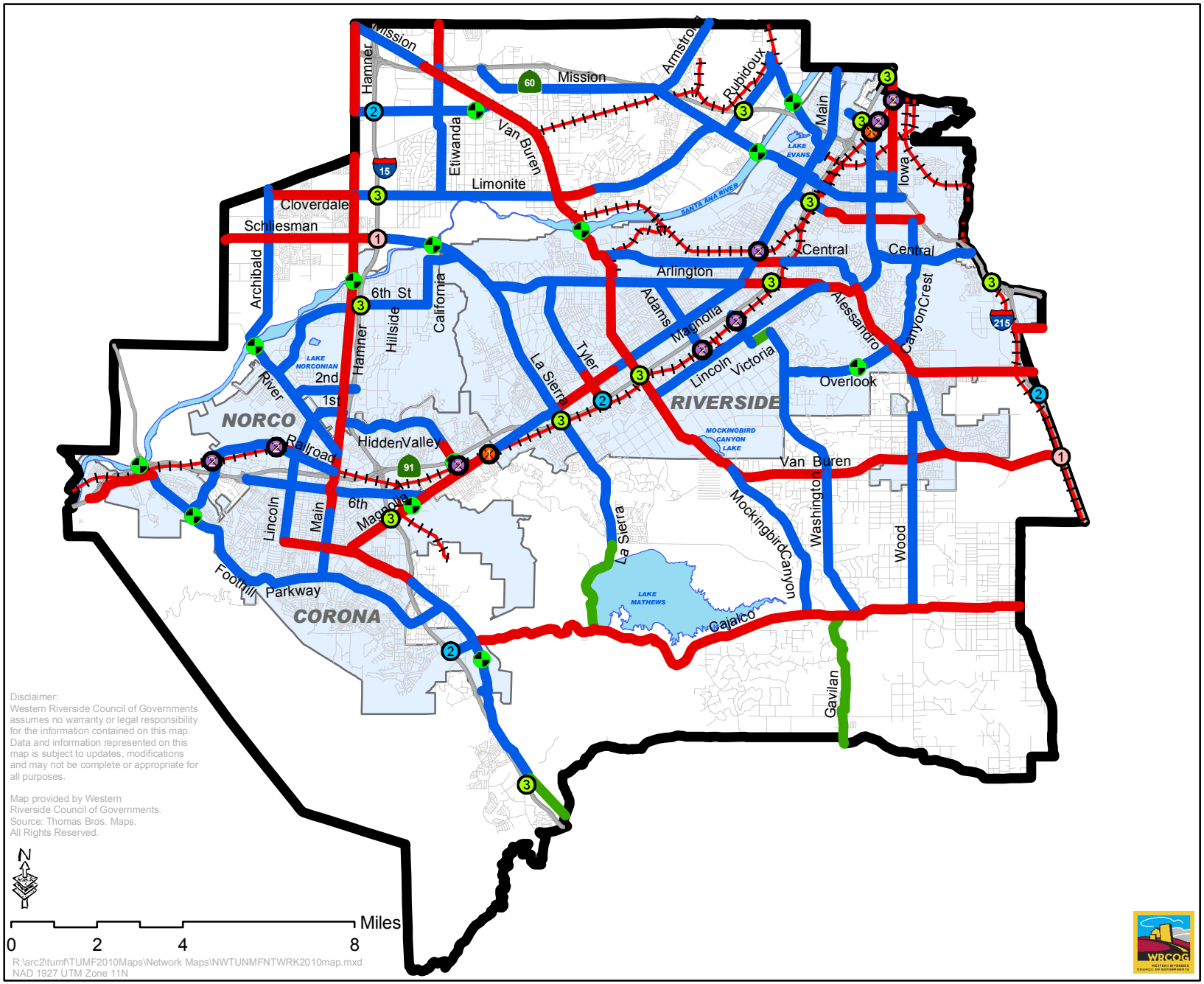
Railroad Crossings

- 1 - $4,550,000 per lane
- 2 - $2,120,000 per lane

Interchanges

- 1 - $43,780,000
- 2 - $22,280,000
- 3 - $10,890,000

- Bridges
- Railroads
- Freeways
- Lakes & Rivers
- TUMF Zone Boundary
- Streets & Roads
- City Boundaries



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NAD 1927 UTM Zone 11N

TIP Ammendment
Adopted February 2010

The 2010 Northwest TUMF Zone & The Regional System of Highways & Arterials



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